



# The British Connection



Mark and Carol Bigelow pose with their 1960 Triumph TR3A at our recent cruise

## Message from the ABCC President

Where did October go? The weather certainly was conducive for British car events, and I got to spend time with a lot of you. With the speedometers repaired and poly bushings installed, all I had to do this month was wash, wax, and drive. My son's 1987 Volvo was a different story, but we again successfully coaxed it to run for another month.

So, how are your cars? Joe Vetter has a water pump ready to install in his MGB, as does Jan Radigan for her MGA. (continued on page 2)



## PREVIOUS EVENT REPORT

### Timeless Wings & Wheels British Car Show

What a difference one year makes. What was a nice big show in 2010, became a nice little show in 2011. We repeated last year's event at the New Smyrna Beach airport's Timeless Wings and Wheels, thinking it would be even bigger this year. Nope, it was actually smaller. Only about a dozen British cars showed up all day, and the show sponsors were certainly scratching their heads. Those that came enjoyed themselves, and one of our members took home Second Place. Those ABCC members attending were Mike and Gene Schoonmaker in their shiny 1980 Triumph Spitfire, Kevin Lemire in his pristine 1976 MGB, Roy Sleeper in the venerable 1958 MGA, Burt and Celia Martin drove their sparkling 1975 MGB, Gordon and Connie Hart arrived in their classic 1974 ½ MGB, and Craig Colby participated in his 1969 MGB GT. Richard Heckathorn and Joyce Thomas also supported your club with their attendance. Where the heck was everybody else? I sent pictures to members, hopefully you received your copy.

Roy Sleeper won 2<sup>nd</sup>. Place for his MGA, congratulations Roy. His car rewarded him by refusing to start at the end of the show, but thanks to Kevin Lemire, the loose wire was eventually located behind the dash, and Roy was soon on his way.

#### CLUB OFFICERS -

Craig Colby - - President - cwcolby@hotmail.com  
Vice President - - Gordon Hart - flashtomi@gmail.com  
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Editor - Gene Schoonmaker - geneschoon@cfl.rr.com



Our MGA guru Steve Bradley is hot on the trail to find the gremlins causing his brake woes. John Bellmore is home, and installing his headlight relays on the Mini. John and Liza Lister report that their MGB cranked right up, despite being left alone for several months. Kevin Lemire wrote a nice article for your newsletter about restoring his BSA motorcycle, be sure to check it out. I heard from Tom and Suzanne Walters – they are out West and Tom said the temperatures had been in the 100's where they were, but cooling off finally. Look for Bruce Worth to be driving his Austin Healey in the 2012 Gaslight Parade. The car is finally here, and Bruce is lovingly assembling the pieces. I know several of you are traveling at this time, so please drive carefully and come back to us soon. We miss you.

BOO! Club officer elections are coming! Did I scare you? Hopefully not, and hopefully a lot of you are ready to step up to the plate for your club and serve as one of our officers next year. My term ends this December, as do the terms of your other officers. So, please help your club by becoming one of our officers for next year. We will be discussing this subject at our November meeting. Thank you.

I still have some name tags for those of you who asked for one. Please see me to get yours. Also, we have club contact cards for those spur-of-the-moment occasions when you can hand one to a prospective member. And, thank you to Scott Keating for his expertise with our club web site.

Speaking of memberships, we are at #59 as I type this. That equates to around 110 bodies in our club. No doubt Treasurer Steve will soon be knocking on your door looking for club dues. ☺ Welcome back Dale Drake to your club. Dale owns a 1951 MG TD, and was a member in the past. We are glad to see you again.

All for now, keep 'em on the road.  
MGC- ya! Craig



Roy Sleeper and his MGA

### Lunch Bunch Celebrates A Holiday

Well, actually the “holiday” was the Holiday House in DeLand, and folks went away happy. Our 16 full diners included Bob Storke, Paul and Ursula Suddard in their 1969 Triumph TR6, Roy and Linda Sleeper in their 1958 MGA, Burt and Celia Martin driving their 1975 MGB, Mike and Gene Schoonmaker in their 2003 Jaguar X-Type, Craig and Ruby Colby came in their 1969 MGB GT, plus Jan Radigan, Don McBride, Dale Drake, Richard Heckathorn and Joyce Thomas. Thanks again to Bob Storke for organizing these events. The next one will be at night in Café 101 at Daytona State College.

