

The British Connection

Message from the ABCC Club President



We accomplished two car shows for our club in April. I hope you were able to attend. I emailed pictures to webmaster Scott, so you will see the pictures as the home page slide show rolls. Thanks for all who participated and supported our efforts. Article

write ups are in this newsletter. Lunch Bunch was at Café 101 at Daytona State College. There will be a repeat in October, look for forthcoming emails.

Calendar

May 15

British Cruisers drive to King's Head Pub in St. Augustine. Meet at 2 p.m. at Fortunado Park, NE base of Granada Bridge (S.R.40) in Ormond Beach. AIA to Pub, dinner, warm beer, home at your leisure. Contact Craig, cwcolby@hotmail.com, or (386) 299-5134. Please drive your British car.

May 22

Club drive and Picnic. Washington Oaks State Park. See article in this newsletter.



CLUB OFFICERS

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





Kevin Lemire is currently finishing the interior and seat upholstery in his MGB. Be sure to check out his article in this newsletter. Editor Tommy is mending rapidly, but broke one of his crutches, much to the chagrin of his physical therapist. Vice-President Gordon Hart has a Cubs baseball souvenir from our car show last month. Gary and Sylvia Thomas won a couple of awards at the Meade Gardens British Car Show for their Healey and MGA, as did Red Meyer for his Mini Cooper. Congratulations. Vic Hall has been cruising North Carolina in the rain. Steve Bradley's brakes are giving him problems. Luke Coderre has been driving his Prius so long, he needed a reminder that MGs rattle and squeak. David Wallens' Innocenti Mini needs some TLC to get it back on the road so he won't have to drive the Porsche. Bob Storke has club regalia available, please contact him for item availability. The alternator on Bob's TR8 checked

out OK, so now he has to chase some Lucas gremlins. Maybe he and Kevin Lemire can corroborate?

As we enter May, some of our members will begin their annual trek to cooler climates. Happy Motoring to you, keep in touch with us, see you in the Fall.

Welcome New Members Ken Izzy, Tom Gaynor, and Frank St. Angelo.

Any and all suggestions, salutations, or corrections gratefully accepted for activities. This is your club, I am listening.

MGC ya,
Craig

MONTHLY TECH TIP

This one is pretty simple, and I've used it a number of times on my little British car. Any time you work on any of the rubber fuel lines about the fuel pump or carburetors, there is always the problem of how to clamp off the line to avoid excess fuel spilling when you disconnect. I don't always have a pair of grip pliers on hand, and sometimes they don't work all that well, or apply too much force to a tired fuel line. A way to get around that is to use golf tees. They fit

nice into the 1/4" line and neatly plug the end while you do your repairs with the pump. etc. I keep a few in my tool drawer for this task. Wooden ones are best, as they have some "friction" which keeps the plug in for simple repairs. I have also tried golf tees for plugging the metal (threaded) ends of brake hoses, but with limited success. A pencil sharpener will renew the point on the end of the tee, so it inserts easier.

MONTHLY MEMO FROM MURPHY

All Whitworth bolts will look the same as any other bolt or nut, until you discover that none of your wrenches or sockets will fit said bolt. At that point, you will also discover that you do not have a Whitworth wrench or socket to fit the bolt.

The bolt will be in a location too tight to allow Vice Grips to reach.

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

WHAT'S OLD IS NEW AGAIN

This is a repeat of an event we did a few years back, and it seemed to be enjoyed by the membership then. So, what's old is new again: let's have a picnic! June is almost upon us, so I thought we could squeeze in a club picnic in between the end of our annual Fire Season and the beginning of our Hurricane Season.

We will picnic at noon, at Washington Oaks State Park, Saturday, May 22, 2010. It is on A1A in Flagler County, towards the north end of the county (you can see Marineland from the back door...with apologies to Sarah Palin). There is a picnic area with open air, but roofed, tables with a view of the nearby Intercoastal Waterway. Here's their web address: <http://www.floridastateparks.org/washingtonoaks/default.cfm>

As you will see, entrance fees are \$5.00 for 2 or more passengers, or \$4.00 single driver. There is an

“Honor box” for your money. Across A1A from the park, there is a natural coquina rock formation at the ocean's edge, where I used to picnic with my family as a child. That's a “must see” during this voyage. Don't forget your camera.

