

# The British Connection

## Message from the ABCC Club President



Greetings. I hope this month's newsletter finds you happy and healthy. If you are reading this from another state, enjoy your vacation and have a safe trip.

The summer doldrums are upon us. Many of you have opted

for cooler climates, or are scheduled to depart for a break from the drought and heat. Vic Hall is again enjoying a drive across the States, this time he is in Tennessee and North Carolina. I have been forwarding to you his nightly missals to give you an idea

### Calendar

**August 4, 1 pm**

Lunch Bunch at China Garden on U.S. 1 in South Daytona

**August 14, 8:30 am**

Breakfast and farm tour



### CLUB OFFICERS

- President - Craig Colby
- Vice President - Gordon Hart
- Secretary - Connie Hart
- Treasurer - Steve Bradley
- Editor - Tommy Suddard





of his travels. Another pair of our members are going on a cruise to Alaska. I know it has been hot here in Florida, but Alaska sure seems to be an extreme jump to cooler weather! Another member will be traveling to Wisconsin to pick up his 1973 MGB and Triumph GT6. We recently took a short trip to New Orleans to visit our son, and want to advise you to never take your little British car there. Their streets are not so well cared for, and I fear our cars would suffer greatly in those conditions. I never saw a single little British car there, save for the occasional Jaguar with an out-of-state license plate. We were glad to return home with an intact suspension.

I am looking forward to more of our members returning home. We miss the attendees at our

events, and know you are missing some good activities. Check out our web page, as Scott Keating continues to do a wonderful job on it. He has also set up a group in Facebook, in case you are over that way on the internet. Go to <http://www.facebook.com/#!/group.php?gid=143365929023496> to bookmark it or to join the group. Also, for those of you who need name badges, I have about 15 names so far. I will be contacting the company to see if we meet the minimum for creating them. And lastly, Roy Sleeper is checking on coffee cups with our club logo and a photo of your car on them. More to come...

MGC ya,  
Craig

#### MONTHLY TECH TIP- PILOT TO CO-PILOT

If you ever have to pull your engine and transmission in the future (for whatever reason), you will probably install a new clutch kit during the task. But you should also install a new pilot bearing too.

When I did my BGT several years back, I replaced my pilot bearing for good measure. This could have been a chore without a puller, but it was suggested that grease could be applied into the center of the bearing. Then, you use an old transmission input shaft as a driver. Placing it into the pilot bearing fills the hole and when struck with a hammer, the bearing pops right out.

While the suggestion was sound, I don't have a lot of old transmission input shafts lying around my garage. Charlie Stell once told me about using an old broom handle instead. I cut off a 6" - 12" length of stout broom handle with an approximate diameter of the inside of the pilot bushing. I had to lightly sand it so it was a tight but sliding fit inside the bearing. I used my grease gun to pump a couple of strokes inside the bearing. I inserted the wood dowel,

smacked it with a hammer, and out it came, just as the man said.

It's readily available around the house if you are on a budget, or at a Home Depot or Michael's type store. It won't rust, or break a toe if you drop it, and is easily replaced if you loaned yours to someone who never gave it back. Amaze your friends with your "patented" pilot bearing removal tool. It's just good old fashioned Yankee ingenuity being used on a British car.

Of course, broom and mop handles make good bonnet props too, especially when that pesky OE bonnet prop gets in the way when we need more room to access a carburetor or starter motor. So, I have a "patented bonnet prop" that came with an optional factory installed accessory hanger hook (very rare and collectable), and it hangs nicely next to the tool chest. Actually, it's just a discarded broom handle that already had the hook on it...

Craig

#### MONTHLY MEMO FROM MURPHY

22. After you have removed the spare from the boot to make room for more important items, a flat will occur miles from civilization.

(From Bob Storke)

50. The temperature of vinyl seat covers is inversely proportional to the length of your skirt or shorts.

PREVIOUS EVENT REPORT- LUNCH BUNCH

This month's restaurant pick was Snack Jacks, on A1A in Flagler Beach. Despite the heat, the breeze off the ocean was quite satisfactory, and everyone was very comfortable. The eatery featured valet parking, but we chose to park on a side street and walked a short distance to the restaurant. I guess no one wanted to valet park? We finally got to meet new member Jim McCarthy and his friend Bruce Worth. Jim owns an MGB, an MGC, and a GT6. Bruce is restoring an Austin Healey MkII, and hopes it will be on the road by January of 2011.



VIC'S TOUR D'FLAGLER

The hot weather and possibility of afternoon thundershowers didn't thwart the plans for 8 ABCC members this past July 17, 2010. This month's event was hosted by Vic Hall, local Flagler County resident and history buff. Vic certainly knows the Flagler area, and set up a great tour for club members.

