



MONTHLY NEWSLETTER
of the
Bluewater British Car Club

OCTOBER, 2016

147 Watson Street
Sarnia, Ontario, Canada N7T 6T9
www.bluewaterbritishcarclub.ca

BRITISH CAR DAY AT BRONTÉ by Michael Walton

G'day BBCC Members,

British car day started for me on Saturday with an appearance at Rutherglen Close. This was the Bluewater Austin Healey Club's, annual Car Show. Being a soggy day, attendance was down but still a decent turnout. (Editor's note; about 70+ cars showed up and they raised \$3400.00 for their charity which is the Salvation Army.) I stayed there for about two hours before heading to Oakville accompanied by my Grandson, Luke. "Not exactly a pleasant trip; it rained all the way;" for my overnight stay.

Up at the crack of dawn on Sunday morning for a run down the QEW in order to be in position at the time requested by the organizers. We were guided to the spot where five other cars celebrating the respective anniversary of their introduction were lining up. The Roadster being its 70th birthday.

The Sunshine but not of close to 1000 of drool inducing, history. The large-usual apparently" course far too graph them all First I looked for British cars I have owned.



weather was perfect. too hot. With a turnout cars there was a variety gleaming, automotive est contingent was "as the MG . There were of many cars to photo-but I did get a few.

There were three on display. Austin A40. Morris Oxford. and Austin 1100. Other cars which came into my viewfinder were two beautifully restored prewar MGs and a Morgan 3 wheeler.

To my added delight, Paul Cockarell, owner of "The other Roadster" came home with "BEST IN SHOW". All in all a good day and well worth the effort. We had a dry drive home too. It seems that Roadsters elsewhere have been successful too. Here is a page from the Triumph Roadster club.reiew. It took a bit of fiddling on my part to do it and it may not be very readable.

(See page 8)





Bluewater British Car Club Minutes



Date: **September 14, 2016.**

Number of Members present: Dinner Meeting: 15

Location: Home of Michael and Aline Walton, Bright's Grove, ON

Minutes respectfully submitted by: Secretary, Sandra Cronk

1. Call to order: President, Kim Rutherford, called the meeting to order at 7:16 p.m.
He thanked Aline for all her cooking and Michael for his tasting. We are happy to be here.
 2. Approval of the Minutes of the **August 10, 2016** meeting.
A motion to approve the minutes as printed was made by David Kelley and seconded by Allen Bachelder. It was carried.
 3. Treasurer's Report: Treasurer, Roy Overton, reported that we had income of \$20.00 for one new member, Nigel Wonnacott. Expenses included costs of barbecue at the Rutherfords and printer ink for the Spanner. The balance to date is \$992.05. There being no questions, the President stated that the report of the Treasurer would be filed.
- Regarding expenses for tonight's dinner, since the hosts will not accept reimbursement, at their request, the Club will make a donation to the Humane Society on behalf of the Waltons.
4. Unfinished Business:
 - 1) Sandra read the **thank you email that came from Laurie Mason, Curator of the Moore Museum**, thanking the members who brought their vehicles to display at the Museum event on July 24th.
 - 2) Michael Walton has ordered a 10" X 20" **paper banner with the Club logo** and location, for him to display in his car windshield for the Bronte British Car Show this weekend. The bill will be paid by the Club.
 - 3) When comparing a bigger club's quarterly (four times a year) newsletter with our monthly Spanner, **kudos were again given to Byron Warwick and David Kelley** for their efforts in producing an informative and interesting monthly report on the activities of our Club and other relevant British car information.
 - 4) **August 6 Old Autos Car Show in Bothwell:** Several members attended. It was reported that there were lots of cars, a long line up to get in and the 50/50 draw was worth \$30,055.00.
 - 5) **August 12, 13 & 14 WAMBO in Wallaceburg.** There are boats, cars and fire trucks to see, music and food to entertain. Next year the dates are August 8, 9 & 10, 2017.
 5. New Business:
 - 1) **September 18th Bronte British Car Show, Burlington, ON.** Our own Michael Walton's car has been chosen to represent the 70th year of the making of the Triumph Roadster. Michael showed us a paper representation of the plaque he will receive.
 - 2) **October Fall Tour:** Some thoughts were discussed.
 6. Announcements: Our next meeting will be October 12th at Stokes Bay in Sarnia, ON. Dinner is at 6:00 p.m.; Meeting at 7:30 p.m.
 7. Adjournment: Allen Bachelder moved to adjourn the meeting at 7:49 p.m. It was seconded by Barbara Warwick and carried.

