



The British Connection

Volume 2020 Issue 3

March 2020

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President's Message

So, here we are. New president, not even an MG or Triumph person. Long standing Sunbeam and English Ford person, those aren't even real cars are they? I think Steve needed a break, and no one else would step up, so I kind of got roped into it. I guess you are stuck with me, at least for a year, until you all discover the error of your ways.

Growing up in the frozen tundra, no I'm a male, males never grow up. I spent my formative years in the frozen tundra, Grand Forks, North Dakota, to be exact. My first car was a '56 Ford convertible. It was rusted, only ran on 6 out of 8 cylinders, and generally was what you would expect for a \$200 car. But the top went down (with the push of a button). And when it ran (all the time in the summer, not enough compression to start in the winter), my friends all accused me of spraying for mosquitos.

My second car is where the affliction started. a friend had a '61 Hillman Minx convertible. It was a cute little car, in very good condition, mostly due to being British and not running in the winter? I learned a

lot on that car. I rebuilt the brakes, numerous times due to not knowing about Girling fluid vs 'Murican fluid. I put a new top on it, etc. Of course these were made by Rootes Group, who also made Sunbeam Tigers.

The closest city to us was Winnipeg, Manitoba, Canada. So on an excursion to buy parts in Winnipeg, the dealer was foolish enough to let me drive a Tiger. I'm 16, maybe 17 at this point. I took the Tiger out for about 2 hours. I'm sure they were wondering if that kid was ever coming back. Oh, did I mention it was an ex-race car. I was hooked. I tried to talk my father into buying a Tiger. He was an ex PT boat commander from WWII. But we are dealing with a practical man who had had nothing but station wagons for as long as I can remember, hence my associated affliction for station wagons.

Ever since then, I have been involved with small cars, before they were popular. There has always been a Sunbeam. And usually a convertible of some make, and a station wagon, besides. We use the Sunbeam as an excuse to go to car meets. We went to a Sunbeam meet in New Zealand one time. That's another story for another time.

Doug Bullard

2020

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2020 DUES ARE DUE

History of the MG cars

By: Karen Border , TRF Publications

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The MG 14/40 or MG 14/40 Mark IV was launched in 1927 and was produced until 1929 with approximately 700 cars manufactured. It had its origins in the MG 14/28 and was similar to the Morris Oxford flatnose. The flatnose term was used to describe the new radiator/grille fronts of the cars. Morris had redesigned his cars to incorporate the flat radiator design of American cars. If you recall, the MG 14/28 and earlier cars all had the rounded bullnose radiators which gave them a tractor-like appearance at the grille. In 1926 the bullnose was dropped and the flat radiators were used, and the radiator cooling surface was increased. The 14/40 was manufactured at the Edmund Road works in Cowley, Oxford where MG manufacturing had moved in September of 1927. It was the first model to feature the MG Octagon badge on the radiator. Apart from the flatnose, the 14/40 did not look very different from the 14/28. The chassis of the 14/40 was heavier and wider to allow more room in the body. The chassis was also stiffer which made the car easier to handle. The engine was updated to 35 bph (brake horsepower) and the brakes were changed to eliminate the servo. The name 14/40 promoted the additional horsepower, which while improved, was 37 bph and not 40 bph. The designation of Mark IV is not clear, and some think that it was named for the fourth year of production of the 14/40.

The car bodies offered included a Featherweight Fabric Saloon and a fixed head (hardtop) and drophead (convertible top) coupé. The MG works continued to distinguish themselves from the Morris Motors brand, and led to the creation of the M.G. Car Company in 1928. The new M.G. Car Company and Morris Motors were owned personally by William Morris.

A new 18hp overhead camshaft six-cylinder engine had been developed by Hochkiss and Kimber realized that this engine could be used to build a bigger sports car to compete with the Bentley. To design the 14/80 M.G. Six, Kimber modified a Morris Six, and designed a new chassis and a cylinder block that took twin carburetors and incorporated them into his new car. The car was powered with a six-cylinder, inline engine with chain-driven overhead camshafts. They produced about 60 bph and could achieve a top speed of 80 mph—which is where the 80 in the name originated.

He also designed a beautiful new radiator grille for the 14/80, and this grille design was so popular that it was used on M.G. cars for more than 25 years. The grille featured vertical standing slats and a vertical center bar and the headlights were set higher.

The 14/80 Mark I and Mark II models were available in a variety of styles such as two- and four-door models, two- and four-seater cars, and both closed and touring cars. The Mark I was built from 1928 to 1931 and about 501 were built. The Mark II was built from 1929 and about 236 were built.

Kimber also built a racing version in 1930 which was referred to as the Mark III, the 18/80 Tigress, or the 18/100. The engine was rated at 80hp and only five were produced.

History of the MG cars

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Continuing the History of the MG today with the MG M-type, which was also known as the MG Midget. Midgets were manufactured from 1929 to 1932, and over 3,235 models were produced. The M-type shared factory production with the MG 14/40 and 18/80. In 1927, William Morris had purchased the Wolseley car manufacturer when they went bankrupt. Wolseley had developed an 847 cc engine and Kimber realized that it could be used to make a smaller sports car. The Midget was displayed at the 1928 London Motor Show and it was a success because at a cost of £175, it was one of the first sports cars to be affordable. The Midget was half the price of the 14/40 and the 18/80 was more expensive than the 14/40. At least fifty percent of MG sales were Midgets. The 18/80 made up one third of the sales, and it was decided to discontinue the 14/40.

The Midget was first manufactured at the Edmund Road works in Cowley, Oxford, and after January, 1930 production was moved to a factory in Abingdon. It was at Abingdon that the "Safety Fast" motto was adopted. The staff included Hubert Charles for design, Cecil Cousins and Reg Jackson, and with Gordon Phillips and Syd Enever in development. John Thornley, their accountant, began the M.G. Car Club, which is still a club today.

