



The British Connection

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President's Message

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The Long Hot Summer

Yes it has been hot and I'm a born raised Floridian. It makes me understand why a fellow Floridian and club member, Barbara Walters (BA) would retreat to the mountains of the Carolinas during these times. This is one summer I'm glad she is gone. It's not that I don't miss her but it's because her MG-TD has been giving me a fit. As most of you know I built her car back in the mid 90's and it is the only car other than my own that I still take care of. While BA was out of town and the TD having a symptom of a leaking slave cylinder on the front right wheel, I thought I would take advantage of her garage while she is gone. One order for a slave cylinder and shoes wasn't enough. One of the slave cylinders on the left front side was frozen closed, another order. Started out to be a simple job till Murphy decided to lend a hand. After placing all the parts on the car it was discovered that the crossover brake line between the two slave cylinders on the left side was restricted and not passing much brake fluid to the second cylinder. Another order for the crossover pipe, right. Got it and it will be done. Well not so

fast. Everything is looking great and the last thing left to do is to screw on the left hand thread castle nut onto the wheel hub stub axle... it doesn't want to begin to thread. I checked it and found the first thread was cross threaded. Well I had a few choice words for the last guy that worked on the car (it couldn't have been me) then I made another order for a single nut and luckily it was in stock. Okay the castle nut arrives and I have my magnifying glass out so I can start the nut in at just the right spot. Remember Murphy is still wanting to help so he jumped in with both hands...the stub axle has other damaged threads half way up and I had been lucky that I had ever gotten the castle nut on that axle in the first place. We all know what must be done when you have damaged thread on a stub axle. Yes! A total tear down of the left front suspension, locate a 1952 MG-TD steering stub axle in good usable condition then put it all back together... again. Murphy has been showing me things I never thought possible and so frequent. TO BE CONTINUED

See you in DeLand the 21st
Your President,
Steve Bradley (AKA MGAsteve)



45-Year Old British Girl Gets Cosmetic Surgery

By: Craig Colby

Part I The Painting process.



In 2012, I decided I was tired of driving a car with a 35 mile per hour paint job. Our 1968 MGC GT, properly named "Priscilla," was approaching 45, and was showing her age in several spots. Wife Ruby had always complained that Snowberry White was not a sport car color, so the decision was made to change her color to Tartan Red.

Note to self: Happy Wife = Happy Life.

I painstakingly removed, labeled, and boxed everything off that car, except the drive train, steering column, and dash (yes I even dropped the fuel tank). My logic was that it would make it easier for the not-yet-chosen painter to do a top drawer job on the repaint.

Note to self: zip lock baggies, masking tape, and a Sharpie permanent felt tip marker are labeling time savers. I also used the clear plastic sleeves that come on our daily mullet wrapper for larger items.

I had so many parts off that car, I ran out of room in the garage (I actually stored a lot of the bigger items in my truck). Chatting with Jere Dotten and Bob Storke revealed that they have the same storage issues I faced, and even store parts under their beds.

Now to find a good painter. First, I contacted Tom Walter's MGA guy Jeff C. Jeff had moved out west, but knew no one in this area that he could recommend to paint Priscilla. = **Strike One**. A Corvette owner I hang with knew a fellow who could do a very comprehensive paint job. I could even help with the sanding! I took photos of the stripped car and paid him a visit. He turned it down due to family issues. = **Strike Two**. A couple of people had recommended a local nationwide automobile paint shop chain, and I got a quote from them. Just to double check, I called the guy who did appraisals on my car, and he strongly steered me away from that shop. = **Strike Three**. This appraisal guy then sent me to a painter who had recently done a "great" job on his wife's Cadillac. He was so enthusiastic about this painter that I decided to have Priscilla re-sprayed by him. = **Strike Four**. Ten weeks later in a 3 week quote, the car finally came back, but in a color not to my liking (quite pinkish and NOT Tartan Red). The painter blamed the paint manufacturer and then stopped returning my calls. I filed a complaint with the BBB and shook the dust off my feet. I told the car appraisal guy about my dissatisfaction and he come by to look at the color. He said "the paint was too new," and it would "change color after a few weeks." Huh? RUCYA? Next, a church member who wheels and deals in classic Ford Mustangs sent me to his paint guy (same fellow who did Kevin Lemire's car). Since Priscilla was not yet re-assembled, I was hoping this fellow could re-spray over the pinkish red, and make it the correct Tartan Red. He came by the house, looked at the car and said he would work up a quote for me. He never called back, so when I called him he would make excuse after excuse as why he was so slow to make a quote for me. I gave up on him. = **Strike Five**. At this point, I have to compliment ABCC President Steve Bradley. He dropped by shortly after that, and tried to reassure me that "the car didn't look that pink." I gave in, and began reassembly. So, Dear Reader, the next time you see the car, if you like the paint job I will give you the name of the painter. If you don't like the paint job I will give you the name of the painter. Was it a Strike Out or a Home Run? You decide. Either way, *Murphy's Law states: Someone will always recommend a better / less expensive / faster painter for your car AFTER you get it back from the paint shop.*

To be continued.

