



The British Connection

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President's Message

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Well, here we are, another month gone by. I hope everyone is healthy. There is a lot going on in the real world. The big one, the election. I hope everyone has exercised their right and gone out and voted. Either by mail or early voting. Then there is the big one in the car nerd's world. The Turkey Run car swap meet. I'm not sure I'm going. Too many people Too close together. Although it is outside, and you could socially distance if you worked at it. And of course, our monthly meeting at The North turn.

I was really going to try to have the Sunbeam running for this month. The weather is finally cooperating. But I'm getting lazy after all the sitting around waiting for a break in the corona virus. Besides, we have bought a tall van (a real truck, a Ford Transit 350). I have been spending all my lazy time on the computer, gleaning ideas from other people that have converted vans into camper vans. We don't really want a full-blown camper van, and so we bought a passenger van. It has seats, air con front and rear, all windows, etc. We just want to be able to pop the rear seats out and put in the necessities to make it usable for light camping. Then to be able to swap back and forth. I don't want to take out the interior panels, just the seats. Also, we had to have the big engine, and the trailer tow package.

Something that I have been thinking about for a while is the Sunbeam Tiger winning the Monte Carlo Rallye in 1965, I think. The weather that year was relatively dry, and the Tiger with its power and dry roads did well. Won its class and overall coming 4th. It also won the Geneva rally in 1964.

Here is a link to a YouTube video of part of Monte Carlo
<https://www.youtube.com/watch?v=8BzwHPXvPiI>

Doug



MGA Build numbers - Ron Cobb

Did you ever wonder how many vehicles were built of a certain make model year, and how many were exported? The following is an example of the MGA from start to finish. (1955-1962) The ratio is surprising to most people because they were not around at that time as a purchaser. I can remember how hard it was to fill my orders at that time. There was a lead-time of about 3-4 months from the time the car was built until it hit the dealer's floor. In the real world there was no such thing as an ordered car. The dealer took an order then he checked with the nearest dealer, if not then the distributor. If the distributor would check with other distributors and that distributor would check with his dealers. If I found one I would send the salesman on a bus or plane, or if it was close we would drive over and bring it back. You had to be very cautious because the profit margin was very small at that time. We taught the salesmen to sell what we had or wait and you could lose the deal because the customer would call around himself. I remember waiting around five months for a black AH-3000, only to have it stolen from the dealership the night before it was to be delivered, talk about embarrassed.

PRODUCTION AND EXPORT OF ALL MGA MODELS

	1955	1956	1957	1958	1959	1960	1961	1962	Totals
MGA 1500	793	12,611	19,805	15,431	7423	—	—	—	Export: 56,063
HD, HM prefix	210	799	766	691	221	—	—	—	Home: 2687
MGA Twin Cam	—	—	—	476	1242	33	—	—	Export: 1751
YD prefix	—	—	—	65	277	18	—	—	Home: 360
MGA 1600	—	—	—	—	13,235	15,776	318	—	Export: 29,329
GHD prefix	—	—	—	—	921	1154	97	—	Home: 2172
MGA 1600 MK II	—	—	—	—	—	—	5185	2938	Export: 8123
GHN prefix	—	—	—	—	—	—	485	111	Home: 596
Annual production	1003	13,410	20,571	16,663	23,319	16,981	6085	3049	Total production 101,081
Annual exports	793	12,611	19,805	15,907	21,900	15,809	5503	2938	Total exports: 95,266

This chart will help you find the approximate build date of any MGA.
(Chart courtesy of MGA, by Wilson McComb. © Osprey Publishing, 1983.)

1. TO AVOID CUTTING YOURSELF WHEN SLICING VEGETABLES, GET SOMEONE ELSE TO HOLD THE VEGETABLES WHILE YOU CHOP.
2. TO AVOID ARGUMENTS WITH THE FEMALES ABOUT LIFTING THE TOILET SEAT- USE THE SINK.
3. FOR HIGH BLOOD PRESSURE SUFFERERS ~ SIMPLY CUT YOURSELF AND BLEED FOR A FEW MINUTES, THUS REDUCING THE PRESSURE ON YOUR VEINS. [REMEMBER TO USE A TIMER.]
4. A MOUSE TRAP PLACED ON TOP OF YOUR ALARM CLOCK WILL PREVENT YOU FROM ROLLING OVER AND GOING BACK TO SLEEP AFTER YOU HIT THE SNOOZE BUTTON.
5. IF YOU HAVE A BAD COUGH, TAKE A LARGE DOSE OF LAXATIVES - YOU'LL BE AFRAID TO COUGH.
6. YOU ONLY NEED TWO TOOLS IN LIFE - WD-40 AND DUCT TAPE. IF IT DOESN'T MOVE AND SHOULD, USE THE WD-40. IF IT SHOULDN'T MOVE AND DOES, USE THE DUCT TAPE.
7. IF YOU CAN'T FIX IT WITH A HAMMER, YOU'VE GOT AN ELECTRICAL PROBLEM.