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 2nd 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

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

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:

Byron Warwick.

By email at 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: Michael Walton, David Kelley, Sandra Cronk, Kim Rutherford.

Photo credits: Kim Rutherford, Michael Walton.



From The President's Garage



Our trip up to British Car Day in the Healey on the Saturday was a wet one. Non stop rain all the way. We stayed fairly dry with the exception of a constant drip from the middle of the upper windshield frame. Of course we had the mandatory towel. So on getting home I investigated a little further. On close inspection I found that the screws holding the bar which connects to the top had completely rusted away. Twenty years of moisture trapped in there after a wet drive home did them in. Took the bar completely off, covered it with clear silicone and put it back together with stainless screws. Also checked and resealed the rubber mouldings. So hopefully all will be well. Also redid the mouldings around the window openings with new rubber and end caps.

The Healey convertible top is easy to put up and down, and probably the best of all the convertibles we have had. So now we should be ready for some fall driving and be able to stay warm, the Healey heater is excellent, and to stay dry.

After British Car Day we drove to Port Rowan on Lake Erie and stayed with friends overnight, driving home in the sunshine Monday morning. In all drove about 500 miles.

Yesterday Saturday Laura and I went in the Healey to Iderton to the King Edward Pub for lunch. While there after enjoying a great meal as usual I took a look at owner Rich Hunters latest purchase. A bright orange mid 70s V6 Ford Capri with a Ghia interior and wheels. A nice car that was bought on KIJJ and came from British Columbia. Rich is over the moon with it as he has been looking for a nice Capri like he had in the UK for many years. It will be parked in front of the Pub when we go there next spring for our annual run there for lunch for all to see.

Nice to see club member Michael Walton's 1949 Triumph 2000 as one of the feature Cars of the make at British Car Day, and that he was a prize winner in his class. He and his grandson did the club proud.

Fall Tour anyone ?

Happy Motoring,

Kim R.

From Moss Motoring 1983



In 1948, Al Moss bought his first TC, having fallen in love with one he saw being driven around Hollywood, California. He soon made contact with other MG owners, and became involved in early club rallying and racing. He also found a lack of shops willing to work on these "funny little foreign cars", so he opened up a service and repair facility on Venice Blvd. in Los Angeles.

By 1960, however, Al found he was deriving more pleasure (and fewer headaches) from the sale of spare parts. He realized, too, that supplies were drying up for the earlier cars, so he started having obsolete items manufactured especially for Moss Motors. Thus began a close relationship with the factory, whence he obtained many original drawings as their manufacture of the parts was discontinued.

In 1963, the business moved to Goleta (adjacent to Santa Barbara, about 100 miles north of Los Angeles), where only parts were sold and service work was discontinued. Al began regular trips around the country and overseas, seeking dealers' obsolete stock, to fill the demand created by his rapidly expanding Catalog Mail Order business. A machine shop was added to enable closer control of the manufacturing of those parts which had become unavailable.

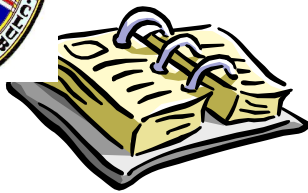
During the seventies, catalogs were printed for Triumph TR 2 thru TR 4A; Austin Healey 100-4, 100-6 and 3000; Jaguar XK 120, 140 and 150, to provide the same services available to MG owners. In 1978, the business moved to its present location, larger premises being needed for the expanded range of products available to British sports car owners. 1980 saw the opening Moss's own upholstery shop in Lompoc, CA, where exact reproductions of original interiors are manufactured in easy-to-install kit form, using top quality materials. The next year, a Restoration shop was added, to provide an in-house test-site for new products as well as turning out show-winning cars for customers.

In 1982, Moss began serious movement into the later car parts business by opening an official BL dealership, where new Jaguar cars are sold and serviced and a full line of BL parts is available. This gave access to late MGB and Triumph parts. Expansion into these markets was further hastened by the acquisition of "Start Your Engines", a Beltsville, MD, parts supplier which specialized in these cars. New catalogs are being prepared to cover this new, wider range of parts carried by Moss.

