



# The British Connection

Volume 2020 Issue 4

April 2020

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2020

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## President's Message

The Sunbeam club has many factions, maybe similar to other British car clubs. In California, there is the San Francisco club known as Sunbeam Tiger Owners Association (STOA). Then there is the Los Angeles club, CAT California Association of Tigers (I think). Once a year they have a get together somewhere, either north or south in opposite years. The rest of the year, they don't speak to one another. The East coast club, known as Tigers East/ Alpines East (TE/AE) has a yearly meet also. Both groups refer to their meets as united s or Tiger United s. At some point in time, some people came up with the idea of a national "United", one every five years, starting in 1989 on the 25th anniversary of the introduction of the Sunbeam Tiger at the New York Auto Show in 1964. This new meet was to be called "Sunbeams International" There were also some smaller clubs involved one active one in Colorado, and an active group in the Seattle area. All clubs were supposed to help out as much as possible. The first meet was in Snowmass, Colorado. So a lot of local work fell to the Colorado club people. The next time we all got together was in 1994, in Lake Geneva, Wisconsin. That's a story in itself. The third international meet was at Big Sky, Montana. And that is really where this story begins.

We were at the banquet, at the end of the meet. Awards were being given out. I almost won the autocross, but some guy from Seattle beat me. I wasn't really trying (yeah, sure). But a ways away from us, there was a really rowdy group singing "We're really gonna have fun in 2001" I thought they were singing about a huge Sunbeam meet, and I wanted to know about it. It turns out, they weren't just rowdy, and they were a little bit inebriated. There were about 8 or so, and they had come with some Canadians to the meet. Well at this point I had to find out more. They were New Zealanders, and they have a Rootes Group meet every year. Rootes is the mother company of Sunbeam, Hillman, Singer, Humber, and Commer. We talked to them, and over the next year, we made reservations to go to New Zealand. We invited our British friends to go along, as we had done many car event trips both in the U.S. and the United Kingdom over the years. We met them in Auckland for a three week vacation to include their (New Zealander's) weekend Sunbeam Rootes event. We had arranged for a minivan, which got lost in the translation. We got a mini bus. It was their high season, so it was difficult to do a swap. After about 3 hours at the airport, we wound up with an Australian Ford Falcon station wagon. It looks like a Taurus, but with a big straight six and rear wheel drive. (To be continued.)

*Doug*



## 2020 DUES ARE PAST DUE

# History of the MG cars

By: Karen Border , TRF Publications

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In addition to building cars, Kimber created a small competition department to offer tuning services to race customers. Kimber modified the M-type to compete in races and it proved to be a successful race-car. Private and factory-backed race teams drove the Midget in races. A Midget won a gold medal in the 1929 Land's End Trial, and in 1930, five cars entered in the Brooklands "Double Twelve" endurance race took the team prize. Two Midgets were entered in the 1930 LeMans but they did not finish.

The success of the Brooklands race allowed Kimber to build a limited run of Double-Twelve race cars which were bought by race drivers. The win also enabled Kimber to develop the C-type Midget. The C-type was derived from the record speed-breaking prototype EX 120. From 1931 to 1932, MG produced 44 C-type Midgets. In 1931, the C-type won both the race and the team prize in the Brooklands Double Twelve race. A supercharged C-type won the Tourist Trophy race also in 1931.

MG also produced 250 four-seater, MG D-type Midgets from 1931-32. It had the same engine as the M-type and the chassis of the C-type. The D-type was only capable of a top speed of 60 mph as the body was too heavy for the small 847cc Wolseley engine. The D-type was sometimes referred to as the 8/33 but that designation was not accurate as the car did not achieve 8 hp or 33 power output. The design changes included rear springs which were mounted in sliding trunnions instead of shackles, the radiator was mounted on the front engine mounts rather than the chassis, and it had 8-inch brake drums which were cable operated.

At the same time, MG offered a 6-cylinder 1271 cc F-type model, the Magna, that was identical outwardly to the D-type, but it outsold the D-type because it had more power.

For the next installment, I will write about the "Magic Midget", EX120, EX127, and EX135, and the speed trials. To see a couple of photos of the M-type Midget, please visit our [History of the MG Marque page on our website](#). This page includes the full story from the beginning and will be continued as time permits. In addition, if you want more in-depth reading, please use the links I have included as my sources for information. They are all great to read and feature many photographs.

[https://en.wikipedia.org/wiki/MG\\_M-type](https://en.wikipedia.org/wiki/MG_M-type)

[https://en.wikipedia.org/wiki/MG\\_D-type](https://en.wikipedia.org/wiki/MG_D-type)

<https://www.mgownersclub.co.uk/mg-guides/pre-war/mg-ctype-midget>



# History of the MG cars

## Vol. 6

Continuing the History of the MG Marque with Installment 6, the EX120 and EX127. The last installment included the MG C-type and MG D-type cars and I mentioned that the C-type was derived from the record speed-breaking prototype EX 120. Following the success of five MG M-type cars at the 1929 Double-12 Hour event at Brooklands, The MG Car Company wanted to gain some publicity by making a car that would reach or exceed 100 mph before one of their competitors, Austin, did.

