



# The British Connection



2012 Morgan EVERY MEMBER'S DREAM CAR?

## Message from the ABCC President

**Ken DeLeeuw**

I would like to start off by saying Happy New Year to everyone. I look forward to meeting each and every member at some activity in the near future. Our first planned gathering is going to be a nice drive to DeLeon Springs on Jan. 7<sup>th</sup>. The schedule for a meet up and the directions to the grove is in this newsletter.

The purpose of these activities is to drive our cars, share memories & have fun. If anyone knows of a place to eat or an attraction to see, we can include that in our day after visiting the groves. It doesn't have to be planned. Sometimes the best things are done spontaneously.

If there is something your going to do or see and would like Club involvement, we can plan a group event with or without our cars. I like to think this Club is about the people, and not just about the cars.

The past couple of weeks have been very busy. I appreciate all the past Club Officers who have taken their time to keep the Club running. I have enjoyed

my time as a member and look forward to participating in what the Club plans in the next year. Please get involved and fit as many of our events into your schedule as possible.

If anyone needs help in any area of your car let me know. Again a spur of the moment "Shop Session" can help you and others. My goal is to see everyone enjoy the adventure of owning and driving a British Sports Car. I am not a mechanic, but I don't mind getting my hands dirty and helping.

Safety Fast.....Ken



Craig Colby pitching oranges to Joyce Heckathorn - 2011



## British Cruisers Pick Oranges

**January 7, 2012**

Meet at Ormond Beach Super Walmart parking lot on SR 40 (West Granada near intersection of I-95, between 10am and 10:30am.

We will depart at 10:30am and drive to a citrus grove in west Volusia County to pick our own citrus. There are different varieties to choose from; navels, tangerines, grapefruit, to name a few. The grove has free bushel bags, you fill your own, mix or match





varieties. Pay at the Grove Honor Box BRING CASH ONLY. Ruby says we paid \$6.00/bushel last year. It would be wise NOT to drive your little British car, the dirt roads are not suited for such cars.

The address is Nordmann Citrus @1403 Blackwelder Road, DeLeon Springs(386) 985-1913. Since the weather has been cold, it brings up the sugar into the fruit and boy are they sweet. This has been a Colby Family event for years, and Ruby makes some great snacks with the fruit. This is also a good photo op, As you can see from the picture above.



CLUB OFFICERS for 2012 -  
President – Ken DeLeeuw - mrkenmgb@bellsouth.net  
Vice President – Steve Bradley – sbradley5@cfl.rr.com  
Secretary - Connie Hart – flashtoomi@gmail.com  
Treasurer – Mary Ellen Watz – wat2z@earthlink.net  
Editor – Gene Schoonmaker – geneschoon@cfl.rr.com



**The Lunch Bunch will meet on January 4<sup>th</sup>**

Lunch will be at 1:00pm on January 4, 2012 at the L’Aldila restaurant, 355 Cassadaga Rd. Cassadaga, FL 32706, Please **RSVP** by Jan. 2<sup>nd</sup> to Bob Storke @ rstorke@cfl.rr.com.....

Thanks.

**Previous Events for December, 2011**

The Annual Christmas Party was a huge success. We had about 38 people attend, and it was all food, fun and games. Ten pretty Poinsettias were door prizes, and the Chinese Auction was the best laugh maker ever. If you missed this one, try your best to attend next time. A few pictures of our get together . . . .



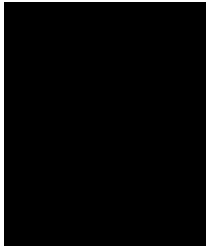
Craig showing the clock he received as out-going president

**Don't forget – if you are planning to remain a member for 2012, and we hope you are!, dues for 2012 are due as of January 1, 2012. Singles will remain at \$10, and if you are lucky enough to have a collaborator – your dues will be \$16.00.**





# JANUARY BIRTHDAYS HAPPY BIRTHDAY



**Debi Bradley**  
**Celia Martin**

**January 7**  
**January 11**

## Aunt Blanche's Oatmeal Bread

The recipe: (Read all the way through the first time...I added some comments that I hope will help. Call me if you have questions!)

1 cake yeast, 1/4 cup lukewarm water, 1 tsp. sugar, 4 TBL crisco or butter, 1 TBL salt, 1/4 cup molasses, 1/4 cup brown sugar, 2 cups oatmeal, 1 cup boiling water, 1 cup cold water, 5 cups sifted flour.

Dissolve yeast and 1 tsp. sugar in lukewarm water in a small separate bowl away from drafts and let rise (this is proofing the yeast).

Combine butter, salt, molasses, brown sugar and oatmeal in large bowl. Stir in boiling water. When lukewarm, add yeast mixture and blend; then flour and cold water alternately and mix until soft dough is formed.

Place on floured counter and knead until smooth and elastic and dough does not stick to your hands. (This is a tricky area. I learned to hold back a bit of flour depending on the moisture in the air. Sometimes the dough takes more than the 5 cups, depending on the humidity in the air, and it can be humid in cold weather but not feel humid to us.) Place dough in buttered bowl, cover with towel, and let rise until doubled away from drafts. (I put a thin coat of butter

on the top of the dough, as well. I put the dough in my oven or microwave to keep it away from drafts.)

Once doubled, punch down (I test by pressing my finger into the dough. If the imprint stays, it's ready.) and divide in half. Let stand 10 minutes covered with towel.

Shape into two loaves (Joy of Cooking explains this really well so you won't have air pockets.) and place in buttered loaf pans. Let rise until doubled again. Sprinkle with milk and oatmeal and bake at 350 degrees for 40-45 minutes. (It has a hollow sound when it's done.)

