

MONTHLY NEWSLETTER of the Bluewater British Car Club

SEPTEMBER, 2015

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

MOTOR SPORT NEWS FLASH: JOHN O'GROATS to reclaim it's historic role in "THE MONTÉ"

The coastal village of John O' Groats is set to swell with international visitors when one of the most glamorous events in the world stops over there this winter.

In 1926 Scotsman Victor Bruce left the village at the north easterly tip of Britain on a 2500km journey to the French Riviera in the famous Monte Carlo Rally. Against the odds, he became the first Briton to win the endurance rally; a feat which is set to be re-enacted this January, on the 90th anniversary of the victory.

Up until WW2, the northerly outpost was a regular Scottish start point for the rally, with cars often fighting through snow drifts on their drive towards the Channel.

The send-off will see vintage vehicles leaving John O'Groats on 27th January, just as they did in their heyday – before joining the other competitors at the official Scottish start. John O'Groats will stage a special 'ceremonial' start as part of the wider epic event. Not only has the historic twist been blessed by Prince Albert II of Monaco, it has been warmly welcomed by local businesses who are set to benefit.

Douglas Anderson from the organising committee says: 'It has taken two years of negotiations with officials in Monaco, but they love the historic aspect and we are delighted to add the John O'Groats send-off to the official Scottish start this year.

The village was once a popular start point for 'The Monte'. It put John O'Groats at the heart of what was a golden age of adventure and drivers chose it as an entry point because, in those days, you got extra points if you started as far away from Monte Carlo as possible.

It was a tough place to begin the journey over the English Channel and the Alps and, after the Second World War, it was discontinued. The village, sadly, lost its connection with the Monte. 'We are delighted, therefore, 90 years on from Bruce's win, to re-establish that lost link.'

The 300-strong local population are gearing up for a touch of glamour during what is, traditionally, a quiet spell in the tourist season. Walter Mowat, Director of the Seaview Hotel, says: 'I've heard some of the older generations talking about the rally. They must have heard about it from their parents, so it is exciting to have it back after all these years.'

The departing classics will head south on a route which will remain as faithful as possible to the roads traveled by Bruce in his winning UK-built AC car.



Thanks to Les Bremner from
Thurso Scotland shown with his
White Naylor TF



Bluewater British Car Club Minutes



Date: August 12, 2015. Number of Members present: 13

Location: Tom's Backwoods Bar & Grill, Columbus, Michigan

Minutes respectfully submitted by: Secretary, Sandra Cronk

1. Call to order: President, Kim Rutherford, called the meeting to order at 7:25 p.m.

Kim thanked Alan and Pauline for organizing tonight's meeting at Tom's.

2. Approval of the Minutes of the July 8, 2015 meeting.

A motion to approve the minutes as printed was made by Alan Cutcher and seconded by Pauline. It was carried.

3. Treasurer's Report: Treasurer, Roy Overton, was absent but sent along the information that after the expenses for the July meeting were paid, the bank balance is \$865.35.

Jean Hicks moved to accept this report. It was seconded by Allan Cronk and carried.

4. Unfinished Business:

1) **The Editor of our newsletter, Byron Warwick**, is doing a fabulous job with the Spanner! Special thanks for the interesting stories contributed by Alan Cronk, Ron Hollander, Michael Walton and Allen Bachelder for his ongoing articles.

2) **July 19th was Hobbyfest** in Canatara Park in Sarnia.

3) **August 6th was Hot August Nights** at Canatara Park, Sarnia.

4) **August 8th was the Bothwell** car show. Several of our members attended. The 50/50 draw was worth \$22,047.00 to the winner, who was not one of our members.

5. New Business:

1) **September 9th is our monthly meeting.** It was suggested by Sandra Cronk that Club members could have dinner at the Oil Rig Restaurant in Petrolia, ON and the meeting at their place, 484 Zone Street in Wyoming. The members present seemed to think that that would work.

2) **September 13th is the Battle of the Brits** in Milford, Michigan.

3) **September 20th is British Car Day** at the Bronte British Car Show in Burlington, ON

4) **The Stahl's Museum Tour** is being organized by Allen Bachelder. He has suggested Saturday, October 3rd as a date, with lunch or dinner at Tom's Backwoods Bar & Grill. Byron Warwick will invite the Bluewater Austin Healey Club to join us.

5) The **Fall Tour Drive and dinner** still needs an organizer. If you have an idea, contact Byron or Kim and you will receive help in organizing the day.

