



The British Connection



Beautiful antique cars - Moody Museum in St. Augustine

Message from our ABCC President

Taking on three shows in one month is going to be interesting, and well worth your while. These shows are very close for those who do not care to drive any distances. I am attending all three of the events if anyone wants to caravan, or want more details, just contact me at mrkenmgb@bellsouth.net

- Mt. Dora show. 3/16 to 3/18
www.lakedoraclassic.com
- GOF (gathering of the faithful) 3/23 to 3/25 in Altamonte Springs, Fl. (For MG owners)
The event is being held at the Altamonte Springs Hilton.
- All British Car Show 3/31/12
www.allbritishcarclub.com Meade Gardens, Winter Park, Fla.

Our editor will be away during the month of March and into April. So, there will be no newsletter in April. Stay in touch by email.



LUNCH BUNCH this month will be at Wongs 8 Wonders Kitchen

You will find this delightful Chinese restaurant at 54 S. Charles Richard Beal Blvd., (US17/92) in DeBary, at 1pm, on Wednesday, March 7, 2012. Please **RSVP** by March 5th to Bob Storke at rstorke@cfl.rr.com.



A Showing at the Ormond Memorial Art Museum and Gardens

On the 29th of January some of us made a special trip to the Ormond Beach Museum. The exhibit was "Speed 2012" Art Show.

If you will look in the background on the wall, you will see two ceramic tiles concentrating on MG parts – ingeniously made by Christine Colby.

Those attending were Jere & Bonita Dotten, Mike & Gene Schoonmaker, Richard & Joyce Heckathorn, Ken & Deanna DeLeeuw, and Craig & Ruby Colby.

A wonderful evening complete with refreshments.

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



(continued – Message from President)

On February 11th the ABCC group went on my first planned event. We decided to eat before we toured the Museum and walk Canal Street. The first choice was Blackbeards on US1. We met there only to find out they don't open till 400pm. From there we went to the beachfront to find another place to eat. What a mistake!! The traffic was bumper to bumper and there wasn't anyplace to park. We all got split up. The restaurant was filled to capacity, and we couldn't get seated. So some of us went to the Dolphin View, just a block from the Museum. We all met at the Museum after we ate. Things started to get better from then on. The Museum is a quaint building loaded with interesting artifacts associated with the history of this area. Everyone seemed pleased with the Museum. Afterward we walked Canal Street and gawked at the fine display of classic cars that had assembled. We saw a few British cars in attendance, and put out information about our Club.

Without any knowledge of the local area I take the blame if anyone felt like I should have had a better schedule for this. I will do a better job planning and meeting in the future. But for those who did show up thank you, I enjoyed the day after all.

Ken



Coming up this Saturday, March 3, 2012 at 2pm in the Flagler Library In Palm Coast at 2500 Palm Coast Parkway.

For the 150th Anniversary of the Civil War, our own Joe Vetter will give a live performance as the legendary author Stephen Crane, who wrote "The Red Badge of Courage". Mr. Vetter is a US History instructor in Volusia County Schools, and Daytona State College. It has been suggested you may want to be there early, as this will be a well attended program, and also to get a parking spot. Go back to the Doug Sisney room next to the butterfly presentation.



Ken & Deanna DeLeeuw, Burt & Celia Martin, Jere & Bonita Dotten, Gordon & Connie Hart, Ron & Mary Ellen Watz, and a visitor – Randy Rock all smiling at the Museum in New Smyrna Beach.

*** BIRTHDAYS ***

HAPPY BIRTHDAY TO



Burt Martin March 2
Jim Lubinski March 29

NOTE: If you have not found it yet, Scott Keating is our Web-master for the ABCC British Car Club. You can go to www.VolusiaBritishCars.com and have a look at past and present newsletters and pictures.



LUNCH BUNCH AT THE RIVER GRILLE

February 2012

A delicious lunch was enjoyed on a beautiful day at the Tomoka River. Those who attended were taken in by the beauty of the surroundings. This time Kathy Kufeldt won the free lunch. Perhaps next time it will be you. But you have to be present to win. It was a pleasure to welcome back to Florida our own, Tom and Suzanne Walters. Also attending were Ed & Kathy Kufeldt, Bob & Betty Storke, Ken & Deanna DeLeeuw, B.A. Walters, Richard & Joyce Heckathorne and



Happy Anniversary –
Mike and Gene Schoonmaker
49 years March 30th

Places I Have and Have Not Been

Would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go,
and I try not to visit there too often.

The CAR RADIO - AN INTERESTING TRUE STORY

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios - Lear had served as a radio operator in the U. S. Navy during World War I - and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago . There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed



battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked - he got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his

radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today) In 1930 it took two men several days to put in a car radio - the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression - Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich Tire Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947) In the meantime, Galvin continued to develop new uses for car radios.



In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio - the Handie-Talkie for the U.S. Army lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is the second largest cell phone manufacturer in the world. And it all started with the car radio. **WHATEVER HAPPENED TO** the two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes,

aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade).

Thank you Jim Lubinski

BOYD MOODY MUSEUM

Another great trip many of you missed was the tour up to St. Augustine to the Boyd Moody Museum. The big treat was to see all the beautiful vintage Rolls Royce, some even still being driven on our roads today. The museum itself is full of various collections the Moody family saved over the years, models of many sailing ships, small car models, a train room, many beautiful pieces of art, I could go on. After the tour of the museum nine of us went to the Kingshead Pub on US1 for some good British food and drink. After which a few of us toured the St. Sebastian Winery.



Pictured, Mike & Gene Schoonmaker, Gary & Sylvia Thomas, Ken & Deanna DeLeeuw, Jere & Bonita Dotten, Red Meyer, Boyd Moody and his daughter.

ABCC CLASSIFIED ADS PAGE

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ABCC REGALIA Contact Bob Storke
rstorke@cfl.rr.com for information about Tee Shirts
and Hats with our club logo on them.
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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
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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/>

Classic MotorSports magazine:
<http://classicmotorsports.net/>

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

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