Once you take the loaves out of the oven, brush with a light coating of milk. It makes the crust stay soft. Enjoy!!!! - thank you Kevin LeMire

+++++



**Happy Anniversary – Steve and Debi Bradley**

=====

## Reduce the Lean on Your Mean Machine

**By Kevin Lemire**

Leaning (you know, tilting) can be fun, for instance: leaning into a corner on my 1966 BSA, leaning on Donna's shoulder when we are watching a movie, leaning back in a swing to see how high you can go, leaning your body at 45 degrees when taking a maximum down bubble on a Fleet Ballistic Missile Submarine, and leaning way over to get a better look at that 1960 Austin Healey. However, dramatic leaning when cornering an automobile is not as much fun.



My 1976 MGB was the only British car I ever owned, so with no basis for comparison I assumed it behaved and drove as all MGBs must behave and drive. I owned the car for 17 years and performed no work on the front end. The steering was a bit loose and required constant minor steering wheel adjustments just to drive a straight line, but so did the wheel in the 150 Cessna I took lessons on - must be normal. The car leaned heavily into the corners but my motorcycle experience made leaning into corners a normal thing. The front end squeaked every time I hit a bump, but so did the suspension on my 65 Royal Enfield - must be normal. Last year I bought a 79 MGB to fix up and sell and while driving the car noted several differences: the steering was tight and the car barely leaned while cornering and seemed to track like it was on a rail. Well, being the very astute investigator that I am, I quickly noted the 78 MGB had a sway bar on the front end. Apparently MGB abandoned the sway bar for a few years to save money, my 76 being one of those years. I called Moss Motors to inquire whether a sway bar could be retrofit to my car and found it can be done and they sell all the necessary bits to do so. So once again I heated up the credit card and ordered all the parts I thought I would need to do the job, key word THOUGHT! During the modification I found several parts to be worn beyond use and had to make a couple additional orders. I also decided to replace the steering rack, tie rod ends, and installed all new prothane bushings. The disassembly is pretty straight forward but removing the A-arms from the lower fulcrum pins was a challenge and removing the upper fulcrum pins from the upper shock and trunnion required a vice, a large drift, and a sturdy mallet. I recommend putting a bottle jack under the spring pan, removing the upper shock arm, and then lowering the bottle jack to let the whole assembly hang there. Disconnect the fulcrum pin assembly and the tie rod from the steering arm and you can take the whole assembly to your work bench for further disassembly. I installed the new 1" inch lower springs and purchased the recommended lower bump stops.

## New sway bar, end links, A-arms, springs, and installation hardware



## What the mess looked like before beginning disassembly



## Fulcrum pin finally removed from the upper Shock arm



## All the pieces from one side removed and ready to be cleaned or replaced







**The new parts and parts to be reused with new bushings installed and ready to go**



If you would like a list of all the parts used and the cost – contact Kevin Lemire.

**What happens (fast!) if you forget to realign your front end after replacing the steering rack**



The reassembly went pretty smoothly and the front end is now nice and tight and firm (unlike my mid-section) and the car tracks very well into the corners.

Finally, the end result!



**What is coming up in our future?**

Vic Hall has announced the annual car show sponsored by Advanced Technology Center will be in February. Stay tuned . . . . .

**ABCC CLASSIFIED ADS PAGE**

**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)



**ABCC REGALIA** Contact Bob Storke

[rstorke@cfl.rr.com](mailto:rstorke@cfl.rr.com) for information about Tee Shirts and Hats with our club logo on them.



**British Car Owners and Miata Owners:** I can save

you \$\$\$\$ on new Moss Motors Parts for MG,

Triumph, Austin Healey, Jaguar, Mini and Miata.

Just look up the parts you need in the Moss Catalog

or online and note the part numbers. Give me a call

and save a bundle. Large restoration project orders or

small, the savings are worthwhile. Dick Goudey 386-

760-5794 727-743-9287



## MGB Piston Set and Piston Rings For Sale

New in box. They will fit 1971 through 1979/1980 engines. Here are the particulars: Piston rings, 4 boxes available, each box of rings is a full car set for standard bore, manufactured by Hastings, part #9526. The rings currently list for \$80.00/set. Sell for \$35.00 per set. Pistons, one set available, manufactured by A/E, part #18802/U1. Standard bore.

Piston Set AE Hepolite Brand for MGB 1972 to 1980 Press Fit Style 8.8-1cr. Sets include pistons, rings and pins. List price \$234.00 (MG parts source), www.Britanniaparts.com lists at \$319.36, Sell for \$150.00 firm. Contact John Bellmore, owlseye@bellsouth.net , or call (407) 474-3582 (cell) to discuss availability and prices.

---



## **ABCC RECOMMENDED WEB SITES**



Our club's web site:

<http://www.volusiabritishcars.com/>

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/amgcr/>

For the MG: <http://www.mgexperience.net/>

For the Triumph Spitfire, GT6, Herald, Sports 6, and other small Triumphs:

<http://www.triumphexperience.com/> and,

<http://www.triumphspitfire.com/> and also,

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

For Jaguar: <http://www.jaguarexperience.com/>

For Austin Healey:

<http://www.healeyexperience.com/>

For the Austin and Morris Mini:

<http://www.minishrine.com/>

For the Morris Minor:

<http://www.morrisminorforum.com/>

For the Land Rover:

<http://www.serieslandrover.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/>

One of our members publishes the Grassroots MotorSports magazine:

<http://grassrootsmotorsports.com/>

and Classic MotorSports magazine:

<http://classicmotorsports.net/>

University Motors

<http://www.montgomerybrits.org/newsstand/test-2/>

<http://www.montgomerybrits.org/newsstand/moss-motors-videos/>

.....

## **Places I Have & Have Not Been**

I have been in many places, but I've never been in Cahoots.

Apparently, you can't go alone. You have to be in Cahoots with someone.