6. Announcements: The next meeting is September 9th at the Oil Rig Restaurant in Petrolia for dinner at 6:00 p.m. and the Cronks' home in Wyoming for the meeting afterwards.

7. Adjournment: Barbara Warwick moved to have the meeting adjourn at 7:40 p.m. Alan Cutcher seconded the motion and it was 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.

2015 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 Coord. | Byron Warwick | 519 862-3527 |

The following are 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., PO Box 842, 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, Kim Rutherford, Sandra Cronk, Alan Cronk.

Photo credits: DB Kelley, Allen Bachelder, Alan Cronk.



From The President's Garage



A quick call from the editor reminded me that it was time to hustle up and get the Presidents Garage written up . Maybe it is overload or just plain forgetfulness who knows !! The past month has flown by, however the weather is good.

With our road trip coming up on the 13th of September , I took the Healey down to Holme Automotive in Corunna to have the oil changed and a new filter. I had my own filter and the Valvoline VR1 20/50 that I use. What could go wrong !! First of all the car was too low for his drive on ramp. The other ramp that would have worked, but had a car on it with its engine out and not available. Some wood to modify the ramp did not work.

Revved up the car to get it over the wood. Car stalled and would not start again. Spark was checked, OK. However could not hear the fuel pump clicking. Off came the right rear wheel. I just touched the pump. Away it went. Only a year old, who knows. Drove home, and asked to be called when the other ramp was available .

Off to Obsolete Automotive and bought new German Electronic pump, much cheaper than my SU. Fitted it and all is well, could not take the risk of another failure. Still have a new SU pump as a spare as before, they are simple and fixable??? not the one that stopped pumping then started again when just touching it. Still don't know why that happened Surely not the high revs needed to climb the ramp. Opinions invited ?? Had hoped to go to Battle of the Brits in Dearborn Michigan however, can't fit it in this year, as its on the day we leave.

Also the Mk2 was pulling to the right on braking. New front pads from SNG BARRATT cured the problem , also new ones for the rear are coming together with pads for the handbrake. The Mk 2 was quite advanced with its 4 wheel disc brakes in 1961.

Moral to this story, the sun was shining, and I made it home with no more problems. Looking forward to our trip which ends with British Car Day at Bronte . The hotel where we will be staying, says it has washing facilities for cars. Will need it after a week on the road.

*Happy Motoring,
Kim R.*



Bentleys at Carlisle DBK

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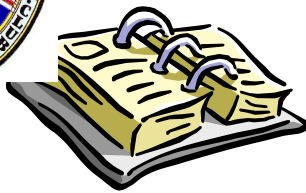
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**Calendar
Of Upcoming
Events**



**CALENDAR of EVENTS
2015**

- September**
 9 Monthly meeting at **the Oil Rig Restaurant Petrolia**
 13 Battle of the Brits Michigan
 20 Bronté British Car Show
- October**
 14 Monthly meeting at Stokes Bay
 Dinner at 6:00pm, meeting at 7:30pm.
 XX Fall tour Drive and Dinner?
- November**
 7 Tour to Stahls Museum
 11 Monthly meeting at Stokes Bay
 Dinner at 6:00pm, meeting at 7:30pm.
- December**
 6 Christmas Luncheon

Note: *There are several events that require someone to organize. We are also open to other drives or events. Bring them to the attention of the Exec. or the Events Co-ordinator and we can help you get it together.*

CAR FOR SALE

1980 Triumph TR7 4 Cylinder 5 Speed Convertible 80338 Miles, well maintained, oiled, is in good all round condition, a survivor, not in "showroom" condition. That being said, has won "First Place" with the British Sports Car Club of London. I know it's history since 1998, never seen rain/winter, has been pampered, driven for special occasions. Stored in a climate controlled garage, summer and winter. Many spare parts included. Appraised at \$7775.00

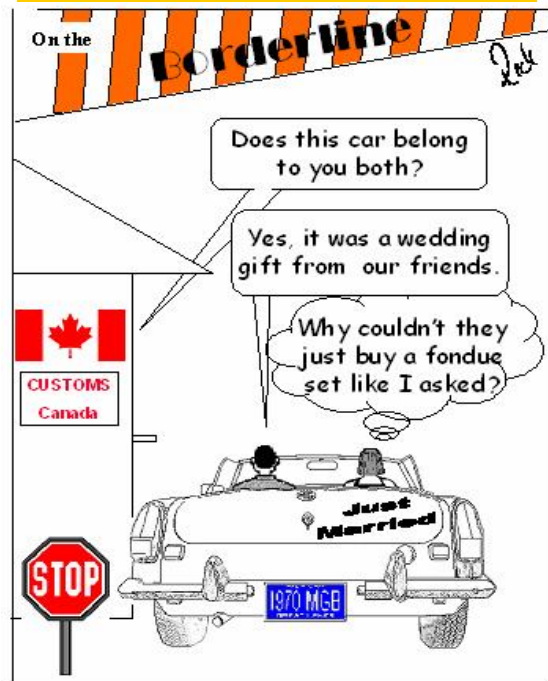
Contact Nigel at nmittchell1987@hotmail.com The car is located in Wallaceburg.