From the Internet

Tech Tip, Generator to Alternator conversion - Ron Cobb

If you are thinking of converting your British car's charging system over to an alternator here's some information that may encourage you. The Lucas 15 ACR alternator produces 25% more current, weighs 50% less, and will take revs up to 12,500 rpm. On the Magnette I ended up using an over the counter alternator from a mid 70's GM (Chevy.) for \$39.95. This type is called a single wire hook up even though it has two wires. This eliminates the need for the external voltage regulator.

I left the voltage regulator in the Magnette for original looks. Now it serves as a junction box for the wiring harness connections under the bonnet. When you first start the car there is no charging until you rev. the engine over 2000 rpm. This energizes the internal voltage regulating system in the alternator and it will charge until you switch off the engine.

You will need the plug that is on the GM wiring harness that connects to the alternator. This and the mounting bracket can be picked up a local junkyard (you pull) about \$5.00, be sure to leave about 8 to 10 inches of the harness. The alternator can be used as the core for the new/rebuilt alternator. This plug has a large red wire and a small brown wire.

Hook up as follows:

Ensure that your Ammeter is rated as high as the new alternator or you will damage your Ammeter. If you do not have an Ammeter or would rather have a Voltmeter instead, wire the Voltmeter to the BAT terminal on the back of the alternator using #14 gage wire, then connect the other side to ground.

I made a rear mounting bracket from flat stock to reduce the shaking and vibration the alternator produced with only the front bracket installed. I found paint at Discount Auto Parts called STEEL, that when I painted the brackets, they matched the cast aluminum of the alternator body.

I also converted the Magnette to Negative Ground to use modern equipment including the air conditioner. To change to negative ground, I had to reverse the wires to the clock, AMP gauge, fuel pump, and battery. If you just want to change over to negative ground and keep your generator, you will have to polarize the generator. To polarize the generator, disconnect the cables to the D and F terminals. Temporarily connect a length of #10 gage wire to the positive terminal of the battery then momentarily touch the other end of the wire to the F terminal. Remove the temporary wire and reconnect the wire to terminals D and F.

FOR SALE

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



Celebrations

By: Gene



Birthdays for November

BA Walters - 3rd
Jan Myszkowski 5th
Dick Goudy 15th
Ruby Colby 21st

2020 ABCC Upcoming Club Activities

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

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UPCOMING EVENTS

NOVEMBER 4-8, 2020 Classic Daytona & Daytona Historics (HSR). Daytona, FL - www.hsrrace.com

NOVEMBER 5-8, 2020 The US Vintage National Championship. Circuit of the Americas - Austin, TX – www.svra.com

NOVEMBER 11-13, 2020 Mobil 112hrs of Sebring. Sebring FL. - <https://www.imsa.com/>

NOVEMBER 20 -22, 2020 2020 Road Atlanta Grand Prix. Braselton, GA - www.svra.com

NOVEMBER 20-22, 2020 23rd Annual Turkey Bowl, Summit Point, WV - www.vrgonline.org

NOVEMBER 22, 2020 SCCA SOLO II (Autocross). DeLand Airport, DeLand, FL – <https://autocross.cfrscca.org>

NOVEMBER 26 – 29, 2020 Daytona Turkey Run. Daytona Beach, FL – www.turkeyrun.com

DECEMBER 2-6, 2020 Classic Sebring & Sebring Historics (HSR). Sebring FL - www.hsrrace.com

DECEMBER 5, 2020 TCVCC Cool Car Show. Port St. Lucie, FL – <http://www.tcvcc.com/shows1.html>

DECEMBER 11-13, 2020 VDCA Season Finale. Roebling Roads Raceway, Bloomingdale, GA. - www.vintagedrive.com/

DECEMBER 6, 2020 Orlando Festivals of Speed at the Ritz-Carlton. Orlando, FL - https://www.festivalsofspeed.com/js_events/orlando/

JANUARY 7-17, 2021 Mecum Auction. Kissimmee, FL. - www.Mecum.com

JANUARY 10, 2021 Annual Festivals of Speed. Vinoy Park St. Petersburg, FL- <https://www.festivalsofspeed.com/>

JANUARY 20-24, 2021 Cavallino Classic, Ferrari Gathering. Palm Beach, FL. – <http://www.cavallinoclassic.com/>

JANUARY 22-24, 2021 “Roar before the Rolex 24” IMSA test days. Daytona, FL - <http://www.imsa.com/>

JANUARY 28-31, 2021 Rolex 24 hours of Daytona. Daytona Beach, FL. – <http://www.imsa.com/>

FEBRUARY 10, 2021 Sir John Black’s Birthday drive your Triumph day. – Worldwide event

FEBRUARY 19-21, 2021 Winter Florida Autofest. Lakeland. FL. <http://www.carlisleevents.com/events/schedule>

MARCH 4-7, 2021 Amelia Island Car Show. Amelia Island, FL. – www.ameliaconcours.org

APRIL 21-25, 2021 Spring Carlisle. Carlisle, PA. – (717) 243-7855 - or- www.carsatcarlisle.com

MAY 14-15, 2021 Carlisle Import & Performance Nationals, Carlisle, PA - <https://www.carlisleevents.com/>

JUNE 6, 2021 British by the Sea Car Show. Waterford, CT – www.ctmgclub.com

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



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