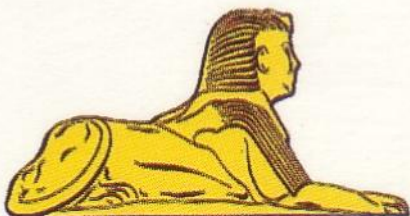


**MONTHLY NEWSLETTER**  
of the  
**Bluewater British Car Club**

**JANUARY, 2017**

147 Watson Street  
Sarnia, Ontario, Canada N7T 6T9  
[www.bluewaterbritishcarclub.ca](http://www.bluewaterbritishcarclub.ca)

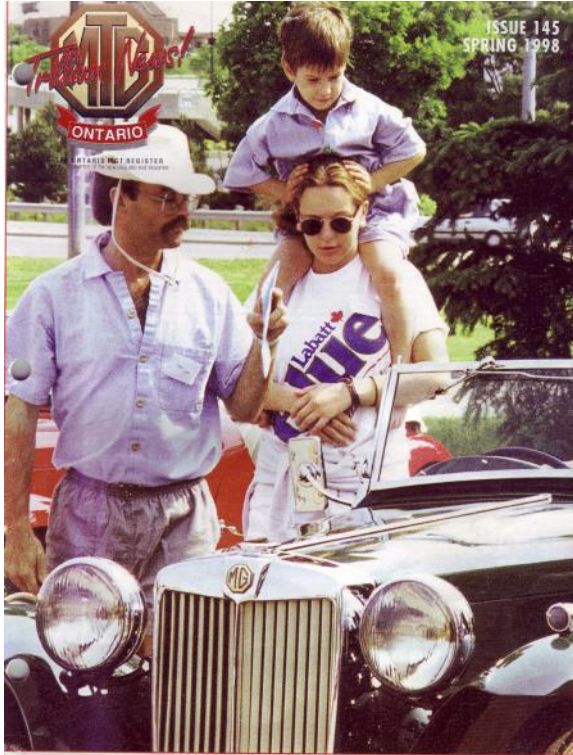




## *Bluewater British Car Club Minutes*



*No meeting in January*



**SUNDBY, Gregory Stephen** - Died suddenly with his family by his side at Bluewater Health, Sarnia, Gregory Sundby on Friday, December 16, 2016 at the age of 58. Beloved husband of Tearza (nee Craig). Loving father of Tearza Daly and Allan Sundby, Sarnia. Cherished grandfather of Taryn Lynn Daly and Owen William Hackett. Dear brother of John Sundby & Janet Knight of Bright's Grove and Larry Sundby & his wife Dee, High River, Alberta. Predeceased by his parents Lillian & Allan Sundby and his brother Bruce. Gregory worked 33 years for Dow Chemical retiring in 2009. Visitation was held at the McKenzie and Blundy Funeral Home, on Wednesday, December 21, 2016 from 2-4 & 7-9 p.m. Cremation to follow. As an expression of sympathy, friends who wish may send memorial donations to the Sarnia & District Humane Society, 131 Exmouth St., Sarnia, N7T 5M3. St. Joseph's Hospice 475 Christina St., N Sarnia or the Canadian Cancer Society, 714 Lite Street, Point Edward. At Greg's request, flowers gratefully declined.



*Greg and Tearza were early members of the Club. Their 1949 MG TC was a Gem, and they were active in many of our activities.*

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

Membership is open to anyone with an interest in British cars. Meetings are held monthly, every 2<sup>nd</sup> Wednesday, at Stokes By The Bay, 7:30 P.M. In addition, monthly club, driving and social events are scheduled throughout the year.

### **2016 Club Executive**

<b>President: Kim Rutherford</b>	<b>519 337-8586</b>
<b>Vice Pres: Allen Bachelder</b>	<b>810 824-4188</b>
<b>Treasurer: Roy Overton,</b>	<b>519 332-3449</b>
<b>Secretary: Sandra Cronk</b>	<b>519 845-3209</b>
<b>Events: Byron Warwick</b>	<b>519 862-3527</b>
<b>Non-Elected</b>	
<b>Spanner Editor Byron Warwick</b>	<b>519 862-3527</b>
<b>News Publisher David Kelley</b>	<b>519 542-7214</b>

## **The Spanner**

...is the monthly newsletter of the BBCC.