One key element of the change of direction that began in the sixties has been most instrumental in Moss's growth: the commitment to manufacturing items which have become obsolete. To date, a very substantial amount of money has been ploughed back into the business to tool up and make over 3,000 parts which would otherwise be "NLS". Rather than just selling those parts which are easily available, Moss believes that investing money and energy into remanufacturing is vital steps in helping enthusiasts keep their cars on the road. With the continued support of our many customers, we plan to keep on doing this for many years to come.



Calendar Of Upcoming Events



CALENDAR of EVENTS

October

12 Monthly meeting at Stokes Bay
Dinner at 6:00pm, meeting at 7:30pm.

15 or 22 Fall Tour Drive and Dinner ...Host required?

November

9 Monthly meeting at Stokes Bay
Dinner at 6:00pm, meeting at 7:30pm.

XX Henry Ford Museum? Allen B.

December

4 Christmas Luncheon Holiday Inn

2017

January

XX Annual General Meeting and Social

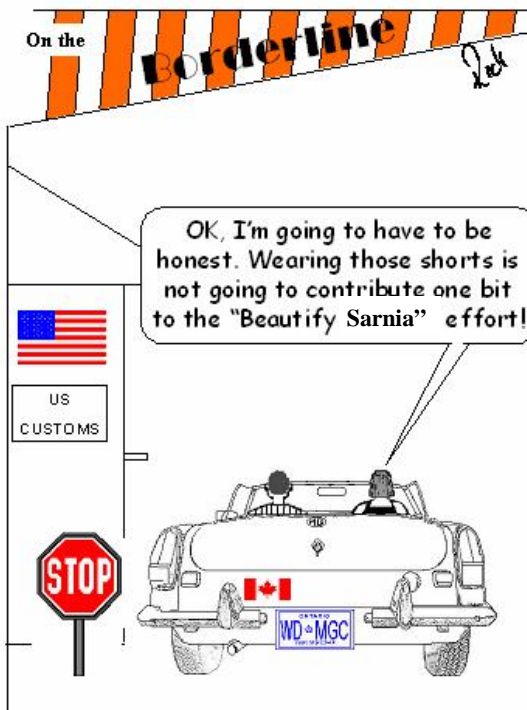
February

8 Monthly meeting at Stokes Bay
Dinner at 6:00pm, meeting at 7:30pm.

FORGET OUR MONTHLY MEETINGS RETURN TO STOKES BAY FOR THE NEXT EIGHT MONTHS.

DO YOU WANT A FALL TOUR AND DINNER DAY?

LET THE EXECUTIVE KNOW OF YOUR DESTINATION AND WE CAN HELP YOU TO MAKE IT HAPPEN. OR COME TO THE MONTHLY MEETING AND UNVALE YOUR PLANS



It's called **reading**.
It's how people install new software into their brains.



BRITISH CAR DAY AT BRONTÉ

As per usual British Car Day is big on my list. Spent a whole day getting the Healey all shined up and ready for the trip to Oakville on the Saturday. The weather forecast at first said perhaps scattered showers for that day with sunshine for the big day on Sunday. We packed up the Healey early in the morning and started off, you guessed it!! in the pouring rain. . The clean car only lasted for about 2 blocks. . Oh well, so sad too bad!

We drove to Woodstock, still raining heavily and stopped in and dropped off some parts for Garnet who is doing the MK 2. After a coffee and some chit chat we left and headed for the Quality Inn on Bronte Road in Oakville.

I was hopeful the rain would stop and that I would get a chance to wash the Healey as they have a hose available. No such luck. Woke up early Sunday morning after a nice meal at the dinning room of the hotel, on Saturday night, followed by a complimentary breakfast on Sunday.

In the parking lot, the Healey was covered in a heavy dew. However parked beside me was a late model Aston Martin in the same condition and also as dirty. Made me feel better!

Wiped the car off with a chamois and started off to the show. Getting there we saw the great selection as usual. As most of the cars came to the show Sunday they were clean and shiny, perhaps not as many as last year.

Nice to see Mike Walton parked near the booth as the feature Triumph 2000 celebrating the model's seventieth birthday. Also Mark Jones with his new to him Land Rover and Colin Pritchard with his land Rover Ambulance, parked in the military vehicle section. Wandered around and checked out the makes and models and with the sun shining what could be better. Also met up with friends we only see once a year.