After a great lunch, Vic again took us through more back roads of Flagler County. It is a great drive, with many farms, pastures, horses, and a wide variety of houses. We eventually ended up on US 1 just north of Bunnell, and headed north from there to Princess Place. To give you an idea of how far north we went, we could see Marineland about 5 miles northeast of us.

Vic met Tommy Suddard, Ruby and Craig Colby, and new member Ian Davies at the Ormond Walmart, then led us west to a waiting Bob Storke at the junction of

They do a guided tour on weekends at 2 p.m., and we arrived just in time to meet the ranger and tour the lodge facilities. The place was built in the late 1800's and is well preserved. Our Ruby just couldn't control her curiosity, and was soon opening doors and wandering ahead of the group, and was good-naturedly chastised by the ranger. We found her in the kitchen, of course, examining the cooking equipment of the 1880's.



40 and 11. From there, Vic took us north through many different roads and turns, eventually ending at Bull Head Fish Camp Restaurant on a lake and river confluence. Ron and MaryEllen Watz met us at the lunch stop, and everyone enjoyed their meal. If you would like to eat there, contact Vic, as I couldn't tell you how we got there.



CONTRIBUTE TO THE CLUB NEWSLETTER

Most of this newsletter is based on member contributions, and lately, we haven't been getting very many. Please keep sending things in, as this

newsletter belongs to you, and wouldn't be around without your input.



TOP TEN REASONS IT'S TIME FOR A NEW CONVERTIBLE TOP

*With apologies to Dave Letterman.*

- #10. Calling your convertible a "ragtop" is more reality than slang.
  - #9. You're cruising down the highway with the wind in your hair and the warm sun on your shoulders-- with THE TOP UP!
  - #8. You couldn't see or hear the police cruiser--you know, the one with flashing lights that's been behind you for the last 3 miles.
  - #7. The weather forecast inside your car is at least as bad as that for the outside world.
  - #6. Your spouse is getting suspicious because you keep a half dozen towels in your car.
  - #5. Your insurance company refuses to insure you against pneumonia.
  - #4. You would order a new top, but you can't tell what color the old one is.
  - #3. When it's raining, you avoid hitting the brakes because the puddle under the seat soaks your pant legs.
  - #2. Neighborhood cats won't walk on your top for fear of falling through.
- And the #1 reason it's time for a new top: You're running out of duct tape!

MONTHLY RECIPE

**Carrot Pudding**

- ½ cup butter
- 2 eggs
- 1 cup dark brown sugar
- Mix these together until creamy - then add -
- 
- 2 cups grated carrots
- ½ cup pitted diced dates
- ½ cup fruit juice (pineapple, peach or prune)
- ½ cup dark seeded raisins
- 1 teaspoon mace
- ½ cup candied citron
- 1 teaspoon nutmeg
- ½ cup candied orange peel
- 1 teaspoon each - lemon & vanilla flavoring
- ½ cup candied lemon peel
- 1 cup chopped walnuts
- ½ cup pitted dry prunes, ground
- 1 teaspoon salt
- 1 teaspoon soda
- 2 cups flour

Mix all ingredients together until well mixed. Prepare 4 (#2) cans with oil & flour. Fill cans ¾ full. Set cans in pan of boiling water.

Cover cans with foil. Put pan with cans into the oven set at 350 degrees for 45 minutes. Test with toothpick for doneness. If darker pudding is desired, omit orange & lemon peel and add ½ cup molasses and 1 teaspoon of cinnamon & ½ teaspoon clove.

This recipe may be doubled to make 8 puddings.

Serve warm with hot lemon sauce. yummmm -





## HOW I MET MY BRITISH CAR

**They Always Come Home Again**

*Like a college student who moves back in with their parents, our British cars also have a way of reappearing in our lives. This month's article is such a story. Our newsletter Editor, Tommy Suddard, shares this story.*

Ok, lets see who's been paying attention over the past 20 years.

Who remembers the red street prepared Spitfire my father built up in the early 90s? It was on a 1991 *Grassroots Motorsports* cover, and took FTD at many autocrosses.

Why am I asking? Because I'm its new owner!

15 years ago my dad sold the car, a red 1979 Spitfire that had been backdated to 1973 specs, to a doctor in North Carolina, who loved the car. Then the doctor sold it to a man in Tampa a few years ago, who hated the car. I know he hated the car because he smacked it into a tree, bending lots of the car's pointless luxury items in the process. You know, things like frame rails and A-arms.

Shortly after he did this, he abandoned the car with the local towing company. They traced the title back to my father, and called us up. Long story short, we got the car back for the storage fees (which were minimal). We went and picked it up, and couldn't believe what we found.

All we had been told was that it had been hit. Naturally, we were expecting something minor, like a bent bumper. We also expected all the performance goodies to be gone, like the twin Webers, electronic ignition, high compression motor, etc.

Well, to say we were surprised would be an understatement. First, the car was easily totaled. The hood was toast, and as mentioned above the front frame rail looked like a pretzel.