### It Was A Dream For Our British Cruisers

Bigelow in their TR3A (It's been too long since we got together for a cruise. So, on Saturday, October 22, we gathered a group of British steel, and drove our cars along A1A in the Daytona Dream Cruise weekend. We had a good turnout, no cars malfunctioned, and members enjoyed the driving and camaraderie that goes along with such an event. We met at the Black Sheep Pub in Ormond Beach, drove south to the Ponce Inlet Light House, then back again to the Black Sheep. Once there, we went inside for “pub grub,” as one member called it. Let's do this again!

The 16 ABCC members driving 10 little British cars were Bob Gilpatrick in his Pembleton, Mark and Carol see it on our front page), Mike and Gene Schoonmaker came in their Spitfire,



John Lister and friend Bernie toured in John's MGB, Jerry Peck and Mimi lead the group in their Jaguar XJS, Tom Gaynor wowed us in his Jaguar XK120, Gordon and Connie Hart drove their MGB, Dwight and Martha Drummond caught up with us in their XKE, Kevin Lemire exercised his MGB, and Craig Colby managed to stay up with everyone in his MGB GT. When we arrived back at the Black Sheep Pub, we all parked together, and it was nice to see all those British cars and colours together. I noticed several people stop to take pictures or admire the cars. Jolly good show, eh?



## EVENTS FOR NOVEMBER

### Lunch Bunch Goes Nocturnal

This month's Lunch Bunch will be Wednesday, November 2, 2011, at Café 101 in Daytona State College. We will change the format a little, and make this one at night, contact Bob Storke to make reservations. [rstprle@cfl.rr.com](mailto:rstprle@cfl.rr.com)

### Clocks Go Wild

It happens every year around this time. We say good bye to Daylight Savings Time on Sunday, November 6, 2011, until next year. Enjoy that extra hour of sleep, assuming you remember to set back your clocks...

### Another Meeting?

Yep, it is time for our official November meeting. But I hope you find it pleasant enough, as it includes food and a drive.

Set your clocks for 8:30 a.m., Saturday, November 19, 2011. Then program your GPS for Pat's Riverfront Café, 3300 South Peninsula Drive, Port Orange. We will park at Pat's, have a hearty breakfast with coffee to get our other eye open, then move outside for our little meeting. We will present plans for our annual December party, and post a slate for our 2012 elections. Club officer elections will be held at our December event, and we need to solicit names in advance of that event.

Following the meeting, let's drive south to New Smyrna, west to Samsula and then north to the Daytona Flea Market on 415. I haven't been to that place in years, and it is fun to just walk around a look at stuff. And if you drive your little British car, you can postpone buying that expensive item the spouse wants with the excuse that it won't fit in your car's boot. Good luck.



Happy Anniversary -  
Dwight & Martha Drummond



HAPPY BIRTHDAY  
Ruby Colby



**Gaslight Parade in Ormond Beach**

Sheesh, it rained last year. So, this year, everybody remember to bring your umbrellas so it doesn't rain again. I like the rain, but come on. OK, enough grumbling. Arrive at 5 p.m. on Friday, November 25, behind The Casements, 25 Riverside Drive, Ormond Beach. We will all park together, depart together, and drive together. I like this parade because it moves along nicely and you don't sit and watch your temperature gauge peg itself. Listen to the funny comments spectators make about our cars. But just smile and wave and honk your British horn back at them. If anyone wants to suggest plans for meeting somewhere after the parade, please let me know.

**Antique Automobile Club of America Car Show in Ormond Beach**

This is not a club event, but our members enjoy attending it. Show up Saturday, November 26, 2011, at Fortunato Park at the NE base of the Granada Bridge. The event starts at 8 and runs to 3. Mark Bigelow, Scott Keating, and Craig Colby have all won trophies for their cars at past shows there. Are you planning to attend? Please let me know so I can spread the news to increase the numbers of little British cars at their AACA show. If you contact me, I can email you their flyer and necessary registration forms.