Articles, pictures, ideas, etc. are welcomed and are to be submitted by the 20<sup>th</sup> of each month for inclusion in the next month's newsletter.

Forward items to:

**Byron Warwick.**

By email at [bandb@cogeco.ca](mailto:bandb@cogeco.ca)

Or by post or hand to:

481 Tom St., Corunna ON

N0N 1G0 Phone 519 862-3527.

David Kelley. 1085 Fairlane Ave.,  
Sarnia, ON, N7S 3J9. Phone 519 542-7214.

**Contributing writers this month:** Allen Bachelder, David Kelley, Sandra Cronk, Byron Warwick.

**Photo credits:**



### From The President's Garage



Hope everybody had a great Christmas and all the Best Wishes for 2017. Maybe its me but it seems just yesterday that we were celebrating the year 2000. Maybe its an age thing ! This is my last newsletter in the last month of 2016. Its been my pleasure, but I do not plan to run as President again, as its time to move on. Look forward to seeing everybody at the AGM on the 15th of January, at our house.

A thaw in temperatures gave me a window to get into the garage and change the steering tie rod ends on the Healey. These are the more modern type that do not require grease. The Mk 2 engine is together and ready for a test run on a frame. This is what Garnet does on all the engines he rebuilds to check for leaks, and to make any adjustments necessary. With luck when the engine goes back in the car the roads will be clear and he can put some miles on it.

The Christmas Party went well, I think 17 people made it. A far cry from our days at the Sarnia Golf and Curling Club, when at one time we had 52 people attend. General consensus was the food was as usual up to a high standard.

Maybe together we can think up some interesting trips for the upcoming summer months. Personally Laura and I are planning a trip up to the Ottawa area in the Healey. The British Car Show in Lindsay is also great and one that I can attest to. Makes for a nice 2 day trip, also a similar Car Show in Stowe Vermont which is later in the year, is I am told excellent. These shows mean more driving, however most of the owners have the time, or if not take their holidays to match the dates.

Happy Motoring,  
Kim R.

### From Moss Motors

Hydraulic piping for British cars has undergone several design changes; with the result that replacement lines often have "flares" that do not look like the lines on the car.

For example, if the flare on the old line looks like (1a), the new line (2a) will look incorrect.

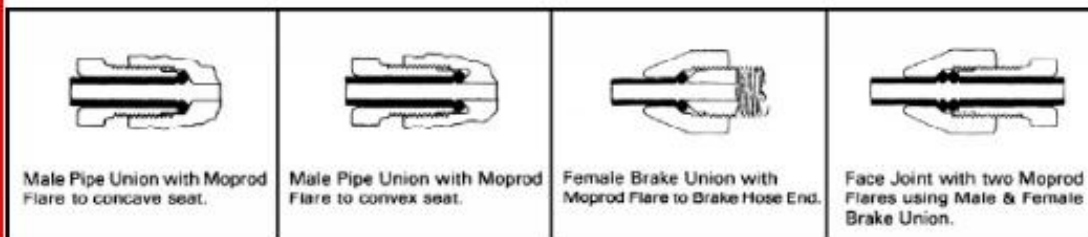


All of the lines Moss sells now have what is known as a "universal flare" (2a). This is actually the result of a need for the various manufacturers of modern hydraulic lines to come up with a flare that would work no matter which of the four types of coupling the car had. The practical need for such a flare is obvious. Most people are not able to identify which type of flare they have, and therefore they cannot specify the proper flare when ordering replacement lines. Nor can most people recognize a potential problem when fitting lines with different (incompatible) flares.



MOPROD, a company that was a major supplier of aftermarket or replacement lines for British cars originally came up with this "Universal Flare". This design will seal properly when used with any of the four types of unions normally encountered on British Cars.

The diagram below shows how this is possible.

