

The British Connection

Volume 2022 Issue 3

March 2022

President's Message

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When we lived in Colorado, we had a vintage race event in the mountains through the streets of Steamboat Springs. It wasn't through the main streets of what amounted to "old" Steamboat. It was in the newer section that was just starting to be developed, near the main ski lift for the ski area. As such, there were quite a few condominiums on the outside of the road that kind of circled the big hill in the center. There was a condo developed on the top of the hill, and their lower parking lot turned into the pits for the raceArs. That was the premiere spot to view the race, so many racers rented those condos for the weekend. The only problem was that you were "locked in". The RMVR (Rocky Mountain Vintage Racing) group would open a walkway over the track in between sessions and at lunch. Weather was almost always guaranteed to be good as it was on Labor Day weekend.

The town embraced the racers and the weekend. There was a car show downtown that would stretch for about 5 blocks on both sides of the street. There was a car parade of race cars through town, which was always interesting as some of the racers couldn't keep cool at low speeds and 8000 feet elevation. We always had a good turnout from east and west (California), because people didn't have to tow all the way across the mountains. Plus, everyone had Monday, Labor Day to get home. Monday was designated as a rain date but was never used that I know of.

The race started in the early 80's and lasted about 15 years. Until developers started developing the hill more and didn't want to deal with being locked out for a weekend. Also, everything was left set up as the motorcycle racers used the same track 2 weeks later.

(Continued on page 2)

2022 Dues are past Due



(Continued from page 1)

We always rented a condo on the outside of the track in a corner where the racers came around a sweeping bend downhill to a sharp left hander and a quick right before the back straight down to another right hand 90-degree turn. We could see most of the back half of the track, and the pit entrance was right in the sharp (kink) left hander. So, the cars were already about the slowest that they would be in that corner. Making a dive for the pits that was not that hard.

I had finished the v6 powered Sunbeam Alpine somewhere along in there. So, we would blast up the mountains, blowing by most everyone. One time right after I had parked, I saw someone go over to the car and look under it to check the exhaust, as there was and still is only one coming out the back.

The organizers also had a parade on the racetrack at lunch for show cars. One year our daughter and her boyfriend drove the Sunbeam on the track at lunch. The next year our son and his girlfriend drove the car on the track at lunch. They both thought they were hot Stuff.

One year as we were watching, before lunch a bunch of Porsche 911's went by on the street below our balcony. Our daughter, who at the time was probably 16 or 17 was ogling the passing cars. I told her to just remember "Anyone can own a Porsche, not just anyone can own a Sunbeam"

Happy travels.

Doug



<https://www.gofsouth.org/>

April, 22 through 24, 2022

**Mission Inn Resort & Club
Howey in the Hills, FL 34737**

Celebrations

By: Gene

BIRTHDAYS

Bert Martin March 2

Kevin Lemire March 4

Judy Goudy March 22

ANNIVERSARIES

Mike & Gene Schoonmaker - 3/30/2022 - 59 years

2022 ABCC Upcoming Club Activities

Do you have an idea for an event? Contact Doug at pbullard@hotmail.com



MGB bumper protection 1970s style

How often have you heard the question... when did they put rubber bumpers on MGs or why did they do the change over?

Well, President Nixon signed S976 into law in 1972, which amended the Federal Motor Vehicle Safety Standards with the Motor Vehicle and Cost Savings Act. His statement at the time was that the Act would authorize the Secretary of Transportation to establish cost effective bumper performance standards for new cars manufactured in, or imported to, the U.S.

MG was part of British Leyland, and they created an American only bumper overrider for early '74 models. These large overriders were called "Sabrinas" (after an ample-chested entertainer, much like the '50's Dagmars used by Cadillac.) They were molded with rubber over metal and were bolted through the standard chrome bumpers to 5/16 inch sprung steel blades. This resulted in both front and rear collision protection.