**Daytona Turkey Run Cancelled**

Well, sort of cancelled. Plans did not get finalized for our club's participation in this annual event. The Turkey Run is still on as scheduled for Thanksgiving weekend.

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**REMEMBER TO PLAN TO GO TO OUR ANNUAL ABCC PARTY**

Sunday December 11, Noon to 3pm  
Plan to bring a dish - Notify Gene or Craig what you will bring to share. If you want to take part we are having a Chinese auction.

**Sticking Clutch?**

Have a sticking clutch? One that does not release quite right when you let off the clutch pedal?

A very simple thing to consider before trying to remove the trans to figure what is hanging up is the rubber hydraulic brake line between the master and slave.

Those hoses are built up of materials, like cloth and rubber, in layers.

If the hydraulic hose interior layer gets a leak in it, say from allowing the slave cylinder to dangle from it - or just old age, fluid can get between the laminations. Or the inner lamination can rip and act as a flap or check valve.

When you press your clutch pedal, fluid pressure between the laminations increases, sometimes causing the walls of the hose to swell like a balloon on the inside of the hose and collapse the inner walls of the hose upon themselves. This is not obvious externally, it is the inner walls of the hose with the failure.

In order for the fluid to leave the slave cylinder and return to the master cylinder when you release the clutch, the fluid pressure between the laminations must be relieved through the tear or pinhole first, in order for the inside of the hose to reopen and relieve the pressure in the slave cylinder.

The specific nature of the failure varies from case to case. Larger perforation? Quicker release. Pinhole sized leak? Feels like it takes forever for the clutch to fully release.

Generally, as that line restricts, you should also notice a corresponding increase in pressure at the clutch pedal. This causes it to be difficult for fluid to flow in either direction.

I've seen this with brake hoses too. It can cause a caliper to remain engaged and burn up your new brakes and rotors.



(Tech Tip Continued)

By John Flannery

(note: At one time, I thought I had this with my right brake caliper too. I replaced the hose, only to discover that the fault was with gunk inside the caliper causing the piston to hang up. While replacing a hose is cheaper than replacing a caliper, it was still annoying to have to disassemble and bleed the whole system a second time.)

### OUR MONTHLY RECIPE

#### Simply Banana Bread

##### Ingredients:

- 2 cups all-purpose flour      ¼ cup oatmeal
- 2 Tablespoons milled flaxseed
- 1 teaspoon baking soda
- ½ teaspoon salt              1 ¼ cup sugar
- 2 large eggs, lightly beaten
- ¼ cup + 2 Tablespoons milk
- 2 medium sized very ripe bananas, mashed
- ½ cup canola oil
- 1 teaspoon vanilla extract
- ½ - ¾ cup walnuts, whole

##### Procedure:

In large bowl, combine all 6 dry ingredients. In another medium size bowl, with fork, beat eggs, mashed bananas, oil, milk, and vanilla. Blend well. Stir the egg mixture into the dry ingredients. Mix it well. Stir in the walnuts. Transfer onto a 9 x 5-inch lightly greased loaf pan. Bake in pre-heated 350° oven for 55 to 60 minutes. When tested with a wooden pick, it comes out clean. Cool on rack 10 minutes, take out of pan, let cool on rack.

Makes 1 loaf.

Romana Colby

## HOW I MET MY BRITISH CAR – ‘ER MOTORCYCLE

### Beat me Again Please!

Do you need help? Would a 12 step program be a good idea for you? Are you certifiable? Well, if you own a British car one or more of the above would certainly apply. Why else would you spend countless hours dealing with the quirks of British motorcars and fighting the devil spawn LUCAS? Hopefully you will continue to avoid the men in white coats who think you should be confined and to convince society that you are pretty much “normal”. Sooooo, if working on a British car does not satisfy your masochistic tendencies, and pulling your fingernails out at the root does not add the additional pain you desire, what do you do? Well, you can do as I do and restore British MOTORCYCLES! Ahh, the hunt for a suitable project at a suitable price in suitable condition, very similar to the hunt for that magical automotive restoration. Do these sound familiar? “barn find”, “ran fine when parked”, “easy restoration”, “just needs a little TLC”, “rare”, “not many of these made”, “chance of a lifetime”, “true classic”, “finest example out there”, and on and on. Well, I found my latest motorcycle restoration on Ebay about a year ago. It is a 1966 BSA 441 Victor, sometimes referred to fondly as a 441 Victim.