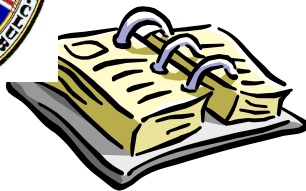


Suffice it to say that the hydraulic lines we supply all come with the "Universal Flare", even though they are made by several different manufacturers.

Please note that this universal flare is not the same as the standard American double flare (SAE 45°) used on cars in the US.



**Calendar  
Of Upcoming  
Events**



**CALENDAR of EVENTS  
2017**

<b>January</b>	15	Annual General Meeting and Social
<b>February</b>	8	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
<b>March</b>	8	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
	XX	Drive to Henry Ford Museum?
<b>April</b>	12	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
	XX	Ancaster British Car Flea Market and Car Show
<b>May</b>	10	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
	XX	Drive and lunch at the King Edward.
<b>June</b>	14	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
<b>July</b>	12	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
<b>August</b>	9	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
<b>September</b>	13	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
<b>October</b>	11	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
<b>November</b>	8	Monthly meeting at Stokes Bay Dinner at 6:00pm, meeting at 7:30pm.
<b>December</b>	3	Christmas Luncheon NO MONTHLY MEETING

**Bluewater British Car Club  
ANNUAL GENERAL MEETING  
Sunday January 15, 2017 1:30PM**

*Review of 2016 events  
Election of Officers for 2017  
Social Break  
Calendar of Events for 20167*

*This is your chance to pay your dues (\$20.00)  
for the coming year, and the opportunity to  
volunteer to host an event for all our amuse-  
ment as we plan for 2017 monthly events.*

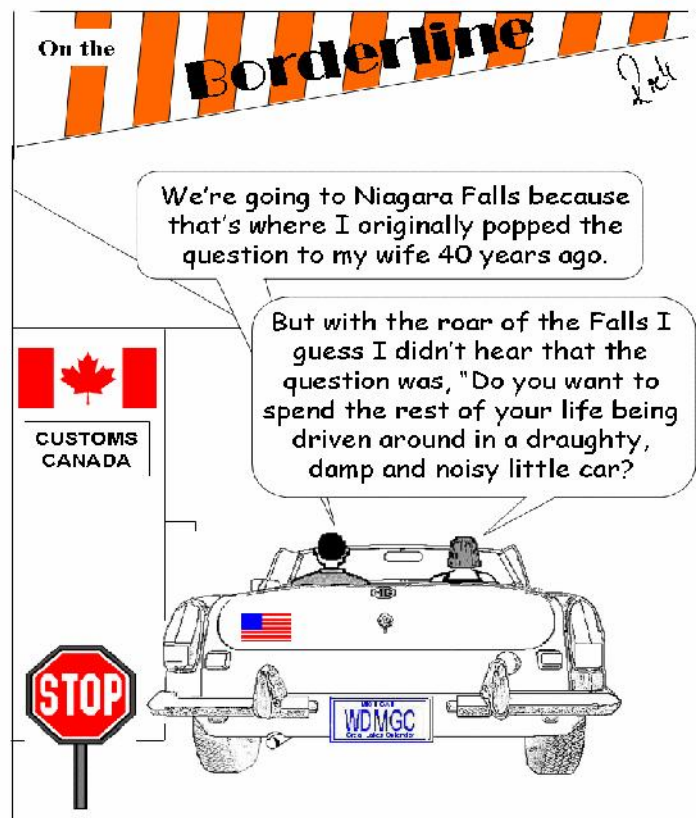
*Plan to attend and bring a dish to share.  
Please notify Kim or Laura  
[kimrutherford@teksavvy.com](mailto:kimrutherford@teksavvy.com)*

**518 337-8586**

*(Do it now so you don't forget.)*

**Accepting donations for the Inn of the Good  
Shepherd**

**Harry Buist Mileage Award**



Thanks to Moss Motors and Rick Astley



*CHRISTMAS  
LUNCHEON*

2016





## *Clutch Chatter...*



*By Allen Bachelder  
Volume III #1. January, 2017*

Happy New Year everyone! Yup, it's happening all over again. I've decided to name this one "2017". How's that sound to you?