Unbelievably though, the car was (mechanically) exactly the same as when my Dad sold it 15 years ago. The only missing part on the car was the air filter element.

So we loaded it up on the trailer and dragged it home. We got the engine running again, then put it in the back of the garage. It sat there for a few



years, while my dad and I each pursued other projects.

Fast forward to last Friday. I was plotting all kinds of fun modifications to the blue Spitfire, the one that appeared in *Classic Motorsports*. Eventually, my father put his foot down and said "Listen, the blue car is a solid original car with 40,000 miles. It hasn't been butchered yet and it runs great. Let's leave it stock, and you're welcome to do absolutely anything you want with the red Spitfire, provided you keep it safe."

So this is where I stand. I have a Red Spitfire with a rust free body (sans hood) that has two dents in it, total. It does need paint, though. The red car has a balanced and blueprinted 1976 engine (the only year with 9:1 compression), bored .40 over, with bigger valves, some head work, a mild cam, and headers. There is also a Crane Cams electronic ignition with a 2 stage rev limiter. It also has an oil cooler. And the car sports two two barrel Weber side drafts.

The car also has a fancy transmission with the weird trick where half the teeth are ground off the syncros. And a limited slip in the rear.

Moving on to the suspension, the front has a big sway bar and cut GT6 springs. It's sitting on KYBs now, but I have a set of Konis to go on it. In the rear, It has a de-arched leaf spring with an extra leaf added.

Moving onto the interior, it's had an oil pressure gauge added. It also has some ripped up

after market bucket seats, well out of date Simpson 5-point harnesses, and an Autopower roll bar.



I've talked to a long time friend of the magazine, Steve Eckrich (sorry Steve, I probably misspelled your name). He's going to rebuild the diff for me, and he says he also has some trick rear brakes, leftover from the Rotary Spitfire, that he's going to give me. I'll probably put GT6 brakes on the front.

Now, the big question: How will I fix the mangled frame? Easy-I won't. Sitting under my treehouse is a rusty Spitfire parts car, that happens to have a good frame. Sitting on top of that car, I have a very usable bonnet!

So it will be simple; I'll take two Spitfires and make one!

Obviously, I'm not going to make a quiet car for my grandma to go get groceries in. I'm aiming to sort of make a Spitfire version of my BMW, only a little more track oriented. Something that will tear up a track, but still be "street-able" enough to drive occasionally.

Want this to be even more interesting? I'll be trying to finish this entire project before the VTR convention in October. I plan on driving it up, taking FTD at the Autocross, and driving it home. Think it's possible?

### Contact Us

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That was written the night I was given the car. As it sits now, the red shell is sitting completely separated from the frame, and I'm about to start work on stripping the second car to its frame. I'm still trying to make the VTR deadline, but I doubt the car will be painted by then.

### Sites To See

#### ABCC's Web Picks

For the MGA (our club's godfather): <http://www.namgar.com/>

For the MGB and Midget: <http://www.mgclub.org/index.htm>

also <http://www.mgcars.org.uk/namgbr/>

For the MGC: <http://www.mgcars.org.uk/amgr/>

For the Triumph Spitfire, GT6, Herald, Sports 6, and other small Triumphs: <http://www.triumphspitfire.com/>

also <http://www.gatriumph.com/>

For the ABCC of Central Florida: <http://www.allbritishcarclub.com/>

For the MG Car Club Florida (Brevard County): <http://www.mgcarclubflorida.org/>

For the MG Classics of Jacksonville: <http://www.mgclassics.org/mgclassics/Home/tabid/36/Default.aspx>

For a worldwide forum about MGs: <http://www.mgcars.org.uk/>

New one! I have been helped lately by the members of this MG forum:

<http://www.mgexperience.net/>

Send your favorite websites to Tommy Suddard, [Editor@volusiabritishcars.com](mailto:Editor@volusiabritishcars.com)



NEED PARTS?

Eric Salvioli may have just what you are looking for. Contact Eric at (386) 290-7214 or [esalvioli@bellsouth.net](mailto:esalvioli@bellsouth.net)

1980 MGB LE FOR SALE

1980 MGB LE - 66,650 original miles. I am second owner and bought it in 1989 with 57,000 miles. Rarely driven, garage kept - new clutch at 62,000 miles.

Strong engine & trans - Interior in good condition - Needs carpeting and has some minor dents and dings. asking \$4200

Richard  
386-852-7593  
[rich686rfl@yahoo.com](mailto:rich686rfl@yahoo.com)



MGB ROADSTER DOOR FOR SALE

Passenger side, \$50.00. I bought it off eBay and drove to Tampa to pick it up after my son smashed the side of my 1973 MGB roadster. I had it stripped and primed, but before I could get it installed, he totaled the car in another accident. The door should fit all MGBs except pull handle types. Contact Craig, [cwcolby@hotmail.com](mailto:cwcolby@hotmail.com)



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