I had restored a 1970 Victor, er Victim, about 10 years ago and sold it to buy a new driveway. The 1966 was the first year production model, a so-called “round barrel” engine and presumable very desirable.



The Victor has a proud heritage, starting life as a motocross bike and was world champion in 1964 and 1965. This was back in the day when a big 4-stroke single could be competitive. The owner lived about 25 miles from me and had purchased the motorcycle at auction in Reno Nevada a couple years prior to that. The bike was “restored, never had fluids in it, ready to run” and looked pretty good on the surface. The owner had never tried to start the bike and grew tired of using it to gather dust in his garage. We struck a deal and I expected to spend a couple hundred dollars to get it up and running and roadworthy...RIGGGGHHHT! Silly me, you would think after doing three MGB’s and countless motorcycles the optimism would have been driven entirely out of me, however, I am a glass half full guy so off on another adventure in British land. I should also point out that all older British motorcycles use Lucas electrics, thankfully I would not be saddled with some electrical system that actually worked! So, I put oil in the primary chaincase, engine, forks, and transmission and discovered that pretty much every seal and gasket designed to hold oil at bay – did not. I replaced most of the gaskets and seals in the bike in my elusive (and unsuccessful) search for oil tightness. I think with British machinery we can only hope to reduce oil loss to a controllable level. I completely cleaned the carb, bought a rebuild kit and installed it, and as a fluke checked the model number stamped on the body of the carb. It was actually intended for use on a Triumph 250 Cub, a much smaller motorcycle and different manufacturer. The speedometer was broken and was also off a 250 Cub. The speedometer drive unit on the rear wheel was completely empty, only the outside shell remained, and there was no speedometer cable. Most cables needed replacement, the clutch was shot, a rear wheel spacer was missing, the energy transfer coil no longer transferred electricity, the fuel petcock leaked as much fuel as it passed, the compression release did not release compression, numerous fasteners were incorrect, wheel spokes were loose, and the transmission seal leaked like an MGB rear main seal. I replaced the old 6 Volt electrics (and this will only be meaningful to other Brit bike nuts) with a new 12V stator and rotor, and bought the Boyer Branson electronic ignition system with a powerbox to replace the zener diode and rectifier. Well, that was about

\$700.00 of electronics and should have made the bike purr like a kitten. The first kick or two gave me such an electrical shock off the gas tank that I was glad I was done having children, because the unintentional electroshock therapy would likely ensure I remained childless. Turns out the coil they gave me was incorrect for the ignition system and shunted coil voltage right to the gas tank...hmmmm, thousands of volts going through an aluminum tank full of fuel can’t be a good thing, right. I spent 30 years in the Navy’s nuclear power program on submarines and aircraft carriers and refuse to ever let a mechanical device get the best of me. I am sure most of you have faced down the British mechanical and electrical demons and fought until you final won. Well, my BSA is finally “done”, or about as done as any of our vehicles is ever done. It is starting in 1 or 2 kicks, idles nicely, shifts through all four gears and is ready to be registered and taken on some good shakedown cruises. It is truly a bike that does nothing particularly well and is not particularly unusual, but like most of the vehicles we own it just hits a chord that resonates. We own the machines we own for no particular reason other than they just feel right, are fun, and satisfy that desire to be punished and abused that no American vehicle can possibly satisfy...see you on the road.



Kevin Lemire: 1976 MGB, 1966 BSA 441 Victor Special, 1965 Royal Enfield 750 Interceptor, 1969 Kawasaki 650 W2SS, and my “new” bike – 2001 Harley Road King.

**THANK YOU KEVIN – WE NEED MORE ARTICLES LIKE THIS -- FROM YOU!**



## NOVEMBER FUN ARTICLE

### The Goldberg Air-Conditioner

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees.

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and

that just their first names would be shown.

