

The British Connection

Message from the ABCC Club President



The funniest voice mail we have received in a long time was this week, from a British friend of Ruby's, who took me by surprise with her surreptitious wit. She wished us a Happy Fourth of July, and added that it was "hard for a Brit to say such a thing." Well, I

hope you and your family had a spectacular Fourth too, with BBQ and fireworks and no mosquitoes.

July was a busy month for our family, and probably yours as well. We had some nice club events in July, a bit of change from June. I was happy to see most of you

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





attended, especially if you have been unable to attend some of our past events. I'm always up for suggestions for future ABCC activities, so fire away.

What have you been doing? We just welcomed our 46th membership, bringing our club total to 78 warm bodies. Many of you are back from trips, especially Vic who taunted us from The Grand Canyon and surrounding areas with his daily "Westward HO" narrative while on the road. I understand that he took 9700 photos, which he is in process of editing. Can't wait. I am going to ask him to prepare a Power Point Presentation for our Christmas celebration. One member received a visit from their city to enforce the city's code for having a British car in the driveway without a license plate. Another member was in Fort Walton Beach and said he could actually smell the stench from the oil well blowout in the Gulf. Quite sad actually. Kevin

Lemire is detailing his 1979 MGB, you can see it for sale in the classified section of the newsletter. Editor Tommy has something new that was once old, so look for an article in the August newsletter about his new / old project. My fuel tank is in, and gas no longer leaks around the sender unit. Today was Flush the Radiator and Change Antifreeze Day. New steering rack bellows arriving Tuesday, then alignment check to fix the toe-in, hopefully in time for Lunch Bunch. I'm also learning a lot lately about MGC kingpins and poly bushing installation. Still a work in progress there...

Stay cool, shoot me an email please. Let me know what you are up to in July.

MGC ya,
Craig

MONTHLY TECH TIP

When changing the oil in your car, remember to 'pre-fill' the new spin-on oil filter with fresh oil before you install it back onto the engine. This will work for the one piece metal can filters which hang down, but not those filters which attach from the top of the attachment point. It will not work with cartridge-type oil filters either.

Oil flows from the pump to the filter and then into the rest of the block. When you start the engine after filling it with oil, the oil pump will immediately push the oil already in the filter into the block. If the oil filter is empty, the engine will be running with no lubrication until the oil filter fills up. This is more important as the size of the oil filter increases. You'll notice the oil pressure will build up quicker when you 'pre-fill' the oil filter. It takes a bit

more time to pre-fill the filter, but it's probably worth it in the long run.

Also, before removing the old spin-on oil filter, remember to cover it with a plastic bag to help catch oil spilling out of the filter as you loosen and lift it out of the engine bay. This helps keep oil off your hands and off the garage floor. Advance Auto will accept your old engine oil for recycling. You can use empty plastic laundry detergent bottles to hold old oil. They are easy to carry, and easy to pour out the old oil at the recycle tank. Then you can recycle the detergent bottle in your recycle bin at home.

For those that are a bit meticulous when it comes to their LBC (or other vehicles), it may help you sleep better knowing that whenever you change the oil in your car, you're not damaging anything in the process.

MONTHLY MEMO FROM MURPHY

16. The part you purchased last week for \$25.00 will go on sale this week for \$10.00.

31. If you are stuck in a traffic jam, moving to the fast lane will cause it to become the slowest

lane. Moving back to the previous lane will cause it to stand still. a.k.a. The Variation Law

PREVIOUS EVENT REPORT

June was a great month for ABCC members. We started with our Lunch Bunch meeting at the Grill on the River View. I love seafood!



Remember, this is a first Wednesday event, contact Bob Storke, to get notified in advance for each location throughout Volusia and Flagler Counties. rstorke@cfl.rr.com

We rounded out our June activities with a club social at The Elusive Grape in downtown DeLand on Saturday, June 19th. The place was busy, as Downtown DeLand was celebrating their 25 anniversary, and there was a car show one block away from the Grape. John MacConnell prepared his

world famous sausages for the club, and Luke Coderre provided a platter of sandwiches, a tray of brownies as well as made all the arrangements with the Grape owner. Ruby Colby demonstrated how to carve a pineapple and baked German Chocolate Chess Squares for members. Terry Fuller donated a box of Abingdon Classics magazines for members to take home. Thanks to John, Luke, Ruby, and Terry. We had 21 members attend, and the door prize bottle of wine was won by Ron and MaryEllen Watz.

An additional 2 bottles of wine were purchased by the club and distributed amongst the members for their enjoyment. This was a great opportunity to just kick back and slow down for a couple of hours. I heard a lot of tall stories told,

w e r e
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t r u e?
T h e
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THIRTEEN THINGS NOT TO SAY TO A COP

1. I can't reach my license unless you hold my beer. (OK in Texas)
2. Sorry, Officer, I didn't realize my radar detector wasn't plugged in.
3. Aren't you the guy from the Village People?
4. Hey, you must have been going about 125 mph to keep up with me. Good job!
5. Are You Andy or Barney?
6. I thought you had to be in surprisingly good physical condition to be a police officer.
7. You're not gonna check the trunk, are you?
8. I pay your salary!
9. Gee, Officer! That's terrific. The last officer only gave me a warning, too!
10. Do you know why you pulled me over? Okay, just so one of us does.
11. I was trying to keep up with traffic. Yes, I know there are no other cars around. That's how far ahead of me they are.
12. When the Officers says "Gee Son.... Your eyes look red, have you been drinking?" You probably shouldn't respond with, "Gee Officer your eyes look glazed, have you been eating doughnuts?"
13. When the cop says "Were you trying to outrun me?," you probably shouldn't say "No sir, you wouldn't have caught me if I was trying to outrun you."

