



# THE SPANNER

Monthly Journal of the Bluewater British Car Club

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

## ***Noggin and Natter To Have Guest Speaker***

*Mark Jones*



**At our December 9th Noggin and Natter, we will be having a guest speaker - live via Zoom from the UK: Ian Pogson, who was the last Chief Engineer for the MGTF before it finally ended production.** I first contacted Ian in 2018 when looking for a guest speaker for MG2022, which will be held in Peterborough.

Ian will be giving a talk about his involvement in the MG RV8 project. He was the Program Manager for Rover's Powertrain division during that time.

Pogson started work in 1980 at Jaguar Rover Triumph as it was then known for a short while. He was one of the engineers who were stranded in China when MG Rover went bust, but then was employed by SAIC after coming back to the UK and continuing with SAIC's UK Technical Centre, designing and developing current MG models. Ian retired from Jaguar Land Rover about 18 months ago.

I hope you can join us **7pm Wednesday, December 9**, to hear Ian speak, I know you will enjoy his presentation.

**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 at [bluewaterbritishcc@gmail.com](mailto:bluewaterbritishcc@gmail.com)**

### **The Bluewater British Car Club**

**promotes interest in acquiring, driving, maintaining, & restoring all makes of British, and European Classics.**

**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.**

### **2020 Club Executive**

**President: Mark Jones, [bluewaterbritishcc@gmail.com](mailto:bluewaterbritishcc@gmail.com)**

**Vice Pres: Michael Walton, [bluewaterbritishcc@gmail.com](mailto:bluewaterbritishcc@gmail.com)**

**Treasurer: Chris Gardner, [bluewaterbritishcc@gmail.com](mailto:bluewaterbritishcc@gmail.com)**

**Secretary: Sandra Cronk, [bluewaterbritishcc@gmail.com](mailto:bluewaterbritishcc@gmail.com)**

**Spanner Editor: Allen Bachelder, [bluewaterbritishcc@gmail.com](mailto:bluewaterbritishcc@gmail.com)**

## ***From the President's Garage...***

*Mark Jones*

Wow, what a year this was! certainly not the 25<sup>th</sup> anniversary year that we were expecting.

Given that we had no events that incurred expenses, and the main expense for the club this year was our liability insurance, the executive has decided that for members in good standing for 2020, there will be no membership dues for 2021.

We will be having a guest speaker at this month's Noggin and Natter: Ian Pogson, who will be talking about his time working on the MG RV8 project. A bio on Ian can be found elsewhere in this issue of the Spanner. Please join in and show your appreciation for Ian staying up past midnight.



I think no one will be surprised to learn that the AGM is postponed until further notice. There is no point holding it when it is not possible for the club to get together as a group and no idea when we'll be able to hold any group outing; spring maybe?

Since we can't hold an AGM, The club's Officers have decided to postpone elections until further notice and the current officers have agreed to continue on until we can physically get together as a group to have the AGM. If any members disagree with this, or have a suggestion, please feel free to reach out to any of the club's officers.

Finally, I would like to take this time to wish you all a Merry Christmas. I hope you are able to get together with family in a safe environment. I know what I am asking Santa for: a vaccine to arrive early in the new year.

*Mark*

## *Clutch Chatter...*

*Allen Bachelder*

I can only "second" Mark's wish for a vaccine for Christmas. The COVID thing is starting to wear pretty thin, folks. No club events; nothing to write about - except my own British car activity - mostly out in my shop these days. Now, I have to admit I love it. I get excited when I have a new idea. I get excited when I figure out how to do it. And when I start work on it. When I get my first few hints that my new idea might actually work. When I see that it is working. I get excited. And when a test drive reveals my idea was a success...? Nirvana!



Hey, it really did happen, folks. Second time since 1951. But let me just take you back to last September. I think that at that time I expressed to you my utter and total distaste for, and disgust with, such archaic obsolete manifestations of a less sophisticated, long-departed time. A time when they knew not how to make round wheels except with the use of wire spokes.

Oh god, we've come a long way baby!

Sometime around 1930 (that's 90 years ago, folks!). Somebody figured out a BETTER way to make wheels. Pretty soon everybody in the world preferred them. Why? They were BETTER. MUCH BETTER!!

Everybody, that is, except a small coterie of nerds running around in cars way too small, without windows, without heaters, often without wings or mudguards. And suspension? Why does the word "buckboard" come to mind? We don't know if they wore cilices. Oh yeah, but you know what else? They favored Wire Wheels!