As per the pictures almost all British makes were covered. Ordered 2 meat pies and 2 Eccles cakes for lunch from the British food truck. The pies were all gravy with 2 pieces of meat and the cakes had a pattie in them with 2 lone raisins. Could not have been worse. Never again .

At 1.30 pm we left and drove to our friends in Port Rowan near Lake Erie. Quite a long drive about 3 hours, arriving there hot and tired. Stayed overnight and left about 9:00 am the next morning arriving home about 12:00 pm. A great drive, nice roads, even had some hills and curves, something lacking in Lambton county.

Thoughts are maybe next year we might go to Stowe, Vermont to the British Invasion, held on the same date as British Car Day at Bronté. Kim R.





Some more of Michael's pictures from Bronté

Paul Cockarel, owner of "The other Roadster" came home with "BEST IN SHOW"

Prewar MG TA Tickford Custom



Morgan Three Wheeler



Morris Oxford





COME MOTORING WITH ME BRITISH COACH BUILDERS



By David B Kelley

SPECIAL BODIED MG'S

Today's subject is the many special body MG's by British Coachbuilders. Carbodies of Coventry bodied many MG's including this 1931 MG 18/80 Fabric Sportsman's Saloon. This firm was founded in 1919



1931 18/80 Fabric Sportsman Saloon

Salmons & Sons. Better known as Tickford. Salmons was founded in 1820 by Joseph Salmons at Newport Pagnell, Buckinghamshire. In 1938 Salmons(Tickford) made a car for MG, known as MG SA Drop Head Coupé.



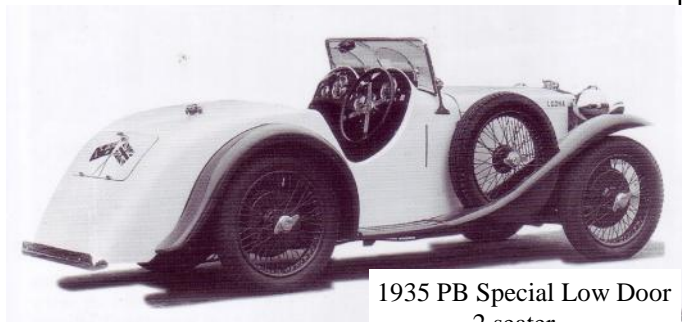
MG SA DHC



MG WA DHC

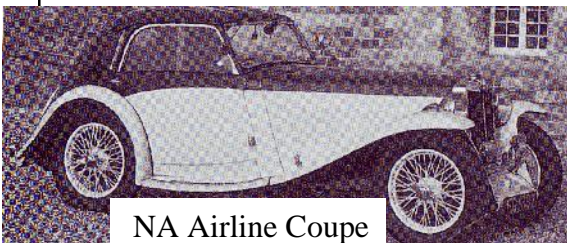
They made the MG WA Drophead Coupé in 1939. Page and Hunt, the building owners, went into receivership in 1929 and Abbott took over the premises and equipment. In 1935 MG PB special two-seater with deep door cutaways, was built,

Allingham-H.W. Allingham was an independent designer, and he farmed out his specials to several coachbuilders. The MG NA & PA Airline Coupes were made by Carbodies.



1935 PB Special Low Door 2 seater

Another firm Whittingham & Mitchel made the MG 2 and 4 seaters.