In 1929, J. A. Palmes, the director of Jarvis & Co. (MG sales agents at Wimbledon) and Captain George Eyston, a record-setting driver, went to see Cecil Kimber to see if he would be interested in creating a record-breaking speed trial car. Kimber was already working on a record-breaking car, which was designated as the MG EX120. Eyston liked what he saw, and felt that they could set the record for the class H for cars up to 750 cc. To achieve this, they reduced the capacity of the M-type engine from 847 to 750 cc. They gave the car a modified chassis and gave the car a streamlined, boat-tailed body. Hubert Charles had modified the rear suspension by mounting the rear axle leaf springs using pivots at the front end and mounted the back into sliding trunnions rather than the more common shackles. This improved the axle location and helped the car handle better. The EX120 was also fitted with larger brakes and a four-speed gearbox. Hubert also experimented with valve timing to give the engine more power.

Eyston and his engineer Ernest Eldridge took the EX120 prototype car to Newmarket for road tests because Brooklands was closed for the winter. Eyston tested the car on a straight road and the EX120 achieved 97 mph. Eldridge took the car back to the MG factory Abingdon and the compression ratio was raised. On December 30, 1930, Eyston drove the car at the Montlhéry track near Paris and captured three Class H records. The car achieved speeds of over 87 mph for 100 km before a valve broke. An Austin 7 with a supercharger had achieved 97 mph. Eyston and Kimber still wanted to achieve 100 mph, so they decided to fit a supercharger to the car. They fitted a Powerplus supercharger which was designed by Eyston.

On February 16, 1931, the EX120 reached a speed of 103.13 mph for 5 kilometres and 101.87 at 10 miles and became the first 750 cc car to exceed 100 mph at Montlhéry. To celebrate this success, Kimber created a racing replica of the EX120 and called it the C-type Midget, or as it better known the Montlhéry Midget. It was available with or without a supercharger.

(Continue next month.)

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### 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](mailto:sbradley5@cfl.rr.com) 386-775-9558, 386-801-2624 cell .



# Celebrations

By: Gene



## BIRTHDAY GREETINGS

Laura Herbert      April 10<sup>th</sup>  
Betty Storke      April 19<sup>th</sup>  
Gary Thomas      April 19<sup>th</sup>

## HAPPY ANNIVERSARY

Clark and Ilene      April 14<sup>th</sup>  
Jim & Christine McIntyre      April 16<sup>th</sup>

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## 2020 ABCC Upcoming Club Activities

Do you have an idea for an event? Contact Doug at [pbullard@hotmail.com](mailto:pbullard@hotmail.com)

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## UPCOMING EVENTS

**APRIL 4, 2020 36<sup>th</sup> Annual British Car Show.** Central Winds Park, Winter Springs, FL - postponed  
[www.allbritishcarclub.com/](http://www.allbritishcarclub.com/)

**APRIL 11, 2020 Wheels Across the Pond.** Jupiter, FL - moved to Oct.31, 2020 [www.wheelsacrossthepond.com](http://www.wheelsacrossthepond.com)

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

APRIL 16-18, 2020 Barrett-Jackson Auction. South Florida Fair Grounds. Palm Beach, FL – [www.barrett-jackson.com](http://www.barrett-jackson.com)

APRIL 17-19, 2020 South Central British Car Gathering. Dobson, NC - [www.triumphclub.org](http://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](http://www.carsatcarlisle.com)

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

APRIL 17-18, 2020 28<sup>th</sup> 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/](http://www.blountbritishcars.org/)

**MAY 8-10, 2020 Morgan Owners Group South Spring Meet.** Little Switzerland Inn, NC. – [www.mogsouth.com](http://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](http://www.svra.com)

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

MAY 15-17, 2020 Carlisle Import & Performance Nationals. Carlisle, PA – [www.carsatcarlisle.com](http://www.carsatcarlisle.com)

MAY 15-17, 2020 Barber Historics. Barber Motorsports Park, Birmingham, Al – [www.hsrrace.com](http://www.hsrrace.com)

**MAY 16-17, 2020 SCCA SOLO II (Autocross).** Daytona International Speedway, Daytona Beach, FL – <https://autocross.cfrscca.org/>

MAY 22-25, 2020 2020 Lime Rock Festival. Lime Rock Park - Lakeville, CT – [www.svra.com](http://www.svra.com)

MAY 23, 2020 Greenville Scottish Games 5th Ann. British Car Show. Greenville SC. - <http://gallabrae.com/events/british-car-show/>

**MAY 23-31, 2020 Annual British Car Week.** Nationwide - [www.britishcarweek.org](http://www.britishcarweek.org)

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

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We're on the Web

[www.volusiabritishcars.com](http://www.volusiabritishcars.com)

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