



# The British Connection



Gary & Sylvia Thomas Jaguar at DeLand Cruise-In on 9-15-2012

## Message from the president

Here we are again in October. The weather should start to get a little cooler, and we should start seeing more British Sport Cars on the road again. I hope all the projects that needed attention on our Little British Cars have been completed or will be very soon.

There are a couple of Car Shows this month that I know some of us will attend.

- 1) October 13<sup>th</sup> - The North Florida Triumph Club is hosting at the Kings Head Pub on US1 in St Augustine, Fl. For more information contact Norm at [suenorm@comcast.net](mailto:suenorm@comcast.net) or call 1-904-246-6044 We have a few members traveling to this show, contact Mary Ellen Watz at [wat2z@earthlink.net](mailto:wat2z@earthlink.net)

- 2) October 27<sup>th</sup> -The Brit Bash in Vero Beach, Fl. Hosted by the MG Car Club of Florida. For more information contact [www.mgcarclubflorida.org](http://www.mgcarclubflorida.org)
- 3) October 27<sup>th</sup> The All British Field Meet and Auto Jumble in Safety Harbor, Fl. For more info on this contact [www.tbahc.com](http://www.tbahc.com)

I plan on attending the Brit Bash in Vero Beach, so I hope to see some of you there. If you would like to caravan down just let me know, we can arrange that.

### Keep this Date: October 28<sup>th</sup>

We will once again have Vic Hall lead us on another enjoyable drive thru some of the areas best driving roads. Afterward, he has opened his home to us for our Annual Picnic. The Club will provide the food. Hot Dogs and Burgers will be the main menu. The Club will also provide water and sides. Bring your own adult beverages and chairs.

This will also be a Board of Directors Meeting, so please bring any comments or ideas of things to do for the rest of the year. We need you to **RSVP** Mary Ellen at [wat2z@earthlink.net](mailto:wat2z@earthlink.net) More info on time and location with directions will follow soon. **Mark your calendar.** Thanks! Ken



#### CLUB OFFICERS FOR 2012

President – Ken DeLeeuw - [mrkenmgb@bellsouth.net](mailto:mrkenmgb@bellsouth.net)  
 Vice President – Steve Bradley – [sbradley5@cfl.rr.com](mailto:sbradley5@cfl.rr.com)  
 Secretary - Connie Hart – [conlhart@gmail.com](mailto:conlhart@gmail.com)  
 Treasurer – Mary Ellen Watz – [wat2z@earthlink.net](mailto:wat2z@earthlink.net)  
 Editor – Gene Schoonmaker – [geneschoon@cfl.rr.com](mailto:geneschoon@cfl.rr.com)



The **LUNCH BUNCH** had a great turnout at the LPGA Grille in Daytona Beach on the 5<sup>th</sup> of September. Those attending were Allan & Lois Wright, Craig & Ruby Colby, Doug & Linda Rothwell, Mike & Gene Schoonmaker, Gary & Sylvia Thomas, Richard & Joyce Heckathorn, Dwight & Martha Drummond, Bob & Betty Storke, Vic Hall and his Son and Daughter-in-law, Bonita Dotten, Jan Radigan, Peggy Cobb, Frank Herbert, Jim Lubinski and John Wise.



**THE LUNCH BUNCH** for **OCTOBER** will be 1:00pm on Wednesday October 3rd at the Osteen Family Restaurant; 195 S. SR415, Osteen, FL 32764 **Please reply by October 1st** to, [rstorke@cfl.rr.com](mailto:rstorke@cfl.rr.com) or call 386-917-0235.

## "GHOSTS OF GETTYSBURG-GENERALS OF THE CIVIL WAR!"

SATURDAY, Nov. 10<sup>th</sup>, at 2pm at the Museum of Arts and Sciences (MOAS) - Time travel back to July, 1863 and meet two very different Generals who made major history on that hallowed battlefield, 150 years ago! Both graduated West Point in the same class (1861) and have ties to the Daytona area!! Come celebrate and keep alive the memory during the 150<sup>th</sup> anniversary of the Civil War. Advance tickets and Special pricing available at MOAS. Call **Joe Vetter** at 386-214-7232 or MOAS at 386-255-0285 for more info.