And so to this day, all Ford air conditioners show -- Lo, Norm, Hi, and Max -- on the controls.

I can hear your groans from here. Control yourself !!! I don't write this stuff.

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### MONTHLY MEMO FROM MURPHY

#12. When you take your car to a mechanic because it makes a funny sound, you will not be able to demonstrate it for the mechanic, nor will you be able to adequately describe the noise or its exact location.

a.k.a. The Law of the Result

#18. Any tool or part misplaced during a project will not be found until after you have purchased a new one and completed the job.

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### JUST A REMINDER

December 11 – Sunday from Noon to 3pm

Our ABCC Annual Party

At Mike and Gene Schoonmaker's home

1300 Mandan Ln., Ormond Beach

Halifax Plantation – Phase One

386-672-1944

Exit #278 Off I-95

Please let us know what dish you are bringing to share – We will provide Ham & Turkey

Bring a gift (\$15.00 +/-) if you want to take part in the Chinese Auction.

Please - Bring your own beverage



Upcoming Events for November

Wednesday, November 2 Dinner Bunch, 5:30 p.m., Café 101 on Daytona State College campus. Please RSVP  
Bob Storke via [rstorke@cfl.rr.com](mailto:rstorke@cfl.rr.com)

Thursday - Sunday, November 10 – 13  
8am till 6:30pm The Daytona Historic Races sponsored by HSR – full schedule available at  
<http://www.hsrrace.com/HSR/HSRHome.nsf/weblinks/TMSN-8C73NL?OpenDocument>

Saturday, November 19 November regular meeting. 8:30 a.m. at Pat's Riverfront Café, then meeting afterwards, then drive through country roads to the Daytona Flea Market. Enjoy!

Thursday – Sunday, November 24 – 27  
Daytona Turkey Run at the Speedway

Friday, November 25 Ormond Beach Gaslight Parade. 5 p.m. what fun! Don't miss this annual event. For the schedule, contact Craig via [cwcolby@hotmail.com](mailto:cwcolby@hotmail.com)

Saturday, November 26 Ormond Beach Classic Car Show, sponsored by the Volusia Region AACA. Held at the base of the Granada Bridge, contact Joan Beck 386-672-7762 for registration details.

**And Beyond:**

Wednesday, December 7 Lunch Bunch, 1 p.m. Contact Bob Storke [rstorke@cfl.rr.com](mailto:rstorke@cfl.rr.com) for details.

Saturday, December 10 Ormond Beach Annual Christmas Parade.

Sunday, December 11 Annual **ABCC party**. Noon to 4 p.m. Home of Mike and Gene Schoonmaker. Covered dish, Chinese Auction, and the dreaded officer elections.  
**Contact Schoonmakers – 386-672-1944**

**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

**FOR SALE:**

1968 MGC-GT - 53,000 original miles!! - rare & in great condition – BRG, manual 4 – speed, the "hot-rod" MG - 150HP - always garaged - new rear wires w/ splines - water pump replaced 10,000 miles ago - runs well - reluctant sale - need to see to appreciate - included with price MGC-GT early Sebring Replica Set - I purchased this kit back in 1996 and it's an authentic kit for the MGC - this kit has all the panels, including the wheels (fender ) - the only thing that has to be done is to attach the panels to the car - no cutting etc/modification needed - \$14,500 OBO - See photo in July newsletter or contact Jim McCarthy for more info - [jimac49@yahoo.com](mailto:jimac49@yahoo.com) or 715-456-8409.

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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](http://www.Britanniaparts.com) lists at \$319.36, Sell for \$150.00 firm.

Contact John Bellmore, [owlseye@bellsouth.net](mailto: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/>

## **NOTICE**

**We would appreciate you taking part in this – your ABCC Newsletter.**

We need delicious, favorite recipes.

Great stories about how you “met” your British car. Tell us why you fell in love with the car, or why you just “had to have” that car.

Send us inspirational stories, funny stories, or even a joke or two. We love to laugh and share with others.

See you at the ABCC Annual Party at Mike and Gene Schoonmaker's home on Sunday, December 11 at noon. Come for great food, good laughter, and just a really great time with your *British* friends.