

# ABCS Newsletter



**November 2003**

**Volume 12 Issue 11**

**NEXT MEETING – THURSDAY, November 13, 2003 – RUSH STREET GRILL**

## Minutes of the ABCS Meeting For October 9, 2003

**G**ael Bright, President, conducted the meeting. 17 Members were in attendance. Only one British car was in attendance, Allen's MG TF.

### Regalia:

Al Bradley has for sale:

T-shirts	\$10
Caps	\$15
Sweatshirts	\$20

### Program:

Joe Coffey discussed the relationship between the auto industry and the trophy industry. Joe makes the name tags for our club and owns a Triumph Spitfire.

The meeting was concluded with the usual drawing with Gael Bright winning a frisbee and other goodies.

### Next Month:

Dave Harris will discuss airplanes.

### Upcoming Drive:

Suspended for the season, to continue in the spring of 2004. Now is the time to plan for next year. Share your ideas for upcoming drives with our Drive Coordinator Bud Shinall.

Snowflakes are one of nature's most fragile things, but just look what they can do when they stick together.  
–Author Unknown

## EURO 2003 show at the BMW plant.

By: Gerry Mitchell

I had prepared my 1971 Jaguar V12 E-Type Coupe for the British Car Gathering in Townsend on 4MAY. But, rain was predicted so I didn't take it to that show. The same problem prevented my taking it to most all the car shows after that date until recently. I had entered it far in advance in the EURO 2003 Auto Festival at the BMW Factory, Greer, South Carolina, where the Z4 Roadster is assembled, scheduled for Saturday, 18OCT03. Since good weather was predicted for that day, we finally planned to take the E-Type.

We arose at 4:00 A.M. and left home in the E-Type at 5:00 A.M. I had seen a puddle of liquid on the floor under where the car had been parked but I didn't know what it was. I should have been suspicious of brake fluid and heeded the warning! When we were out about 20 or 25 miles, southbound on I-26 almost to Johnson City, the brake-fluid-warning lamp in the E-Type came on. We pulled over to the side of the highway and stopped. I opened the bonnet and discovered brake fluid all over the top of the heater housing and surrounding regions in the engine compartment. In order to check the brake-fluid level in the reservoir, I removed the little rubber cover of the brake-fluid reservoir and the small, flat, white, plastic disc underneath unexpectedly fell out and down beside the engine. I searched diligently for this part, but never have found it even after arriving back home. I conclude that it fell out somewhere along the road coming back home. Desiring not to be caught out on the road in a car with no brakes, we turned around and brought the car back home by about 6:00 A.M. We quickly transferred our belongings to the boot of our 1978 Jaguar XJS Coupe and left home again in it about 6:30 A.M.

Again, heading south on I-26, when we'd arrived at about the same location in which we'd discovered the brake-fluid problem with the E-Type, the XJS's left rear tire suddenly went flat. I quickly pulled off the road and stopped. I jacked the left rear tire up off the ground, removed the wheel and installed the spare wheel and tire. It was still pitch black outside and this tire change was accompanied by a lot of fumbling and grumbling. It took about a half-hour working three feet away from traffic passing at 70-80 MPH. and made me very nervous.

We finally got underway again and continuing south on I-26, we stopped at Poppy's Restaurant in Weaverville, just north of Asheville for breakfast. We like this particular restaurant because it has gravy made with no meat products and I love biscuits and gravy. We finally arrived at the BMW Factory at exit 60 off of I-85 at Greer, SC at 10:15 A.M., and hour and a quarter later than my target time of 9:00 A.M.

The day was gorgeous and sunny and the collection of European cars was spectacular. Rolls Royce was the honored marque this year and there were a large number of them in attendance. Anyone who likes Rolls-Royces would have been in heaven that day. At the show we saw Kim and Gary Cobble who had brought their 1986 Jaguar XJ6 Vanden Plas to enter in the show. We did not find out whether they trophied or not. We were not aware of any other British or Jaguar club members displaying their cars at the show. AACA member, Randy Still had brought his Mercedes-Benz 450SLC for display. He told us he had been towing his car on a trailer with a truck. The truck started missing en route. So, he parked the truck, removed the 450SLC from the trailer and drove the car on to the show.

