



# The British Connection

Volume 2020 Issue 5

May 2020

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2020

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## President's Message

### Continued from April 2020

New Zealand is composed of two main islands, and many small ones. Our idea was to tour the north island for a week, then catch the ferry to the south island for the meet and more touring. Auckland is the largest city, and almost British/American normal. We went to the harbor, where a racing sloop that won the "Americas Cup" away from us was on display, it was quite a display. Walking the harbor, we were looking at the different boats, there was a really nice triple mast 100 foot +. As we were walking along, a trawler/express type of boat caught our eye. My wife said that's about 45 feet. I said no, only 35. Well in typical couple discussions, she hollered down to the people on the boat. "How long?" The one fellow said 13 meters. We are hollering back and forth, and he all of a sudden, says "you American"? We said sure. He said why don't you come down for some wine we like Americans. We did that, and they showed us around the boat. They told us to come back anytime.

From there on, we did a lot of touristy things. There is a big lake that you can't see across in the middle of the north island. We spent some time there. Then at the south of the north island is Wellington. Nice city, and it's also where one picks up the ferry for the south island. There was a really neat car museum in Wellington, with some JDM stuff I had never seen. There were lots of old motorcycles, and the odd 1960's McLaren race car or two. We took a tour around Wellington, and wound up atop one of the hills looking over the whole city and the straight between the 2 islands.

Then we took the fast catamaran to the south island. It was \$180 U.S. for us and the rental car. I'm sure it's more than

that now, as that was 2001. You come into a little hole in the wall, the nearest town is Nelson, neat little town.

The Sunbeam meet was on the south island, at a national park. Once again the translation was not so great. We were to spend the nights in a trekker lodge, communal bathrooms and sleeping rooms. Everything was booked, but one of the organizers found us a cabin that they either kicked someone out of, or was not going to use due to some circumstance, very nice new 2 bedroom cabin. It was their summer, so they had black fly season, similar to the northeast. There was a big lake, and by the luck of the draw, hydroplane racing, lots to see and do. The club had arranged a full schedule; a wine tasting tour one day, a fun rally on another. Some old guy's personal collection, not displayed, never would be, as he was getting on in years. I saw a right hand drive 68 Barracuda. I never even knew they made them, made in Canada for export only. Lots of neat stuff like that. Getting to the rally, it was a fun rally type. You had instructions, and had to look for signs, buildings, etc., while maintaining a speed. Not speeding. That was the type of rally we did in Colorado, when we lived there. So, we would look ahead in the instructions to see what we were looking for. We won the rally. They had a very nice trophy. They wouldn't let us take it, same trophy every year. They gave us a bottle of wine.

The car show was interesting. There was one Tiger, many other Rootes Group cars. The tigers didn't make it to that part of the world. Someone lent us their car for the tour day. They told us if we came back, they would have a car for the whole event for us. There are so many stories and experiences, that I could probably fill this up for the next 2 years.

Stay Safe  
Doug

# History of the MG cars

By: Karen Border , TRF Publications

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In addition to the speed records above, Eyston wanted to see if he could hold a speed of 100 mph for an hour. In December 1931 he took the EX120 back to Montlhéry and ran 100 miles at an average speed of 101.01 mph, but soon had a problem! When taking just one extra lap the engine caught fire. Eyston steered it into the infield all the while sitting on the tail of the car. The speed slowed to around 60 mph and then before the car hit an embankment, Eyston jumped off the back. He rolled as he fell, a technique he learned while riding horses for fox hunting, and made a landing without getting seriously hurt! (Some sources say he jumped from the cockpit and not the tail of the car.) However, he did suffer burns. A French test driver in a Citroen saw the wreck and carried Eyston to his car and took him to a hospital. In the meantime, the MG mechanics came to the wrecked car and were confounded when they could not find Eyston. Wikipedia then says that Eyston filed a patent for fireproof asbestos overalls. [If you click on this link, you can see a photo](#) of Eyston in EX127 wearing his asbestos suit. William Morris, Viscount Nuffield is standing second from right behind the car.

EX120 was set aside and the EX127 was built by Reg Jackson with Eldridge supervising. It had a low drag and the transmission was offset seven degrees to the left and the driver sat beside the driveshaft. The driver's seat was only 6-inches off the ground. The streamlined body of the car was very narrow, only wide enough for Eyston to get into. They gave the car a specially tuned C-type engine. In September 1931, Eldridge drove the car at Montlhéry, as Eyston was still recovering.. Eldridge did 5 kilometers at 110..28 mph.