Actually, I am getting a little done on my '65 MGB project these days. I painted the fuel tank and refinished the fuel lines that go from tank to fuel pump and fuel pump to engine bay. Next I installed the "new" tank I've had on hand for 20 years, and just today, I ran one of the fuel lines. I feel great these days – like a 60 year-old! I'm in no rush to finish this restoration, right? Well, I just passed birthday #77 and started wondering about how much longer I'm gonna feel this great. Time to get busy!

And now, I'm going to try your patience, knowledge, and passion for vintage auto restoration. If you're intolerant of boring detail, you have my permission to stop reading here and I'll see you next month.

And now, for those of you still with me... My MGB is chassis number 57254. That's rather a pretty number isn't it. Repeat it to yourself: "5, 7, 2, 5, and 4." Kinda poetic, I think... But 57254 is rather significant in MGB history. They switched from a three-main-bearing engine to a five-main-bearing engine at chassis #48767, they switched from the revered "pull-handles"



*Underside of #57254 boot floor – showing rib for strap-on tank, and – in the background – studs and holes for the later bolt-on tank. Which is it?*

(exterior door) to push-button door latches at chassis #57986, and they switched from a "strap-on" style fuel tank to a larger "bolt-on" style at chassis #56743. With any of these production changes, there were, of course, anomalies. The fuel-tank change was at 56743, yet my 57254 had the earlier-style fuel tank. It wasn't a simple change either. The new tank required a different body-shell! My car was raising all kinds of questions. It was an anachronism! The earlier strap-on tank cars required fore-to-aft ribs on the boot floor to accommodate the straps. The later style bolt-on tank would not fit on these ribs. These cars had only studs to fit the flange holes on the new tanks. And the studs interfere with a strap-on tank. No way are they interchangeable.

Except... My car was no anachronism. It originally had a bolt-on tank. Somebody went to a lot of trouble to switch it back. Why? If these old cars could only talk...

‘ See you on the road.



# COME MOTORING WITH ME BRITISH COACH BUILDERS



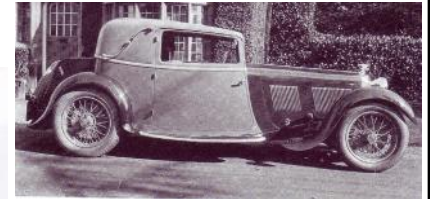
By David B Kelley

## ALVIS

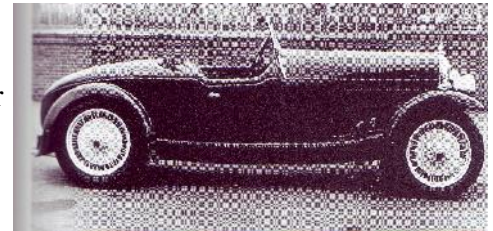
ALVIS - There were many designs of Dickey-Seats; Grose of Northampton had a version with a fold-down flap which acts as a step and made access easier. Shown is an Alvis 12/40 sports of 1922.



GROSE produced the "Harleston" fixed-head coupé on the Alvis speed chassis of 1932. Grose also bodied in 1923 the Alvis 12/50 two-seater sports with Dickey in polished aluminium and dark red paint.



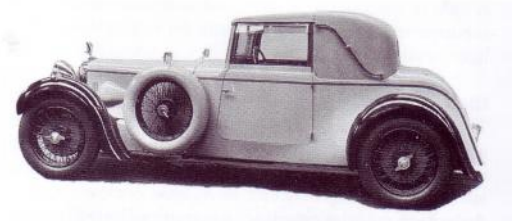
CARBODIES was a contract coachbuilder to Alvis for a number of years. The car shown is a 1932 "Beetle-Back on the 12/60 TL chassis.. Note the cycle wings and chassis louvers are longer than on the Saloon and Coupé.



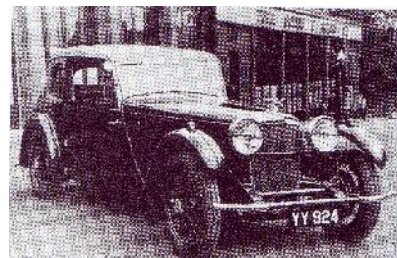
LANCEFIELD - Lancefield built this advanced disappearing-head coupé design in 1937 on the Alvis Speed 25 chassis. They also built in 1935 an Alvis Speed 20SC four-door saloon. This auto shows a beauty fully-proportioned design .