So, what about food? Nobody volunteered to chair this event, so the decision is that everybody brings their own food, beverage, and set-up. If you and another couple(s) decide to bring massive amounts to share amongst yourselves, what a great idea!

Bonus: If you are interested in a group drive to the park, meet me at Bailey River Bridge Gardens at 10:50 a.m. It is the little park on the north west side of the Granada Bridge (State Road 40) in Ormond Beach. We will drive north through the Tomoka Loop to High Bridge, to A1A, ending at Washington Oaks at noon.

2010 RIVIERA GOLDEN OLDIES WELL ATTENDED

Another successful car show with the purpose of honoring our Seniors has been completed. Begun in 2007, this year's ABCC Golden Oldies marked the 4th Anniversary of an event enjoyed by both spectators and participants. The scenic grounds on the east side of the Riviera Assisted Living Facility in Holly Hill, marked the backdrop for 24 colorful and sparkling British cars. I think more Riviera residents were able to come out to see our cars than in previous years, although no count has been made available to me. The fine folks on the management team at Riviera made us feel welcome again this year. They provided a DJ, a hot dog lunch BBQ, and offered historical tours of their facility. Chef Ruby Colby found the time to make oven-fresh Cranberry

Bread and Scones for our members and residents to enjoy. Show pictures are on the website, where you can also watch the slideshow. We also gained three new members at this event. Welcome Tom Gaynor, Ken Izzi, and Frank St. Angelo.



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.



CAR QUIZ

Match the car to the clue.

- | | | | |
|-----------|---|-----|--------------|
| _____ 1. | cross a stream without a bridge | a. | AUBURN |
| _____ 2. | grind your teeth | b. | AUSTIN |
| _____ 3. | Frenchman who explored the Mississippi | c. | BANTAM |
| _____ 4. | type of cracker | d. | BUICK |
| _____ 5. | Spanish explorer who discovered the Mississippi | e. | CADILLAC |
| _____ 6. | tomorrow's car in Germany | f. | CHEVROLET |
| _____ 7. | Egyptian flower | g. | CHRYSLER |
| _____ 8. | a famous rock | h. | CLIPPER |
| _____ 9. | Ottawa Indian chief | i. | CORD |
| _____ 10. | change one letter to get a religion | j. | CORVETTE |
| _____ 11. | tall building in New York City | k. | COUGAR |
| _____ 12. | first President | l. | DeSOTO |
| _____ 13. | soft and gentle wind | m. | DIANA |
| _____ 14. | Frenchman who fought in our Revolutionary War | n. | DODGE |
| _____ 15. | a dog's name | o. | FORD |
| _____ 16. | best known for coffin-shaped hood | p. | FRANKLIN |
| _____ 17. | capital of Texas | q. | GRAHAM |
| _____ 18. | to evade adroitly | r. | HUDSON |
| _____ 19. | messenger god in Roman mythology | s. | JAGUAR |
| _____ 20. | a great victory | t. | KAISER |
| _____ 21. | a university in Alabama | u. | LAFAYETTE |
| _____ 22. | a diminutive fowl | v. | LaSALLE |
| _____ 23. | a wild North American cat | w. | LINCOLN |
| _____ 24. | New York river | x. | LOTUS |
| _____ 25. | French nobleman who founded Detroit | y. | MARMON |
| _____ 26. | famous aviator | z. | MERCURY |
| _____ 27. | a desert roll | aa. | METROPOLITAN |
| _____ 28. | chief of the "Rough Riders" | bb. | MINERVA |
| _____ 29. | famous sewing machine | cc. | MOON |
| _____ 30. | a President who was killed in office | dd. | MORGAN |
| _____ 31. | "Ask the man who owns one" | ee. | MUSTANG |
| _____ 32. | a good cry | ff. | NASH |
| _____ 33. | goddess of wisdom | gg. | PACKARD |
| _____ 34. | a fast sailing ship | hh. | PLYMOUTH |
| _____ 35. | a wild South American cat | ii. | PONTIAC |
| _____ 36. | capital of England | jj. | RAMBLER |
| _____ 37. | a wild horse | kk. | RICKENBACKER |
| _____ 38. | a wanderer | ll. | ROCKNEY |
| _____ 39. | famous football coach | mm. | ROOSEVELT |
| _____ 40. | famous racing driver | nn. | ROVER |
| _____ 41. | opera in New York | oo. | SAAB |
| _____ 42. | it stretched from Chicago to Los Angeles | pp. | SINGER |
| _____ 43. | it has been over Miami | qq. | STERLING |
| _____ 44. | small and fast WWII destroyer | rr. | STUDEBAKER |
| _____ 45. | eliminate a letter and you have a male deer | ss. | THUNDERBIRD |
| _____ 46. | Roman goddess of the moon and the hunt | tt. | TRIUMPH |
| _____ 47. | a deity of SW American Indians and KS university | uu. | TWIN SIX |
| _____ 48. | Bill's car | vv. | WASHINGTON |
| _____ 49. | famous American philosopher, writer, and inventor | ww. | WILLYS |
| _____ 50. | intoxicated bread maker | xx. | ZEPHYR |