NA Airline Coupe

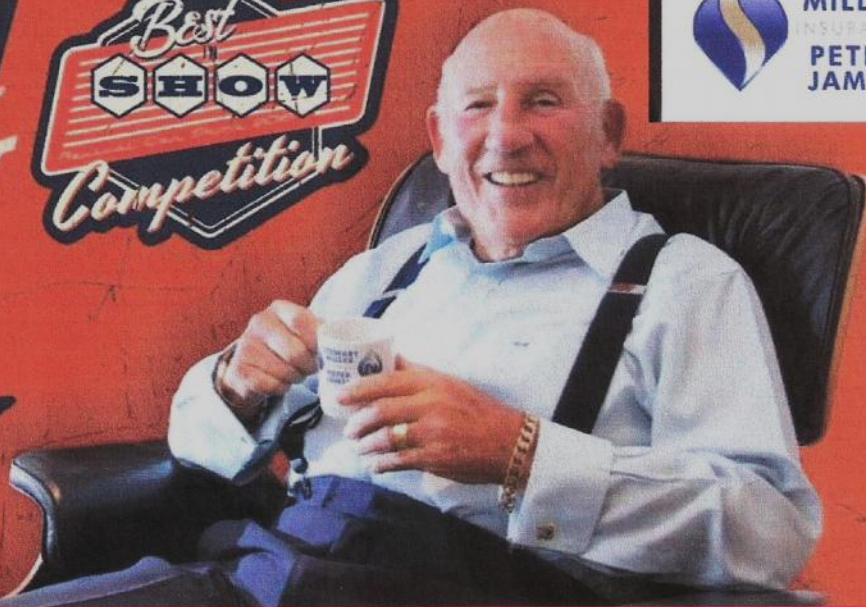
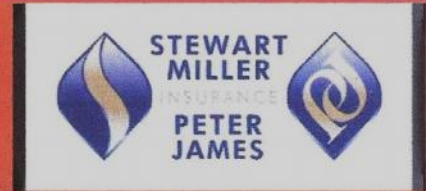
Another Allingham design built by Carbodies, was the 1935 MG Airline fixed-head coupe. (See page 10) The Allingham design, built by Whitting & Mitchel firm, bodied the MG NA 2/4 seater.

Charlesworth Motor Bodies Ltd. was founded in 1907 and was located in Coventry. This firm in 1938 produced the MG SA Tourer. This firm also built bodies for Hillman, Singer, Alvis, Rolls-Royce, Armstrong-Siddely, & Bentley.



NA 2/4 Seater

(See also Page 10)



Most of you will be aware that Mick Pepper put his Roadster forward the "Best of Show" competition at the Goodwood Revival. This was sponsored by Stewart Miller and Peter James Insurance. The first stage was in the hands of Sterling Moss who had to select 10 cars for each of the three days of the Revival Meeting out of all the entries submitted. We got the news about a week before the meeting that Sterling had selected Mick's Roadster to go forward for the Friday public vote. That's when most of you will have got the message "Vote for KTB 966" and a lot of you gave your support.



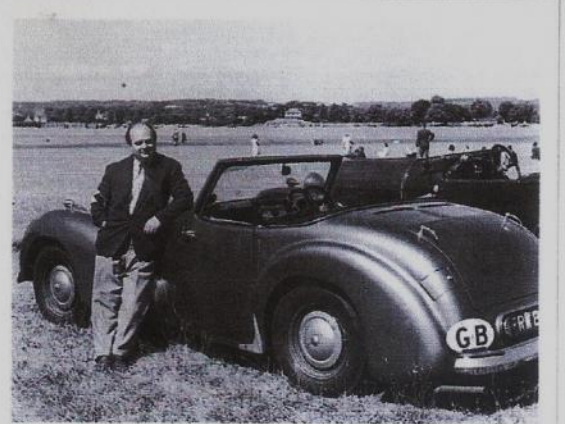
Stirling Moss Top 10 Choice
TRIUMPH ROADSTER

In a country that's spawned so many exciting sports cars — the Jaguars, the MGs, the Aston Martins, the Lotuses — the eternal popularity of the Triumph Roadster seems a little odd. Sure, it is a Triumph, and it is a sporty-looking convertible, but the over-ornate design and the stately nature of its handling and performance mark it out as a gentle tourer rather than an out-and-out performer. And there's no thrilling work of mechanical art behind that rakish grille either

This was not the first time that Sterling had shown his preference for the Roadster, Some time ago an article appeared in the classic car press which recorded that it was one of Sterling's Top 10 cars. Here is an extract from the article.

Stirling remembers...

“ A family friend had a Roadster which we borrowed from time to time and, I must say, I admired its looks, its style and its uniqueness. It had a tubular chassis, column gearchange and a dickey seat in the back. The only regret was its lack of power. It was so short on horsepower that its top speed was 77mph and it took 30 seconds to move from zero to 60mph. Actor John Nettles, star of the BBC television detective series Bergerac has now given the Roadster a new vogue. Ironically, Sir John Black of Standard sounded the death knell of his own company when he bought out Triumph during the dark days of the Second World War, the Roadster provided the touch of magic that Standard lacked. Black was smart enough to realise any vaguely sporting saloon would sell in the immediate post-war years. I recall he hired two different stylists to design the front and rear ends ”





More of Kim's pictures from Bronté



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1935 MG Airline fixed-head coupé – another Allingham design built by Carbodies.