



THE SPANNER

Monthly Journal of the Bluewater British Car Club

147 Watson Street, Sarnia, ON, N7T 6T9

Website www.bluewaterbritishcarclub.ca.

Facebook: <https://www.facebook.com/groups/326972914701507/>

Wet Weather Hardly Hinders Great Day at Ancaster...

Michael Cromwell writes: It was a misty day that turned to a light drizzle. Maybe 70 British cars turned up. Maybe 80% of the vendors compared to last year. The most excitement was when the spectators were getting stuck in the soggy field/parking area and had to get towed. I loved Cathy's AWD Highlander that never spun a tire. Here are a couple of pictures.



Jaguars: the venerable E-type, and the currently undervalued XJS just behind.

The skies look a bit threatening in the photo below, but spirits hardly seemed dampened. ' Looks like most of the hoods are erected, however.

**Remember:
Next meeting, May 8th
is at Paddy Flaherty's!
Same time.**

Have you paid your dues?

Did you register your beginning mileage for the Buist award?



The Spanner is the monthly newsletter of the BBCC.

Articles, pictures, ideas, etc. are welcomed and are to be submitted by the 20th of each month for inclusion in the next

month's newsletter.

Forward items to:

Allen Bachelder.

By email at

bachldr@comcast.net

Or by post or hand to:

3330 Deerwood Drive

North Street, Michigan,

USA

The Bluewater British Car Club promotes interest in acquiring, driving, maintaining, and restoring all makes of British, and now *European* Cars.

Membership is open to anyone with an interest in British and European cars. Meetings are held monthly, every 2nd Wednesday, 6:00 dinner, meeting 7:30 P.M. In addition, monthly club, driving and social events are scheduled throughout the year.

2018 Club Executive

President: Vacant

Vice Pres: Mark Jones, mowog73@gmail.com

Treasurer: Roy Overton, roverton@cogeco.ca

**Secretary: Sandra Cronk,
cronks@soulreflections.ca**

Events Coordinator: Vacant

Bluewater British Car Club Minutes

Date: **April 10, 2019.**

Number of Members present: Dinner: 9; Meeting: 10

Location: Paddy Flaherty's Irish Pub

Minutes respectfully submitted by: Secretary, Sandra Cronk

1. Call to order: Vice-President, Mark Jones, called the meeting to order at 7:35 p.m.

2. Approval of the Minutes of the **March 13, 2019** meeting.

A motion to approve the minutes as printed was made by Florrie Bachelder and seconded by Jean Hicks. It was carried.

3. Treasurer's Report: Treasurer, Roy Overton, reported

Income: none

Expenses: none

Balance: \$945.35

Questions: We have 20 members.

Eric Kernohan has been away. Dave and Bronwen Kelley have decided not to continue their membership in the Club. Secretary, Sandra Cronk, will send them a thank you note, regarding their contributions over the years.

A motion to accept the Treasurer's Report was made by Alan Cronk.

It was seconded by Michael Walton and carried.

4. Unfinished Business/Past Events:

1) Mark discussed some updates on the following events:

a) The **Norfolk County overnight trip** August 17th -18th..

b) The **August 14th Monthly Meeting** at Cronk's.



c) **"Fling into Spring" dinner at Wagg's, Friday, April 26th.** There will be a call out and email reminder.

5. New Business/Upcoming Events:

1) It was moved by Laura Rutherford and seconded by Mark Jones that the proposed amendments to the Club's Constitution as outlined in the March Spanner be accepted. It was approved by the majority of members present at the meeting plus two votes by proxy.

2) Treasurer, Roy Overton, checked with the British Car Council regarding any changes to our insurance or membership by including European cars into the Club or any subsequent change to our name. There will be no change to our fee with these changes.

3) With the change to our Constitution, Vice-President, Mark Jones, encouraged members to invite anyone they know (friends, etc.) with European cars to join us at meetings and events.

4) There was a question as to whether the **London Classic Car Show, Saturday, June 1st**, might object to European cars. Mark said he would check with them ahead of time. It was stated that there is often a separate parking lot for "orphan cars" at specialized car shows and that would probably be the case in this instance.