*reprinted by permission from the British Connection newsletter, June, 1996.*Answers on the following page.*



QUIZ ANSWERS

1. o 2. ff 3. v 4. q 5. l 6. dd 7. x 8. hh 9. ii
 10. y 11. g 12. vv 13. xx
 14. u 15. nn 16. i 17. b 18. n 19. z 20. tt 21. a 22. c
 23. k 24. r 25. e 26. kk
 27. t 28. mm 29. pp 30. w 31. gg 32. oo 33. bb 34. h 35. s
 36. qq 37. ee 38. jj
 39. ll 40. f 41. aa 42. uu 43. cc 44. j 45. d 46. m 47. ss
 48. ww 49. p 50. rr

HOW I MET MY BRITISH CAR

MGB - The Great Teacher

If you ever find yourself feeling quite capable mechanically, competent with electricity, and at peace with the normal concepts of physics....restore an MGB. Immersing oneself in this act will be a journey of discovery and delight, a bonding with the ghost of Joseph Lucas, and a continuing sense of wondering "Why did they do that" and "How could that possibly be". In December I completely stripped my 1976 MGB of everything except the dash and wiring harness and sent it to the shop for a little body work and paint. I disassembled the entire engine, honed the cylinders, new rings, new camshaft bearings, lower end bearings, valve job, new oil pump, gaskets, seals, bearings, clutch, etc, etc. For the benefit of those traveling this path, here are some of my recent discoveries:

Wiring harness: I have owned this car since 1993, during which time many electrical gremlins have visited me. I have directionals that work some time, sometimes not, sometimes the right blinks when I select the left and vice versa. The 4-way flashers are sometimes 2-way and sometimes 3-way and sometimes don't flash at all. Sometimes I hit a bump and the ignition shuts off, I hit another bump and with a backfire the ignition is back. Sometimes the horn works, sometimes I just have to yell. Sometimes I have left-hand parking lights, sometimes right-hand parking lights, and sometimes I just have to hold a flashlight out the window.



License plate lights and backup lights? Sometimes. I have on occasion, like hitting the lotto numbers, had all lights working at the same time. I mastered the art of the horn bush to make the horn work, most of the time, much easier than sticking my head out the window and yelling.

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/>

Send your favorite websites to Tommy Suddard,

Editor@volusiabritishcars.com



Sometimes I can tell how much gas is in the tank, sometimes not. My charge light usually was on flicker, the interior light would come on when it wished to, and the radio would select a station IT liked, sometimes in Spanish. When I removed the console with attached radio, I found melted cable runs, some with exposed copper wires sticking out and some touching other exposed copper wires. Examining the wiring schematic showed many of these wires to be associated with something called a Sequential Seatbelt Control System...what a great idea for an MGB! Since I have owned this car for 17 years and never heard of it, a little research on the internet revealed that it is a system that never really worked and most people just disconnected it anyway. Well, consider it now well and truly disconnected. Shining my flashlight under the dash noted large sections of the main harness were also melted together with some exposed wires. So, the wonder is not that I had experienced electrical gremlins, but that anything worked at all! I purchased a new main and a new dash harness from British Wiring Inc. at www.britishwiring.com for about \$650.00. This harness is beautiful, color-coded as original, and has new style push-in bulbs in plastic holders. I spent about 3 nights with cable markers, an enlarged wiring schematic (available at <http://www.advanceautowire.com/mgb.pdf>) and a multimeter to ensure I correctly marked each wire and bulb holder and all the plastic connectors were correctly wired. You will want to take the time to do this. Removing the dash was not as bad a project as I expected, this website <http://www.mgexperience.net/library.php> has a wealth of advice including a good description of how to remove the dash. Installing the new harness through the firewall was not particularly difficult and wiring up everything up front was pretty easy. Installing the dash harness, all the bulb sockets and switch connections was a bit trickier and then putting the dash back in took a little time as well. Now, with the dash back in and wiring installed, it was time to check everything. None of the small bulb holders worked! Apparently the manufacturer in England is aware of this and "working to find a solution". The new style spade bottom bulbs plug into the sockets but don't make a very good connection. The folks at British Wiring were very understanding and sent me all new bulb holders and bulbs. However, since I