It is good to keep a calendar handy while reading the ABCC Newsletter. Now that Fall is on it's way, we will be getting out more often and you don't want to miss out on all the fun. Keep reading and enjoy.





**Big, Fun & Free - A Unique Car & Truck Event**

**FRI - SAT - SUN, OCTOBER 26 - 27 - 28, 2012**

**Great News - On Oct. 26-27-28, 2012, tremendous numbers of terrific collector cars & trucks will be gathering at all of the locations that were popular during the 2011 Daytona Beach Dream Cruise. For more fun, there are some new activities at added venues as well. Everyone reading this is asked to communicate with other car & truck enthusiasts and let them know they'll want to join in the fun at this big event that's free for the public and free for participants with no admission fees at official event activities and no registration fees.**

[www.DaytonaBeachDreamCruise.com](http://www.DaytonaBeachDreamCruise.com)

### Triumph Spitfire History



The very first Spitfire prototype - codename 'Bomb'

During the early months of WW2, the company was geared towards war production for the British government. But in November 1940, the Coventry production facilities were almost completely destroyed by German bombing. On 31 December 1945, Sir John Black of the Standard Car Company acquired the Triumph

name and the remaining assets of the company. Sir John planned to use Triumph as an upmarket 'badge' for his mass-produced Standard models.

The first attempt at a Triumph sports car was the TRX, a prototype based in a Standard Vanguard saloon chassis and engine. This failed to mature into a production model. The second attempt was called 'TS20' and appeared at the London Earls Court motorshow of 1952. Reactions were positive enough to develop it into a production model, the TR2, which was introduced in March 1953. The TR2 was a huge success and was followed by the largely similar TR3 and TR3A.

In 1958, Austin launched the Austin-Healey Sprite, a tiny little sports car designed by Donald Healey. It was an instant success, which did not go unnoticed in the Triumph offices. Triumph had already thought about marketing a small sports car of its own. After the austere little Sprite had entered the market, Triumph were convinced they could do better than Austin.

Construction of a prototype called 'Bomb' was started in September 1960 on the basis of a 948cc Herald chassis in the Turin studio of Triumph's new Italian designer Giovanni Michelotti. Apart from the height of the doors



Full-size wooden model, called a 'buck'. This was used to shape body panels on.

and its lack of wind-down side windows, it looked remarkably like the production model.

Unfortunately, by the spring of 1960, car sales on the home market had started to fall dramatically and in November 1960, the company books were showing red figures. It so happened that the Leyland Motors company, manufacturer of trucks and buses, was looking for expansion into the car market. Leyland made a successful take-over bid on Standard-Triumph in December 1960 and took full control of the company in April 1961. During the take-over



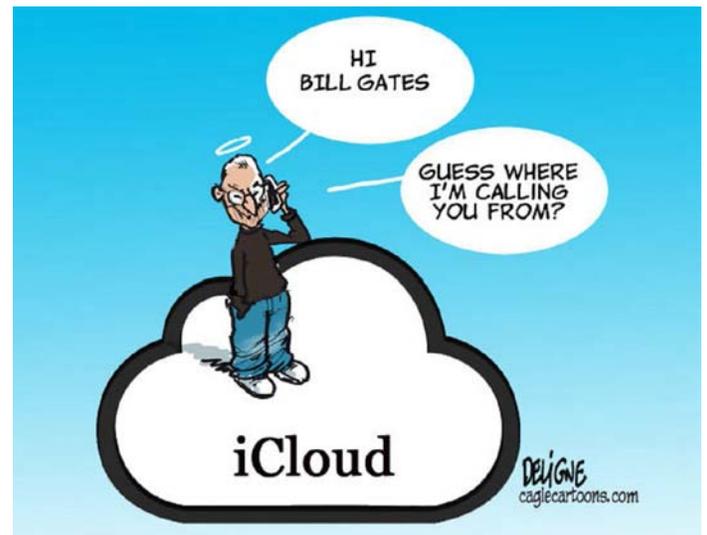
(Triumph Spitfire story)