There were a large number of Jaguars and other British cars, too. Our car did not trophy. There were a lot of XJS's, some of which were very well prepared. Second only to Pebble Beach, I believe this is the very best venue I have ever seen for a car show--even better than Amelia Island.

**W**e very much enjoyed our day spent there viewing all the beautiful cars and also taking in the extremely interesting displays inside the BMW Zentrum.

When the show was over, we again headed east on I-85 and north on I-26. We exited I-26 at exit 9 just south of Asheville and went to our favorite Mexican restaurant, "Tijuana Junction" at Arden, NC. The food there is delicious and we especially like its chiles rellenos, spinach enchiladas and spinach chimichangas which have no meat in them. We made it home about 7:30 P.M. without further problems. It's a pleasure to pilot that big V12 XJS on a long highway trip. Saturday's round trip was 330 miles.

On Monday, I took the wheel with the flat tire to Quick Tire, my tire dealer in Kingsport. I had inflated it at home earlier and had discovered a hole right in the middle of the tread that looked as if it had been made with a .22-caliber bullet. Whatever had punctured the tire was not evident in the hole. When the tire was dismantled, there was no object inside that would account for the puncture. However, it had taken me about 200 yards to stop the car after I figured out what the problem was and that much driving had badly damaged the outside of the tire. So, I had to buy a new Michelin "Symmetry" (the dealer said this is the only tire Michelin now makes that has a white stripe) 205/70R15 tire to replace the ruined one. I wanted to preserve the spare as much as possible since it is the only original tire and wheel I still have that came with the car when I bought it new. The other 4 road wheels and tires were stolen off the car while it was in storage on blocks for several years while Becky and I were out of the country.

Even though they didn't bring a car to show we enjoyed a good visit with ABCS and SMJC member Robert Hall and his father, Dr. Hall, who had come to view the fabulous display of European motorcars.

**The Appalachian British Car Society would like to thank the following merchants for their generous contributions to our annual auction.**

Meguiar's	J. C. Taylor Antique & Classic Auto Insurance
Moss Motors	Little British Car Co.
Victoria British	Jaguar Dealership Kingsport, TN
Griots	Hendrix Wire Wheels
Coker Tires	British Wiring Inc.
Apple Hydraulics	T. P. Tools & Equipment
	Motor Sports Magazine

By: Sam Chandler

When we last heard about Lil Bit, the vermillion 1980 Triumph Spitfire, her new owners had just completed an adventurous journey of 1,675 miles from my home in Jenkins, Kentucky, to their home in Seaforth, Nova Scotia. The tale of this odyssey was detailed in the June and July 2002, editions of this newsletter. Now, it seems that this LBC has spawned another awesome roadtrip to the Canadian Maritimes, albeit in a late model Honda Accord, traveling the quicker interstate highways for the most part, as opposed to the leisurely pace traveled by Mark and Ann MacLean Jones in last year's adventure. We had to make sure that all was well with the only Triumph I ever owned, and a chance to visit Mark and Ann, in their newly built home on Chezzetcook Inlet was impossible to pass up. Ricki and I left Jenkins, early the morning of August 8th, and 11 hours later were at our first stop, the home of Kim and Charles DeBourbon, in Stroudsburg, Pa. Kim is a regular contributor to MGB internet bulletin boards, and had driven her beautiful Tartan Red 1966 MGB to St Louis, for the MG 2003 Convention in June, while hubby, Chas, drove a support and beverage vehicle (Subaru) behind a caravan of MGBs on the multi-day trip. I had my photo taken beside Kim and her award-winning roadster, before we were treated with a lavish meal, a comfortable bed, and regaled with entertaining stories about the MG convention.