CHARLESWORTH: This auto coachbuilder built a 4.3 Saloon, dated 1937 Alvis. The model 1932 Alvis Speed 20SA drophead Coupe featured "Helmet Wing" design.



DUPLE - 1932 Alvis Speed 20SA two-door saloon.





## 1958-1961 Austin-Healey “Bugeye” Sprite

There’s a shibboleth among the patched-elbow, tweed jacket, sports-car crowd that Donald Healey only cared about his “big” cars, like the fast and fabulous Austin-Healey 100. But Healey and the boffins at Austin came to believe sports cars “were getting too big and too luxurious,” according to Bruce Gears, southeastern Michigan’s delegate to the Austin-Healey Club of America.



Some things never change. rack-and-pinion steering and a 12-volt Lucas “Prince of Darkness” electrical system. Its BMC A-Series 948-cc four-cylinder was rated at 36 horsepower in the Morris Minor 1000 and Austin A30/A35, but thanks to its twin SU side-draft carbs, the Sprite’s engine pushed out 7 more horses. At 1,455 pounds with near-equal weight distribution, it’s impossible to avoid comparisons with [the modern Mazda MX-5 Miata](#) — both pure, driver-focused machines undiluted by creature comforts. And so the Donald Healey Motor Company began work on what would become the Sprite.

Like Healey’s bigger cars, it would use off-the-shelf components from Austin and Austin’s British Motor Corporation (BMC) parent company. Healey’s Gerry Coker — and later, Les Ireland — would work with chassis engineer Barry Bilbie to develop the lightweight roadster. It featured a unitized construction from the A-pillar back, with two front chassis legs forward and its trunklid deleted to better aid rigidity.

Unveiled in Monte Carlo just prior to the 1958 Monaco Grand Prix, it set a standard for small, minimalist, affordable sports cars, the time such as rack-and-cas “Prince of Darkness” elec- 948-cc four-cylinder was rated Minor 1000 and Austin A30/ side-draft carbs, the Sprite’s At 1,455 pounds with near-possible to avoid comparisons [Miata](#) — both pure, driver-creature comforts.



with cutting-edge technologies for pinion steering and a 12-volt Lu-trical system. Its BMC A-Series at 36 horsepower in the Morris A35, but thanks to its twin SU engine pushed out 7 more horses. equal weight distribution, it’s im-with [the modern Mazda MX-5](#) focused machines undiluted by

An overarching goal was to make the Sprite the most affordable sports car on the market. To help get the car to a U.S. base price of just \$1,795, BMC’s bean counters rejected a pop-up headlamp design. Instead, they were fixed in position and perched above the irresistible smiley-face grille. As a result the car earned the nicknames “Bugeye” in the States and “Frogeye” in the U.K.

It’s the same face I used to try and woo Donna Wasiczko when we both worked at the Milwaukee Sentinel in 1985. She said she always liked the Volkswagen Karmann-Ghia, but when I showed her a photo of a Bugeye, she was smitten — with the car (and eventually me).

That was the car’s “cute” factor at work, the same bugaboo that dogs the Miata. If Corvettes and Porsches and their ilk are about attitude, this car is about character and personality. It’s also about carving corners, not straight-line performance.

MG’s Abingdon-on-Thames as-with at least half of them shipped to the later in 1961, which became known as new sheetmetal, more conventional head- slightly updated version of the twin-carb 0.9-liter engine. BMC would also subsequently badge-engineer a car that would become the 1961 MG Midget, with only minor differences to distinguish it from the Sprite. The Sprite soldiered on for two more generations before production ended in 1971; the Midget limped through until 1979 .



assembly plant built 48,987 Bugeyes in three years, U.S. The Mark II version of the Sprite came online the “Square Sprite,” with lamp placement, and a



*Where are all the Bug-eye Sprites from Sarnia? Thanks to Mark Jones.*