5) Kim Rutherford mentioned that there will be an **auction of cars in Woodstock on May 5th, 2019.**

6) Discussion of upcoming events:

a) **April 21st, Sunday, Ancaster British Car Club Flea Market and Car Show.** Some members are going separately.

b) **All British Car and Bike Show at the Canadian Transportation Museum and Heritage Village near Kingsville, Ontario July 14th.** Club outing?

c) **Brooke-Alvinston Car Show and Shine.**

d) **Drive to Ilderton, Saturday, May 11th.**

e) **Hobbyfest** with Bluewater Austin Healey Club will be in Germain Park again. We will try to be more visible this year.

f) **May 8th Monthly Meeting** will be at Paddy Flaherty's.

g) **June 12th Monthly Meeting** will be at Eric Kernohan's in Port Franks.

h) A **June driving tour** may be planned by Michael Walton to the Classic Coachworks in Blenheim. Exhibits include a 1920's Gray-Dort, a car made exclusively in Canada, in fact, Chatham.

7) There was a question about exchanging newsletters with the Bluewater Austin Healey Car Club.

6. Announcements: Our Club was saddened by the recent passing of Rock Stevens, owner of the Atrium Café in Port Huron. We have enjoyed several meetings and meals at the Atrium over the years and Rock was always a most gracious host. Florrie offered to send a card of condolence to the family on behalf of our Club.

7. Adjournment: Allen Bachelder moved to adjourn the meeting at 8:25 p.m. It was seconded by Kim Rutherford and carried.

Calendar of Upcoming 2019 Events...

MAY

- 4 Britcar Service Auction - Woodstock, ON. More information: page 8.
- 8 Monthly Meeting at Paddy Flaherty's: 6 PM dinner, 7:30 PM meeting.
- 11 Saturday: Annual Drive and Lunch to the King Edward Pub in Ilderton in conjunction with the London and Bluewater Austin Healey Clubs. Organized by Kim Rutherford. **Meet at Global Doughnuts, 1603 London Line, Sarnia. Leave at 10:30 sharp!**

JUNE

- 1 Saturday: Classic British Car Show put on by The British Sports Car Club of London at the Crossing Restaurant in London, ON.(non-BBCC event) Time TBA
- 12 Monthly Dinner & Meeting: Hosted by Eric Kernohan. Now a tradition! Details to follow.
- 21-22 RM Restorations 40th Anniversary Celebrations: Chatham. Full Details elsewhere in this issue. (non-BBCC event)
- 23-26 MG 2019 in Traverse City, Michigan. See Mark Jones for more details. Mark is a featured speaker. <https://mg2019.regfox.com/mg-2019-traverse-city> (non-BBCC event)

JULY

- 10 Monthly Dinner and Meeting. Dinner at Purdy's Dockside Eatery; Meeting in Canatara Park. Roy Overton organizing this meeting. (*continued, page 6*)
- 10-14 Annual Get-Together of the North American MGA Register, Dubuque, IA. See <https://www.mmgyr.com/gt44-information/> for details. (non-BBCC event)
- 14 Canadian Transportation Museum & Heritage Village All British Car and Bike Show. Kingsville (Essex) ON. 519-776-6909 (See Ad elsewhere in this issue).

AUGUST

- 14 Monthly Dinner and Meeting at Cronk's in Wyoming; Dinner: Chinese food from Petrolia
- 9-10 TWO EVENTS:
 - WAMBO in Wallaceburg, ON (non-BBCC event)
 - Bothwell Car Show & Fleamarket. (non-BBCC event)
- 17-18 Weekend trip to Simcoe, ON. Four couples signed up. There is still time to make reservations. Organized by Mark and Judy Jones.
- 24 Sarnia Hobbyfest. Germain Park. Mark Jones will organize.

From the President's Garage....

Mark Jones

The calendar might say it's May but there haven't been many nice driving days so far. One of our cars has been out on the road a few times so far and I'm hoping to have the Spitfire's clutch hydraulics fixed by the time you are reading this. The Spitfire hasn't been on the road for a couple years due to carburettor issues (fixed maybe) and then a leaking master cylinder as of late last summer. But I vow I shall get the car back on the road this year.



As you will read in the meeting notes from last month, the motion amend the club's constitution to include European cars in the club was approved. So please, spread the word, tell your European car-owning friends that they are more than welcome to come to a meeting or an event. Hopefully they will enjoy the event and our group and will want to join our club.

At the last meeting Kim gave me a bankers box containing, what appears to be, a fairly complete set of Spanner issues going back to the beginning of the club in January, 1995. I am working away at scanning each issue; so far I have scanned all available 1995 newsletters and will pick away, scanning the other 20+ years' worth of club newsletters. I'll soon make the scanned newsletters available to all members to view.