We left the charm of the Poconos, early the next morning, for another 11 hour drive to Bar Harbor, Maine, the terminus for the ferry ride to Yarmouth, Nova Scotia, aboard North America's fastest car ferry, "The Cat". We loaded onto the ferry at 7 am on August 10th, for the foggy 3 and a half-hour ride to Yarmouth, Nova Scotia. We arrived at Mark and Ann's house that evening, and spent a few days lounging at their house, and devouring mass quantities of the seafood that make the Canadian Maritimes an epicurian's delight. We quickly lost count of how many different fish and shellfish our hosts fed us, but cold water lobster, salmon, Digby scallops, mussels, clams, oysters, shrimp, cod, haddock, and snow crab were among the local specialties. I sampled nearly as many of Atlantic Canada's fine ales, including Alexander Keith's pale ale (the national beverage) and a fine Halifax microbrew called Propeller, an exceptional British style ESB (extra special bitter) ale.



Following such appropriate R&R, and wonderful hospitality, it was time for another roadtrip. Mark and Ann had reserved a two bedroom cabin at Ingonish Ferry, on Cape Breton Island, so on August 13th, the four of us departed in the Accord, to enjoy a region that the native Scottish Highland settlers must have found to be so similar to their native soil. There, we drove the Cabot Trail, rightfully regarded as one of the best drives in the world. An extraordinary experience, with vistas combining mountains and sea at every turn. We couldn't help but envy the topdown Citron coloured chrome bumper MGB, with Alberta plates, that we passed on the Trail. Which reminds me that this story is about another little British sportscar.

Since Lil Bit left Kentucky, last year, the little Triumph has been spiffed up considerably. Over the long winter, Mark rebuilt the engine, brake and clutch hydraulics, and replaced the little Zenith carb with a twin HS4 SU setup. Future plans call for a new hood (on order), transmission and rear suspension rebuild, and rear spring replacement. This Spitfire gets a lot of TLC, and serves as a daily driver, weather permitting. I got my turn behind the wheel and was in lbc ecstasy, negotiating the twisty local roads in this unique maritime environment. My ears listened to the same classic British sportscar exhaust note, while my body felt a lot more power from the 1500 engine with the new carb setup and freshened engine. The



mid August weather was most cooperative for such topdown excursions.

Returning home, we followed many of the same roads that Mark and Ann had traveled over a year ago. The backroads of Maine, New Hampshire, and Vermont are nirvana, even in a Honda. Yet, this is one long trek of a roadtrip. I'm still amazed that anyone would attempt such a journey in a little British car, especially one that had caught on fire (see last year's account) just a few days before the journey. On September 29, 2003, Nova Scotia took a direct hit by Hurricane Juan, a storm that hit the Province with windspeeds exceeding anything recorded since 1893.

Nova Scotia experienced devastating property damage and prolonged power outages, in addition to two deaths caused by fallen trees. Mark and Ann weathered the storm with minimal damage to their house and roof, and numerous downed trees and limbs. Lil Bit and Mark's 1973 MGB GT survived unscathed.

This is the story of friendships created and perpetuated by one tough little Triumph Spitfire.



APPALACHIAN BRITISH CAR SOCIETY  
APPLICATION FOR MEMBERSHIP

NAME: \_\_\_\_\_ ADDRESS: \_\_\_\_\_  
CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_ HOME PHONE (\_\_\_\_) \_\_\_\_\_  
SPOUSE'S NAME: \_\_\_\_\_ WORK PHONE (\_\_\_\_) \_\_\_\_\_  
E-MAIL ADDRESS: \_\_\_\_\_ DATE: \_\_\_\_\_

<u>CARS:</u>	<u>MAKE</u>	<u>MODEL</u>	<u>YEAR</u>	<u>COLOR</u>
#1	_____	_____	_____	_____
#2	_____	_____	_____	_____
#3	_____	_____	_____	_____

**DUES ARE PRORATED ACCORDING TO  
THE MONTH IN WHICH YOU JOIN:**

January-March	\$20.00
April-June	15.00
July-September	10.00
October-December	20.00 (includes following year's dues)
All Renewals	15.00 (due February 28 of each year)

Enclose payment with application and mail to:  
Appalachian British Car Society  
c/o Al Bradley, Treasurer  
143 Stonewall Heights  
Abingdon, VA 24210

All meetings are held at 7:00 PM on the second Thursday of each month at the Rush Street Grill in Kingsport, TN

ABCS / Eddie Penland  
4547 Grace Dr.  
Kingsport, TN 37664

**TO:**