process, the 'Bomb' project was stopped. The prototype was kept hidden away and was only revealed when a Leyland executive asked what that little car under the dust sheets in the corner of the design department was. The executive liked the 'Bomb' immediately and on 13 July 1961 ordered the project to go ahead for production.

The **Triumph Spitfire**, as the production car was to be called, would be built on a backbone chassis-frame, based on the Herald frame, but shortened by 8.5" (216mm) and without the Herald's side members. This enabled the designers to make the car much lower, as the seats could be placed at the side of the chassis instead of on top, like in the Herald. The lack of side members did call for the use strong structural sills. The engineers had also learned from criticism about the flexibility of Heralds on the road. This was due to the fact that Herald bodies were largely bolted together - a feature still loved by restorers today, but a source of early quality problems in the days of production. It was decided to give the Spitfire a completely welded body, attached to the frame by twelve bolts. The very useful Herald feature of a bonnet that consisted of the complete front part of the car hinging forward was retained on the Spitfire design.

Triumph was careful to make the car better than the Austin Healey Sprite in many respects. More legroom, wind-down windows (the Sprite still had side curtains) a wider cockpit, stowage space behind the seats, space for an overdrive unit and of course unrivalled access to the engine bay by that big, forward hinging bonnet. The first true prototypes meant for testing were not finished until the spring of 1962. Most of the road testing was completed by August of that year and the car was launched at the 1962 London Motor Show in October. Compared to today's cars, development time for the Spitfire was very, very short.

(to be continued)



## HAPPY BIRTHDAY



John Lister – 2<sup>nd</sup>      Liza Lister – 14<sup>th</sup>  
 Ed Kufeldt - 4<sup>th</sup>      Red Meyer – 18<sup>th</sup>  
 Luke Coderre – 10<sup>th</sup>      Doug Rothwell – 19<sup>th</sup>  
 Ursula Suddard – 12<sup>th</sup>

## A GOOD TECH TIP

### Bleeding a TR Slave

Bleeding the TR4 (and probably other TR's as well) clutch slave cylinder is a pain, due to the location of the bleed nipple. So, before mounting the cylinder and bracket assembly on the gearbox, allow it to hang and have a friend gently press the pedal while you crack the nipple. Usually one cycle will do it. Don't worry about extending the piston too far as a circlip retains it in the cylinder. Be sure to push the piston to the fully retracted position before topping off the master cylinder.

(this tech tip is from Jim Hassall. Thanks, Jim)



Vacations Musings from Gordon and Connie Hart



Grand Teton National Park

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Recipe

No Guilt Chicken Pot Pie

Makes one pot pie, easy and tasty

Ingredients: 1 can (10 3/4 oz.) Campbell's Condensed 98% Fat Free Cream of Chicken soup, 1 pkg. (9 oz) frozen mixed vegetables, thawed, 1 cup cubed chicken, 1/2 cup milk, 1 egg, 1 cup Bisquick Reduced Fat Baking Mix. Preheat oven to 400. In 9" pie plate mix soup, vegies & chicken. Mix milk, egg & baking mix. Pour over chicken mixture. Bake 30 min. or till golden.

(try to get the sodium free if possible)

Something you won't hear from a Burglar

Before you go to bed - put your car keys on the table beside your bed.