The Midget was a 2-door car with the updated four-cylinder, overhead camshaft Wolseley engine. It had a single SU carburettor and was rated at 20bph and had a three-speed non-synchromesh gearbox. Kimber started with the 1928 Morris Minor chassis and modified it with a lowered suspension that included half-elliptic springs and Hartford friction disk shock absorbers. The car was a rear wheel drive, and had rigid front and rear axles. Bolt-on wire wheels completed the drive train.

The brake system was updated in 1930 by using a cable system for the handbrake, which replaced the rod brake system. A modified camshaft gave the engine 27bph. A four-speed gearbox was an option. In 1932, a longer wheelbase enabled the car to have two additional seats, and a supercharged version was available which could reach a top speed of 80 mph.

The first Midgets had fabric covered plywood bodies on an ash frame with a boat shaped stern. The hood and the cowl were steel, and it featured the distinctive MG radiator. By 1931, the cars had metal bodies which were mostly manufactured by Carbodies, although a few were manufactured by Jarvis. The Midget was available in open two-seat or closed two-door "Sportsman's" coupés. A commercial van was also available.

(Continue next month.)

FOR SALE

MGA radiator fan shroud, Moss \$49.89 - \$32.00 Jan.

Starter MG-TD, MG-TF, TR250, MGA, Moss \$109.99 - 75.00 Jan.

Contact Steve Bradley, Orange City sbradley5@cfl.rr.com 386-775-9558, 386-801-2624 cell .



Celebrations

By: Gene



MARCH BIRTHDAY

Burt Martin - 3/02

Kevin Lemire - 3/04

Judy Goudey - 3/22

ANNIVERSARY

Mike & Gene Schoonmaker - 3/30

2019 ABCC Upcoming Club Activities

Do you have an idea for an event? Contact Steve at SBradley5@cfl.rr.com

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UPCOMING EVENTS

MARCH 5-8, 2020 Amelia Island Car Show. Amelia Island, FL. – www.ameliaconcours.org

MARCH 7, 2020 Annual Festivals of Speed. Omni Amelia Island Plantation. Amelia Island, FL - www.festivalsofspeed.com

MARCH 7, 2020 Annual Strawberry Festival Car Show. Ocala, FL - <http://www.habitatocala.org/car-show>

MARCH 18-21, 2020 Sebring Support races. Sebring, FL - www.imsa.com

MARCH 20, 2020 FIA World Endurance Championship (WEC) 1000 Miles of Sebring. Sebring, FL - <https://www.fia.com/events/world-endurance-championship/season-2019/fia-world-endurance-championship>

MARCH 21, 2020 Mobil 1 12 hrs. of Sebring. Sebring, FL. - www.imsa.com

MARCH 21, 2020 New Orleans British Car Day. New Orleans, LA - www.bmcno.org/

MARCH 26-29, 2020 HSR Spring Fling. Sebring, FL www.hsrrace.com

MARCH 26-29, 2020 Road Atlanta Grand Prix. Braselton, GA - www.svra.com/

MARCH 27-29, 2020 Daytona Beach Spring Car Show and Swap Meet. Daytona Beach, FL - <http://www.turkeyrun.com>

MARCH 28, 2020 Central Florida Car Show. Cocoa Village Cocoa Beach, FL - <https://visitcocoavillage.com/events/central-florida-car-show/>

APRIL 4, 2020 36th Annual British Car Show. Central Winds Park, Winter Springs, FL - www.allbritishcarclub.com/

APRIL 11, 2020 Wheels Across the Pond. Jupiter, FL - www.wheelsacrossthepond.com

APRIL 17-19, 2020 54th Annual GOF South. Howey-In-The-Hills, FL - <https://www.gofsouth.org/>

APRIL 16-18, 2020 Barrett-Jackson Auction. South Florida Fair Grounds. Palm Beach, FL – www.barrett-jackson.com

APRIL 17-19, 2020 South Central British Car Gathering. Dobson, NC - www.triumphclub.org

APRIL 20, 2020 Cars on Kiawah. Kiawah Island, SC - <https://www.carsonkiawah.com/>

APRIL 22-26, 2020 Spring Carlisle. Carlisle, PA. – (717) 243-7855 - or- www.carsatcarlisle.com

APRIL 23-26, 2020 “Classic Motorsports Mitty” Road Atlanta (HSR). Braselton, GA. - www.hsrrace.com

APRIL 17-18, 2020 28th Annual Brits on the Bay. Pensacola, FL - <http://pbca1.com/show.htm>

APRIL 26, 2020 Britain on the Green. Lorton, VA – <http://capitaltriumphregister.com/>

APRIL 29 – MAY 3, 2020 MINIs at the Dragon. Fontana Village, NC - <https://minisonthedragon.com/>

MAY 7-10, 2020 “Springtime in the Smokies” British Car Gathering. Townsend, TN - www.blountbritishcars.org/

MAY 8-10, 2020 Morgan Owners Group South Spring Meet. Little Switzerland Inn, NC. – www.mogsouth.com

MAY 15-17, 2020 Jefferson 500, Summit Point, WV - <http://www.vrgonline.org>

MAY 14-17, 2020 SVRA Spring Vintage Festival. Road America, Elkhart Lake, WI – www.svra.com

MAY 15-16, 2020 Tire Rack Ultimate Track Car Challenge. VIR Alton, VA - <http://www.ultimatetrackcar.com/>

AUG 31 – SEPT 4, 2020 VTR2020. Galena, IL - <https://www.vtr2020.org/>



OUR MISSION

To encourage the preservation and enjoyment of all of British cars

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