Why? I think these guys felt some sort of communal guilt for which they were punishing themselves. I know: I must apologize to the many of us who really like wire wheels. I respect all of you and I can share your pleasure at seeing lots of shining, spotless, chrome wire wheels at a car show. I can admire them as much as anybody - as long as they *aren't mine*. The way I see it, detailing, de-spotifying, shining, and polishing all those spokes and nipples is yet another form of self-flagellation. I hope I don't sound arrogant, but gee whiz gang, I just don't feel *that* guilty. My need for penitence runneth not that deep.

Ask any guy who prefers wire wheels: "Why?" You know what he'll say? He'll launch into a detailed discourse: "They've figured out how to seal them now, so [leaky] inner tubes and baby powder are no longer needed". He will go on about how the spokes and nipples are now made of stainless steel so they don't rust so badly you can't adjust them. How they aren't so hard to detail if you get the special brushes. But you know what I'm hearing? "I love my wire wheels cuz they're only three times more expensive and almost as good as steel wheels." Now, someday soon I shall write about my limited fondness for side curtains.

In the meantime, be sure to read my article below about how I solved one of my wire wheel problems.

Hey, please attend our **December 9th Noggin and Natter!** Mark has gone to a good deal of trouble to organize the appearance of our guest speaker, and Mr Pogson, living in the UK, is five hours ahead of us - meaning he will be staying up long past midnight to bring his presentation to us. For us, it's just 7 PM!

*' See you on the road...*

## ***Wire Wheels - What I Did With Mine***

*By Allen Bachelder*



Well, the short answer is to "chuck 'em". Here is the story on how I did it.

One problem I've had with my MGC/GT has to do with the fact that I HATE wire wheels. To me, they are but a pain in the you-know-what. Converting a wire-wheeled MGB to steel wheels is not a walk in the park, but at least the required bits are out there and quite plentiful. But the MGC is a different animal. First of all, only 9002 of them were built. Of those, just 4256 were destined for North America. And almost all the MGCs imported

← ← *The "Bachelder adapter"*

to North America were wire-wheeled. A five-stud disc-wheel rear end in any of the MGC ratios: 3.7, 3.37, or 3.07 would be rare even in the UK, let alone North America. Are there other MGC owners out there who would like a disc-wheel conversion? Well I did it!

I was advertising on MG Experience for used spline-drive Minilite replicas. New ones are priced at \$440 US - each - well beyond my pay grade. I got an interesting response from one Howard Hosp, of Floyds Knob, Indiana: Chevy rally wheels circa 1970 from Summit racing, at \$59.95 a pop will bolt straight on to the rear end of an MGC. The bolt pattern is the same and the center-bore on those wheels is large enough to accommodate the the spline-drive hubs. The conversion is as easy as changing a tire. In front, the five studs attaching the brake rotors are on a smaller center. Enter the Bachelder adapters:



Duplicate set of holes for the brake rotor bolts on this prototype are due to communication error with the machine shop! → → → → →

## MGC/GT BEFORE



**MGC/GT AFTER** (You are entitled to prefer the "BEFORE" - But not me!)



I have a new set of eared knock-offs on hand that will really make these look like MGA Twin Cam wheels. I have driven the car a fair amount since the conversion. The ride is slightly firmer - perhaps my old wire wheels were a bit spongy.



*MGA Twin Cam Wheel*

# The panner



December 1, 2020

They get that way with age - another "feature" that endears me not to wire wheels. In SE Michigan it is hard to judge the handling - our roads are all just straight and flat. Port Huron Township is experimenting with a few roundabouts and there is one nearby. That's the closest thing to a thrill that we have around here. I will have to try it soon.

← ← *Spline Drive Minilite Replica*

And I still have another idea. Shown below is the center that has been cut out of an old, unsalvageable MGB wire wheel. The spoke holes all need to be filled, and the piece refinished, but it is easy to imagine an attractive result. Stay tuned!



## ***Desperately-Needed Last Laughs...***

A timid little man flying home for the holidays was seated in the window seat of an airplane next to a scowling brute of a guy.

The little man was terrified of flying, and as soon as the plane took off, he felt sick. The big guy sitting next to him was fast asleep, and he couldn't figure out how to get past him to the bathroom.

Then it was too late; he got sick all over the big guy. As he frantically wiped up the mess, careful not to wake the sleeping giant, the brutes eyes flew open.

The timid man smiled and said in a shaky voice, "Feeling better now?"

**Bluewater British and European Car Club**  
**Membership Application/Annual Renewal form**

*Submit with your \$20 dues payment at our AGM*

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

Province/State: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Email Address: \_\_\_\_\_ Phone: \_\_\_\_\_

\*Car(s) Owned: \_\_\_\_\_

\_\_\_\_\_  
\*Car(s) Owned: Please exclude your modern or non-collectible vehicles. Include only those that support your membership in this club.