had to pull the dash AGAIN to deal with this problem, I decided to cut off all the new bulb holders and solder on the holders from the old harness, covering all joints with heat shrink tubing. With the harness back in place, dash back on AGAIN, and all connectors hooked up I began the normal process of finding and fixing the little problems. I had a left directional that worked fine until you turned the headlights on, then it stopped blinking and left the dash directional light on solid. However, a couple hours with the large schematic and multimeter and now everything works as designed-at least I THINK it was designed to work. Oh, if your inertial switch (yes there is one under the dash) does not work, remember to jumper the two white wires together or nothing will work. What do you mean "How do I know"?

Oil Pressure and oil pump: My oil pressure gage always read low, except right after I added oil and the car was cold when it would come up a few PSI. During the engine rebuild, the machinist had to wrestle with the oil pressure relief valve, which was very scored and apparently jammed in the partial relief position. So what I thought was an inaccurate gage all these years actually was showing low oil pressure due to a faulty relief valve. How many of us ever take that little rascal out to check it? With the new pump installed and the engine rebuild I now have about 80 PSI instead of 20! I decided to put a new oil pump in, because, well.....I had the engine apart and just felt like I should! I also installed an oil cooler, something the car never had.

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I turned the engine over with spark plugs out in order to get the system filled with oil before attempting a start but could not get any oil pressure. I cracked a fitting at the oil cooler to check for flow-nothing! So, back to the manual and instructions for replacing the oil pump. Well, missed that little line that said “fill the pump with oil when installing”, so the pump was obviously not primed. I removed the oil line from the block, put in small funnel, and filled the pump, hoping that would prime it. The tactic worked, a few cranks later and I had good oil pressure and everything was full. Now on to my next problem, the starter.

Starter: I could not get the starter to crank over the engine, just got an occasional turn and then loud clicks. I was really worried that I might have assembled the engine incorrectly and something was binding, although I checked my work at every step and should not (famous last words) have had a problem. I checked the starter relay which worked just fine. I installed a new positive lead from the battery to the starter (for those of you have never experienced this little pleasure, I really don't encourage it unless absolutely necessary), and a new negative battery cable. I took emery cloth to all connections. No improvement. So I concluded the starter was bad and ordered a new one. Installed the new one with great expectations andno improvement! I took the old starter in to the auto shop to get it checked just for grins and it is fine. So now I have a spare on the shelf. I did get the engine to crank over with no plugs installed. While on an extended cranking run I



smelled smoke and was immediately afraid I was going to smoke my brand new harness, and would surely have had to commit suicide!

However the smoke was coming from the throttle and choke cables, both hot to the touch with softening insulation. At this point it was apparent the starter was grounding itself through any available ground

path and that was the likely source of my problem. I had installed a new ground strap, just like the book told me to, between the transmission and the frame at the transmission cross member. However, I had numerous parts powder coated, including the transmission cross member, and the strap was not making a good connection. I bought a starter cable at the auto parts store and hooked it from the engine to the frame as a secondary ground cable and now everything works fine. I found an additional casualty when I tried to turn the heater knob and my brand new heater cable would not budge. Taking the cable off AGAIN showed the plastic liner to be solidly melted to the cable, another casualty of the improper ground. Now on to a test drive.