Lastly, we held last month's meeting at Paddy Flaherty's and by all accounts everyone enjoyed the change in venue.

Mark

Clutch Chatter...

Allen Bachelder

This is May? Our B/GT has been out once. The Magnette just received a new rubber coupler that goes between the steering column and the pinion part of the rack and pinion. A bad coupler makes for sloppy steering which is not very sporting. In the first picture below, you see our old one next to a new one. I leave it up to you to determine which is which. The job wouldn't be terribly difficult except it's hard to get at - under the car. The journey to the coupler is travelled on one's back, via mechanic's creeper. And I'm still dealing with an after-market replacement knee.



Fun!

Continued, next page



Ah... but the satisfaction was in the discovery that I could do it! *Life is good.* So, at any rate, here is the coupler.

And it goes in **here**.



And then the assembly goes on **here**.



You might not recognize any of this, but it's down there somewhere in the bowels of the car.

The other thing that makes this job so entertaining is that there is a tube (called a stator) that runs from the horn button all the way down the column and then through the pinion, through the center of this coupler, on down to the front of the steering gear. And in that tube are four teeny wires. And all this stuff has to be removed before you can get at our coupler. And it all has to be put back too! After the job is over, you pull the wires and the tube back through, solder new little "bullet connectors" to the wires, and try to figure out which one of them goes to which of four other wires to which they were previously connected. All of this while still on your back on the creeper under the car, by the way. It's all so much fun I could just... Well anyway... it really was rather pleasant. I'm happy to report that I still enjoy doing these things.

So then the Magnette got a 20-minute test-drive. All was great.

' See you on the road.

Changing the clutch in an MGF

Mark Jones

In need of something to do this past winter, I decided to change the clutch in Judy's MGF. The clutch was 'ok' but it was showing signs of wear: engagement was only a few inches off the floor.

I had helped a friend change the automatic gearbox in his F last year in his barn, using a hoist and a motorcycle lift table. Unbolting the rear subframe unto the lift table and lifting the car away from the subframe, I thought it was overkill for just changing a clutch (not a whole gearbox) and I didn't want to spend several winter days in an unheated barn. Instead I decided I could do the clutch job in the warmth of my garage.

The MGF's workshop manual provides a detailed step-by-step procedure for disconnecting the engine and gearbox unit from the car in preparation for lowering the subframe. The biggest problem I thought I would run into would be rusted subframe mount bolts. And guess what? Four bolts sheared off and the captive nuts broke off

while attempting to drill them out. I had to weld new flanged nuts in place of the captive nuts as seen [here](#).



Once I got the gearbox separated from the engine I discovered that the clutch in this car had been replaced before - all but one of the clutch plate's six bolts

had round corners on the bolt head. When I inspected the clutch plate I discovered that it was worn out. The rivets were just below the surface of the clutch material. Fortunately though, I didn't have to remove the flywheel;



its surface was in excellent condition.

Reassembly really is the opposite procedure to disassembly. Some friends have found it an effort to align the gearbox's main shaft with the clutch plate but I had no problem mating the two; I guess I was lucky, although I'm sure using the specific clutch alignment tool helped.

This turned out to be a relatively easy job but I hope I don't have to do it again for a long time. [Ed note: ' Sure looks better, doesn't it!]

Canadian Transportation Museum & Heritage Village
All British Car and Bike Show

Sunday July 14th 2019 9am—2pm



 IN ASSOCIATION WITH
The Windsor - Detroit MG Club
The International Local Club
WWW.MDMGC.COM
 Essex - Kent
 Canadian Vintage
Motorcycle Group

Show Cars~ Registration opens at 8am- \$10 each car
Door Prizes 1-2pm
British Vendors~ Gates open at 7am, vending is FREE
Admission~\$5/adult, 12 and under are free
Refreshments Available in our Boarding House
Breakfast and Lunch available in the 50's Diner 8am-2pm



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Auction May 4th. 2019 start time 9:30 am

All equipment and contents of
Britcar Service
1033 Pattullo Ave unit 4
Woodstock Ontario

New and used MG and Triumph parts
1996 Jaguar XJS convertible Celebration model
1978 Rolls Royce Silver Wraith II
1999 Ford Ranger P/U

Sunrise Equipment Auctions (www.sunrise-equipment.com)