When Eyston was fit again, he oversaw the installation of a Powerplus supercharger that was driven by pinion instead of a chain into the EX127. He went on to drive it at Montlhéry on December 22, 1931 and the car achieved 114.77 mph and took four records. Eyston wore his asbestos overalls. The EX127 was called the Magic Midget.

The car went on to more speed trials at Pendine Sands, and achieved 122 mph but that timing was not official. The official mph was only 118.39 mph. The cockpit was enclosed and they set out to break some more records at Montlhéry. In 1933, with Bert Denly to help Eyston with the first 12 hours of driving they finally made the 120 mph goal that Kimber had asked for. They also raced a Sports J3 with Tommy Widsom co-driving, and they took all Class H records up to 24 hours. These records were unbroken for several years. Eyston broke some sprint records as well, with a speed of 120.56 mph.

In 1935, EX127 was sold to Bobby Kohlrausch and he went on to get a 140.6 mph on a flying start mile on an autobahn.

I hope you have enjoyed this installment of the History of the MG. Best Regards,



# History of the MG cars

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*(Continued from page 2)*

Karen Border

TRF Publications

<https://www.mgcc.co.uk/articles/those-ex-numbers/>

[https://en.wikipedia.org/wiki/Magic\\_Midget](https://en.wikipedia.org/wiki/Magic_Midget)

<https://www.motorsportmagazine.com/archive/article/december-2001/76/midget-gems>

## REASONS WHY THE ENGLISH LANGUAGE IS HARD TO LEARN

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) We must polish the Polish furniture.
- 5) He could lead if he would get the lead out.
- 6) The soldier decided to desert his dessert in the desert.
- 7) Since there is no time like the present, he thought it was time to present the present.
- 8) A bass was painted on the head of the bass drum.
- 9) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell into a sewer.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) After a number of injections my jaw got number.
- 19) Upon seeing the tear in the painting I shed a tear.
- 20) I had to subject the subject to a series of tests.
- 21) How can I intimate this to my most intimate friend?
- 21) How can I intimate this to my most intimate friend?

### 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



## MAY BIRTHDA

Mike Schoonmaker - 10th  
Clark vegazo - 16th

## MAY ANNIVERSARY

Gary and Sylvia Thomas - 16th - 6 years  
Ed and Kathy Kufeldt - 31st

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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

MAY 7-10, 2020 "Springtime in the Smokies" British Car Gathering. Townsend, TN - **rescheduling**  
[www.blountbritishcars.org/](http://www.blountbritishcars.org/)

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

MAY 14-17, 2020 SVRA Spring Vintage Festival. Road America, Elkhart Lake, WI – **rescheduling** -  
[www.svra.com](http://www.svra.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 – **canceled** -  
[www.hsrrace.com](http://www.hsrrace.com)

**MAY 23-24 2020 SCCA SOLO II (Autocross). Daytona International Speedway, Daytona Beach, FL –**  
<https://autocross.cfrscca.org/>

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)

JUNE 3-7, 2020 British V8 Meet. St. Louis, MO- <http://forum.britishv8.org/read.php?10,65547>

JUNE 6, 2020 EuroBrit Auto & Bike Expo. Dublin Park, Madison, AL – [www.nabms.org](http://www.nabms.org)

JUNE 6, 2020 London to Brighton Rally. Indiana - <http://www.ibcu.org/london-to-brighton-run.html>

JUNE 15-19, 2020 TRA National Meet – Dillard, GA- <http://triumphregister.com/tra-national-meet/>

JUNE 17-21, 2020 Brickyard Vintage Racing Invitational. Indianapolis, IN - [www.svra.com/](http://www.svra.com/)

JUNE 25-28, 2020 Vintage Grand Prix of Mid-Ohio. Lexington, OH - [www.svra.com/](http://www.svra.com/)

**JUNE 28, 2020 SCCA SOLO II (Autocross). DeLand Airport, DeLand, FL –** [www.cfrsolo2.com](http://www.cfrsolo2.com)

JULY 31 - Aug. 1, 2020 Tire Rack Ultimate Track Car Challenge. VIR Alton, VA -  
<http://www.ultimatetrackcar.com/>

**AUGUST 1-2, 2020 SCCA SOLO II (Autocross). Daytona International Speedway, Daytona Beach, FL –**  
<https://autocross.cfrscca.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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