Front brakes: I still don't have the interior installed as I have to take the car back to the paint shop for a little touch up, and the painters would surely get paint on my nice new interior. I also have not installed the hood. I bolted in the driver's seat and decided to take the car out for a little test drive this past weekend. The front end seemed a bit stiff, turning a bit harder than I remembered, and I could not seem to get speed up as well as I would like. I also noticed that when I pushed the clutch in the car slowed down fast-very fast. It became obvious that the front brakes were dragging and getting worse fast. Within a mile I had to stop the car and it would not budge, both front brakes were locked on. I made a call home for help, got some tools, and bled pressure off both front brake cylinders which released the brakes and let me drive home. It was obvious the brake fluid was not returning to the master cylinder and as it heated up, causing the brakes to apply themselves and leaving me and the MGB gremlins stranded at the side of the road. Again, back to the internet

and found numerous cases where improper adjustment of the brake light switch does not allow the brake pedal to return far enough to allow the spool in the master cylinder to shift far enough to uncover the return hole in the cylinder. Sigh....checked my brake light switch, which I had removed during overhaul to have the brake/clutch housing powder coated, and it was installed wrong. I had screwed the switch into the housing and put the lock nut INSIDE the housing, behind the brake pedal. This was an easy thing to do with the brake/

clutch housing removed and apart but nearly impossible with everything back in the car. However, with enough swearing and vice grips most anything is possible and I now have everything back together and high hopes that all will work properly.

I look forward to sharing my car with my fellow club members and have enjoyed getting to know a few of you as I complete this project. Happy motoring!

Submitted by Kevin Lemire

CUBS' BRITISH CAR SHOW WAS A REAL "HIT"

The First Annual Daytona Cubs British Car Show is now history. We had 18 members show 11 cars to Cubs fans, as they entered the Jackie Robinson ball park on City Island in downtown Daytona Beach. The Cubs played the Tampa Yankees in the third of a 3-game home series, Friday, April 23, 2010, and we were there to watch. The final score was Tampa 11, Cubs 3. 📺 The Travel Channel was also at the park, taping for an upcoming show. No date has been set yet, but I will alert you to the date and time once I find out.

Maybe someone you know will be on TV?

During the show, we had our pictures taken of ourselves, our car, and the cute Cubs

mascot, "Cubbie." Also, there was a door prize drawing for 3 Daytona Cubs souvenirs, and those

were won by Sylvia Thomas, Eric Salvioli, and Ursula Suddard. In addition, we received 3 foul ball "gifts" from the Cubs, but Sylvia Thomas and Gordon Hart will have to share their



thoughts with you on their experiences...

Much thanks to all who attended, especially those from the west side of the county. I hope everyone had a good time. Kudos to Ursula Suddard for hawking our extra Cubs tickets. Will there be a Second Annual Daytona Cubs British Car Show next year? No one knows yet, as this was the first time the Cubs have sponsored any car show. They will evaluate and discuss how our show went, and then make a decision for future ABCC car shows.

Keep your eyes on the ball and your mitt at the ready.





1970 GT6 FOR SALE

- some mods for autocross - beefed up front-suspension - roller rockers - lowered 1" front end - basically original with original paint and interior - beautiful car with lots of patina - 5000 RPMs in all gears - it screams!!! - will not find a more original GT6 - need to make room - \$12,000 OBO - email: jimac49@yahoo.com for more info.



MG 1100 FOR SALE

I just found out about a nice 1963 MG 1100 for sale locally. I have driven this car, and showed it at our Golden Oldies Car Show in 2007. If you have never seen one, I can only describe it as being close to the Austin Mini Cooper, but a little larger. It has a back seat!

The owner states "\$3,500. Firm. Ready to go. Lots of new parts installed, lots more new parts in the trunk. This is a good deal. Call me if you are interested, my cell is best: 630-319-2002.

So, if you are interested, or know someone who would be interested, please get in touch with Robert Wilson.

MGB/GT FOR SALE

FOR SALE- 1970 MGB/GT. It is the original color blue (almost a cobalt blue), and the title is in my name. We owned the car for 25 years—there was one other owner before us. The interior is a tan color (the way it was first sold). It is in excellent shape except the driver's-side seat is worn slightly. The dash is excellent, all of the tires are excellent, there is no rust. It has been kept in the garage or under cover. We live in the mountains of North Carolina not near the sea. All of the gauges work except the odometer, which stopped working recently; the car has 60,000 miles on it. I have many MG manuals, catalogues, etc., but no extra parts. My asking price is \$12,500. I look forward to hearing from you and would welcome a visit from someone who is interested in the car.

Contact Nancy Davis. Nanasaurus@earthlink.net

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