If you hear a noise outside your home or someone trying to get in your house, just press the panic button for your car. The alarm will be set off, and the horn will continue to sound until either you turn it off or the car battery dies. This tip came from a neighborhood watch coordinator. It's a security alarm system that you probably already have and requires no installation. Test it. It will go off from most everywhere inside your house and will keep honking until your battery runs down or until you reset it with the button on the key fob chain. It works if you park in your driveway or garage. If your car alarm goes off when someone is trying to break into your house, odds are the burglar/rapist won't stick around. After a few seconds all the neighbors will be looking out their windows to see who is out there and sure enough the criminal won't want that. And remember to carry your keys in your hand while walking to your car in a parking lot. The alarm can work the same way there. This is something that should really be shared with everyone.



**FOR SALE – Take your pick!**



**FIVE MG WHEELS AND TIRES FOR \$30.00**

Four are painted in original MG color, one is painted red. 4 tires are good, one is no good.

Felipe Cos – 786-554-5200 – [FILO4000@aol.com](mailto:FILO4000@aol.com)



**MGA Twin-Cam 4 wheel Dunlop**

disc brake suspension and wheels. Two complete sets of MGA Twin Cam front & rear Dunlop disc brake suspensions. Also have 8 (very rare) peg drive steel Twin Cam wheels in great shape.

Interested parties please contact Steve Bradley 386-775-9558 or [sbradley5@cfl.rr.com](mailto:sbradley5@cfl.rr.com)



**Have 4 MGB rims with tires** that someone can have if they pick them up. The top three are Cooper Sport 1000 Metric GT. The bottom one is a Pirelli ( I think) and is flat. Removed when I purchased Mags. Kept one of the good ones for a spare. Tires are

located in Orange City. Contact Doug at [bigdug1313@cfl.rr.com](mailto:bigdug1313@cfl.rr.com)

**WANTED**

Looking for a MGA MkII/Austin Healey 3000 jack with no cracks or chips, rust no problem.

Please contact Steve Bradley at 386-775-9558 or [sbradley5@cfl.rr.com](mailto:sbradley5@cfl.rr.com)

**A very restorable 1977 MGB** with extra parts for sale. It can be had for around \$ 1200. Contact Bruce Worth at [bmwhealey@aol.com](mailto:bmwhealey@aol.com)

**Thining down the collection**

We are selling our very rare 1976 TR-7 Victory Edition, air conditioned coupe. Manufactured by Triumph to celebrate Bob Tullius' 5th SCCA win. We are the second owner in 36 years, always garaged and well maintained. We have all the original receipts, dealers window price sticker, sales brochure plus two national magazine articles featuring our car. 93,000 miles, one of the good ones produced by British Leyland, Very affordable fun to drive. We have invested over \$8,000.00 in new interior, paint, tires, parts, and mechanical work.

\$5,800.00 firm 386 785-5380 Gary Thomas



**Joe Vetter** has a variety of antique license plates and a variety of framed British car posters, perfect for your man cave...or as a unique gift. Call Joe V @ 214-7232 for appointment.

**See more – FOR SALE**



### 1951 TD-MG

It is in good condition New paint 2 years ago..I put a MGA rear end in it for freeway driving. New tires.. Also a Arnold(?) heater. That is about all from original I think. Asking price is negotiable – should go between \$15,000 and 35,000 – let’s talk . . . . .



Please contact Dale Drake if you are interested in this TD. Contact at [theducks@aol.com](mailto:theducks@aol.com) or call 386-734-7201



## Brit Bash British Car Show 2012

Saturday, October 27, 2012

(9am to 4pm Rain or Shine)

Open to British Cars & Motorcycles of any kind, year, model, condition.

For more information, Contact Norm Ridgely 772.532.4265, [normridge@yahoo.com](mailto:normridge@yahoo.com) or Saul Klein 321.626.9176, [sklein@cfl.rr.com](mailto:sklein@cfl.rr.com)

Website:  
[www.mgcarclubflorida.org](http://www.mgcarclubflorida.org)



If you're interested in joining MGCCF, contact Helen Kingston, Treasurer, at 321-773-1455 or [hjk@cfl.rr.com](mailto:hjk@cfl.rr.com). Only \$15 annual dues. Why not Join today?