However, the Sabrinas were only a temporary fix for the mandate. The NHTSA came up with a pendulum test to make sure the bumpers on '75 model year cars could protect against 5 mph impacts and the car's corners would have to be protected at 3 mph. Ah, but there was a catch... the pendulum was designed to strike a bumper with a height of 16-20 inches off the ground. This meant the MG would have to be raised to comply with this requirement. MG didn't have the resources to build two different versions, so this meant that the new standards would be applied to all cars for shipment to all parts of the world.

Due to this development, MG had to raise the car 1.5 inches on its suspension. The new bumpers were designed by Harris Mann of Austin Morris Styling. They were made of Bayer's Bayflex 90 polyurethane over steel, and were molded by Marley Foam in unique chrome plated molds. This process resulted in a semi-gloss black finish.

The car bodies were reinforced to support them. This resulted in protection that was above and beyond the Federal requirement. They were introduced in September of 1974. MG fans will call them '74 ½ as they still have the twin carbs, which were phased out in 1975 models. The rubber bumpers added 70 pounds to the vehicle weight.



FOR SALE

Send me your car related "for sale" or "wanted" items for this space. Ed

UPCOMING EVENTS

MARCH 16-19, 2022 Sebring Support races. Sebring, FL - www.imsa.com

MARCH 16-19, 2022 Mobil 1 12 hrs. of Sebring. Sebring, FL. - www.imsa.com

MARCH 17-20, 2022 Charlotte SpeedTour Charlotte Motor Speedway - Concord, NC - <https://svra.com/>

MARCH 24-27, 2022 Atlanta Speed Tour. Braselton, GA - www.svra.com/

MARCH 25-27, 2022 Daytona Beach Spring Car Show and Swap Meet. Daytona Beach, FL - <http://www.turkeyrun.com>

APRIL 2, 2022 37th Annual British Car Show. Henry's Depot, Sanford, FL - www.allbritishcarclub.com/

April 2, 2022 1st Annual Cocoa Village Concours & Crosswinds Great Brevard Duck Race. Cocoa. Village Cocoa Beach, FL - [Events – Historic Cocoa Village \(visitcocoavillage.com\)](http://www.visitcocoavillage.com)

APRIL 6-8, 2022 HSR Spring Fling. Sebring, FL www.hsrrace.com

APRIL 16, 2022 Wheels Across the Pond. Jupiter, FL - www.wheelsacrossthepond.com

APRIL 22, 2022 Spring Carlisle. Carlisle, PA. – (717) 243-7855 - or- www.carsatcarlisle.com

APRIL 22-24, 2022 54th Annual GOF South. -Howey in the Hills, FL - <https://www.gofsouth.org/>

APRIL 23, 2022 28th Annual Brits on the Bay. Pensacola, FL - [Panhandle British Car Association - Annual Show details \(pbca1.com\)](http://www.panhandlebritishcarassociation.com)

APRIL 24, 2022 Britain on the Green. –Lorton, VA - [BRITAIN ON THE GREEN | BOG](http://www.britainonthegreen.com)

APRIL 27 – MAY 1, 2022 19th Annual MINIs at the Dragon. Fontana Village, NC - <https://minisonthedragon.com/>

APRIL 28 – May 1, 2022` “Classic Motorsports Mitty” Road Atlanta (HSR). Braselton, GA. - www.hsrrace.com

MAY 5, 2022 SCCA SOLO II (Autocross). Daytona International Speedway, Daytona Beach, FL – <https://autocross.cfrscca.org/>

MAY 7, 2022 Festivals of Speed, Thoroughbred weekend at World Equestrian Center. Ocala, FL - <https://www.festivalspeed.com/>

MAY 13-14, 2022 Carlisle Import & Performance Nationals, Carlisle, PA - <https://www.carlisleevents.com/>

MAY 14, 2022 “Springtime in the Smokies” British Car Gathering. Townsend, TN - www.blountbritishcars.org/

MAY 12-15, 2022 Jefferson 500, Summit Point, WV - <http://www.vrgonline.org>

AUGUST 29 - Sept. 1, 2022 VTR 2022. Galena, IL - www.vtr2022.org

Note: If you are planning on attending any of these events please check their website for updated Information before you go.



OUR MISSION

To encourage the preservation and enjoyment of all of British cars

We're on the Web

www.volusiabritishcars.com

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