Roger Sieling having a little fun at Mid Ohio Raceway



2013 ABCC Upcoming Activities

SEPTEMBER 21 st	Main St Cruise-in, DeLand, FL “Cars of the World”
OCTOBER 26 th	Ormond Beach Ghost Tour, Ormond Beach, FL
NOVEMBER 16 th	De Leon Springs State Park, De Leon Springs, FL
DECEMBER 14 th	Christmas Party, TBA

For Sale

I have a set of new MGB shocks. These are brand new, never been on a car Armstrong shocks, front & rear. They are left from when I had my B and worked at Collier Jag. Just found them while going thru the garage and don't need them. I would like \$500 for the full set. Contact John Bellmore at owlseye@bellsouth.net April 2013

1965 Jaguar 3.8 S-Type. 3.8L engine, 3 speed automatic, power steering ,power brakes, IRS, blue interior , wood veneer is good but needs refinishing, 120K miles. Asking \$4,495 contact Steve at 386-479-6263, located in DeLand, Fl. May 2013

1973 Chrome bumper MGB GT - it has a High compression engine and working overdrive. The GT runs well. It has new brakes front and rear, stainless steel exhaust, good tires and everything works. It has a clear Florida Title. I can provide more details. I have included pictures and I have lots more.

Asking \$3,000 or best offer. Contact Brad Richardson [321-751-0764](tel:321-751-0764) or Cell [321-543-9292](tel:321-543-9292) August 2103

UPCOMING EVENTS

- SEPTEMBER 4-8, 2013 Glenora Wine Cellars US Vintage Grand Prix Watkins Glen, NY – www.svra.com/
- SEPTEMBER 6-7, 2013 Brits of the Shoals. Rogersville, AL. – <http://www.shoalsbritishcars.org/>
- SEPTEMBER 7, 2013 Atlanta British Car Fayre. Norcross, GA - www.atlantabritishcarfayre.com/
- SEPTEMBER 7-8, 2013 Beaulieu International Autojumble. Beaulieu, Hampshire, England – www.beaulieu.co.uk
- SEPTEMBER 13-15, 2013 Goodwood Revival, Chichester, England – www.goodwood.co.uk/revival/
- SEPTEMBER 15, 2013 29th Annual Classics on the Green. New Kent, VA - www.classicsonthegreen.com
- SEPTEMBER 15, 2013 SCCA SOLO II. DeLand Airport, DeLand, FL – www.cfrsolo2.com**
- SEPTEMBER 19-22, 2013 Road Atlanta Historic Races (HSR), Braselton, GA - www.hsrrace.com
- SEPTEMBER 19-22, 2013 6-Pack Trials. Traverse City, MI. - <http://401-pack.com/>
- SEPTEMBER 20-22, 2013 The British Invasion. Stowe, VT – www.britishinvasion.com
- SEPTEMBER 21, 2013 Main St DeLand Cruise-in “Cars of the World”, DeLand, FL – Club Event**
<http://mainstreetdeland.org/carsoftheworld>
- SEPTEMBER 21, 2013 Autumn in the Mountains British Car Gathering. Hendersonville, NC - www.bccwnc.org
- SEPTEMBER 26-29, 2013 SVRA Gold Cup. Danville, VA - www.svra.com/
- SEPTEMBER 28, 2013 British Car Day. King's Head Pub, St. Augustine, FL - <http://www.jccnf.org/>**
- SEPTEMBER 28, 2013 Meeting of the Marques International. York, PA – www.svsvcc.info/
- SEPTEMBER 28, 2013 MG's on the Green. Harrisburg, NC - <http://metrolinamgcarclub.com/>
- SEPTEMBER 28, 2013 MGs on the Rocks. Harford County, MD - www.mgsofbaltimore.com/
- SEPTEMBER 28, 2013 Memphis Euro Fest. Bartlett, TN - www.memphisbritishcars.org
- OCTOBER 4-5, 2013 32nd Annual Fall British Car Festival. Waynesboro, VA - <http://www.svbcc.net>
- OCTOBER 2-6, 2013 “Triumphest 2013” VTR National Meet. San Rafael, CA - www.triumphtravelers.org**
- OCTOBER 2-6, 2013 Fall Carlisle. Carlisle, PA. – www.carsatcarlisle.com
- OCTOBER 5, 2013 Myrtle Beach Britfest. Myrtle Beach, NC - <http://britishcarclubcharleston.com/>
- OCTOBER 5, 2013 Brits in the Ozarks. Fayetteville, AR. – www.britishironnwa.org



OUR MISSION

To encourage the preservation and enjoyment of all of British cars

We're on the Web

www.volusiabritishcars.com

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