## Homosassa Springs, FL

**November 1 – 4, 2012**

**All British Car Owners are invited to join the Fun!  
"NAMGAR Makes the Scene at Jamboree 18"**

It's Jamboree 18! The Florida Suncoast MG Car Club and NAMGAR invite **ALL** British Car Enthusiasts to celebrate with us. Thursday will be a day for relaxing, driving tours, and fellowship. We will have "Date Night & Movie Trivia" on Friday night and an "Oscar" Night Saturday. As in past years, costumes are encouraged, and fun is mandatory (can't be helped).

**We will have a Raffle on Saturday so make sure you purchase tickets and place in the bucket by the Raffle Item you would like to win. The more tickets you purchase the more chances to win.**

**Location:**

We will be having the event at the gorgeous Homosassa Riverside Resort, 5297 Cherokee Way, Homosassa Springs, Florida, 34448 overlooking the famous Monkey Island.

*Overflow hotel* – MacRae's of Homosassa 352-628-2602 – rates start at \$85 for a standard room per night.

**For More Information Contact:**

Gail Lenhard @ (727) 521-9890 or  
gail@glensmsg.com

**Make your reservations directly with:  
Homosassa Riverside Resort  
(800) 442-2040 or (352) 628-2474 Or –**

[Get in touch with Ken if you want further information. – mrkenmgb@bellsouth.net](mailto:mrkenmgb@bellsouth.net)  
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### 39th ANNUAL DAYTONA TURKEY RUN

Our diverse transportation enthusiast member "Lyon" has reserved a parking area for our British cars at the

**DAYTONA TURKEY RUN Nov. 22,  
23, 24, 25, 2012**

Web site [www.Turkeyrun.com](http://www.Turkeyrun.com). Get your registration form at -  
[www.turkeyrun.com/registration\\_form.html](http://www.turkeyrun.com/registration_form.html)  
More information as we receive it.

### **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/>

## FLAGLER COUNTY DRIVE for October 28, 2012

This drive is approximately two hours and will show how diverse Flagler County; from ranch land, forests, coastal areas.

**PLEASE** have your cars full of gas and please turn your light on to indicate that we are a caravan.

We will meet at Wal-Mart parking lot at the junction of Granada and Williamson between 1000a and departing at 10:30a. This drive will take approximately 2 hours.

1. Leaving the parking lot turn right on to Granada (SR40) continuing for 14 miles. We will meet up with the Westside folks on the east side of the stop light.
2. At the junction of SR-40 and SR11, turn right and go 9 miles to Cody's Corner.
3. At the junction of SR-11 and CR-304, turn left and drive 2 miles to the end of the road this area is also known at Orange Hammock.
4. At the Junction of CR-304 and CR305, turn right, driving 19 miles to SR-100. The last few miles will be in what is called Daytona North or as for me it's "Mondex". I am going to hopefully have a little surprise in this area.
5. At SR-100 turn right and proceed 3 miles and turn left on to CR-205. Driving 4 miles to the city of Espanola (established in 1873).
6. Turn right onto CR-13 driving to the end. At US-1 and turn right & head south through Bunnell, 1 stop light, at second stop light make a left turn heading towards Flagler Beach about 9 miles.
7. At junction SR-100 and A1A turn right heading south for about 5 miles with a scenic ocean view.
8. Turn right on to Highbridge; proceed over the bridge to the junction of Walter Broadman Lane. At the stop sign turn left, and drive to end stopping at the Old Dixie Highway.
9. Turn right drive over the I-95 overpass for about 2 miles; be careful once over the overpass look to the right for traffic coming off of I-95, . . . people coming off seem to not see the "Yield" sign.
10. As you come around the curve by the Baptist Church look for the Carmelite Monastery sign and prepare for right turn in about 200 feet on to CR-335.
11. Turn right on to CR-335, drive approximately 500 feet, take the first left into my drive way at 115 County Road 335.
12. The grill will be ready to start cooking, and for us to be ready to enjoy the afternoon countryside.