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.

MONTHLY RECIPE- ROASTED NUTS

This month's recipe is from Joyce Heckathorn. Thanks, Joyce.

Mix 1 pound of nuts with enough olive oil to coat. Add sugar, salt, cinnamon, garlic powder and red pepper to taste. Spread in a single layer on a cookie sheet and cut bits of butter on them for flavor. Cook for 10 - 15 minutes at 350 degrees, stirring and tasting often, adjusting seasonings to taste. Cook until nuts are done. Enjoy!

HOW I MET MY BRITISH CAR

Mike Schoonmaker's 1980 Spitfire

This love story began in 1960. Fresh out of the Army, and having my first taste of money (employed as a UNIVAC Field Engineer), I bought my first near new car—a 1957 blue Triumph TR-3. Forty seven years later, we pick the story up with my second Triumph, this time a 1980 Spitfire.

I found Spits', a two year abandoned child, in a back yard in Port Orange Florida. Two guys had bought with a full restoration in mind, but had never gotten around to it. The interior was shot, the brakes went to the floor, the paint was like dull brown

stucco, and the tires were bald. The motor would fire (but not keep running). Its only saving grace was that it had only 38,000 miles on the odometer. It was love at first sight!

Spits' was towed home, put on stands, and taken apart (with the help of a Bentley shop manual). She already had a Weber carburetor , which went to my local Jaguar mechanic to be rebuilt (later he would install a Crane Cams XR700 electronic ignition and PS20 coil). Wheels were painted and new tires mounted. All brake parts were totally

replaced, except for the steel lines (front calipers had to be rebuilt as replacements weren't available). The cooling system got a new radiator, water-pump, thermostat, and temperture sending unit (the gauge was fine).

Spits' would now run, but her wiring was a mess! When you connected the horns up they blew without pushing the horn button, and only the headlights and taillights worked, because a previous owner had bypassed the fuses (cutting any other wires that kept the "jury-rig" from working). The Bentley shop manual wasn't much help, but fortunately Tom O'Malley had posted a schematic online for a 78' Spitfire that was in

beautiful color to match the wire colors. I knew my old electronics training would come in handy someday, and after adding a supplemental fuse block for the lights and other systems, then many hours of searching and splicing, the primary electric fault was found. At some time in the past, the trunk light switch had shorted to a by-passed fuse and this MELTED the entire wiring run to the back of the car. After the rear harness was rebuilt, every thing worked except the hazard switch (despite total dis-assembly and cleaning), which remains inoperative..

The interior was next. Everything was stripped out, including the wood dash and all instruments. Since the old dash top was cracked, but solid, a new cover was laminated on. The old laminate was peeled from the dash face and a new 1/32nd walnut



surface laminated back on (after cutting two new holes for OEM oil and amperage gages). New seat back and bottom foam was purchased and a local trim shop matched the original seat vinyl with pleated replacement of the old cloth. New top and bottom door panels were installed, as well as a new rear cockpit panel. New sun visors were installed, and the inoperative push-button radio was replaced with an OEM vintage cassette version (from Wal Mart, \$29.95). After all the carpet and remaining original vinyl was cleaned, the interior looked better then new.



After a professional windshield installer failed to get the chrome trim into the new rubber molding, I tried it myself for two days, before throwing in the towel and giving up. It wasn't until much later when I was told you can't do it on the original glass, as it is 1/32 thicker then the new replacement glass! I



primed and painted the rubber bumpers, then hand buffed the vintage paint, before having it professionally finished. As a last touch, the existing side stripes were salvaged by overlaying them with British "blue white and red" stripes and the Union Jack! Spits' and I are now living happily ever after, always ready for a drive!

Contact Us

CRAIG COLBY

President@volusiabritishcars.com

GORDON HART

Vice-

President@volusiabritishcars.com

CONNIE HART

Secretary@volusiabritishcars.com

STEVE BRADLEY

Treasurer@volusiabritishcars.com

TOMMY SUDDARD

Editor@volusiabritishcars.com

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/amgcr/>

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/>

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

NEED PARTS?

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

1979 MGB FOR SALE

1979 MGB, British Racing Green, cream colored top and seats. The body is very solid and the paint, although a few years old, looks pretty good. Runs well and would make a good driving car. Comes with a new oil cooler and all hoses and hardware to install it, two tonneau covers, and spare air filter. Has custom wheels with two-piece wire wheel covers. The carpet is worn and could use replacing. All electrics work. I will continue to detail the car but offer it for sale now at \$4,500.

See attached photo.

You can call me at 386-316-9466 if you are interested in seeing the car and hearing it run.



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

rich6861fl@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

CLASSIFIED ADS WANTED

We're starting our classified ads section back up, so send your advertisements to our editor.

Editor@volusiabritishcars.com

BUSINESS CARDS WANTED

If you'd like to have your company business card in the newsletter for free, email our editor.

Editor@volusiabritishcars.com