MONTHLY MEETING
The Oil Rig Restaurant 413 Albany St Petrolia.
 (South at the Tim Horton's traffic light)
 Wednesday, September 9th at 6:00 p.m.
 We will be ordering off the menu.
 Please let Sandra know if you are planning to go
 519 845-3209 kindermomma@hotmail.com

We will continue with the meeting at Our home 484 Zone Street in Wyoming. Directions: coming from Petrolia on Highway 21 turn right at Zone Street, which is the second street in town when coming from the south; go right to the end of the street and into our circular driveway.
 Hope to see you there at our last drive and dine regular monthly meeting of the year.
 Sandra and Al Cronk

In Memory
Barry Hiscocks
 Our thoughts are with the family
 and friends of our recently
 deceased fellow enthusiast.



New series of jokes courtesy of Little British Car Company and creator Rick Astley of British Car Electrical Book



The Legendary Bentley Speed

They simply don't make them like they used to. This is a Bentley Speed Six, a marvel of British engineering from 1930, which was restored to its glory in honour of the legendary 1930 Bentley 'Blue Train'. In 1930, British motor company Rover advertised that it beat the world-famous 'Train Bleu', a luxury express train, designed to take British aristocrats and celebrities from Calais to the French Riviera. Originally, the Bentley Speed Six was introduced in 1928 as a more sporting version of the Bentley 6½ Litre.

A perfect recreation of the original trims the vehicle's interior is made of red leather, velvet carpeting, and walnut trimmings.

Following the advertisement, Captain Joel Woolf Babe Barnato, a British playboy millionaire and chairman of Bentley,

wagered £100 that his Bentley Speed Six could beat the train as well. (Back in 1930, the average annual income in the UK was £165)

The original version also had a champagne and crystal glass holder, but no seat belts.

Despite being off to a bad start, Barnato

managed to beat the train by a few minutes, but when the French authorities got wind of his exploits, he was fined for illegally racing and paid a hefty fine. The story became infamous and the Speed Six became a legendary vehicle.

The engine block was restored to perfect running order, using original and custom-parts.

The boot of the car holds a beautiful surprise as well.

A fancy tool organizer, recreated according to the original specs.

The toolbox folds up to reveal a red velvet trunk, with ample room for the discerning 1930's man of wealth.

The Blue Train version produced 200 hp, reached a top speed of 200 kph (125 mph), and won the 24 Hours of Le Mans race in 1929 and 1930. In both races, the driver was none other than Barnato – the Chairman of Bentley Motors.



Images courtesy of thewholecar.com

Thanks to Kevin Harris for the article.



ClutCChatter...

By Allen Bachelder
No 10. September, 2015

Great month, August. I drove the Magnette to John Twist’s University Motors Summer Party August 7th-8th-9th. After all the time spent working on the shop, and in the shop, it was so nice to just drive and enjoy. In any vintage British car, getting there is always at least half the fun, and no exception this trip. Could it have been better? Yes, due to family commitments, Florrie had to bypass this trip, but she insisted I go anyway – so I did! Under the circumstances, though, I elected to minimize the time away from my bride, and resorted to the interstates. OK, neat thing in an “1800” five-speed Magnette is that it is immanently possible. In fact, it brought a big smile to my face noting that I had covered 192 miles in 2 hours and 56 minutes, and top-up as I might, I could not get more than 6.3 US gallons in the tank: 30.5 mpg. On Imperial gallons it would have been more like 38 mpg.



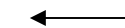
Reinaut Vogt’s superb 1933 M Type Midget

If you think I’m going to convert this all into liters per 100 kilometers, forget it. I quit doing that after converting my 2X4s to 5X10s last month! My average speed was 66 mph including my two gas stops and two slow construction zones. Outside of that, I drove 70+ mph wherever possible, while never exceeding 3000 rpm while cruising.

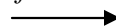
Some of you will recall that University Motors Summer Parties of Old numbered up to 600 cars on the field. Since then, hundreds of British car shows have sprung up all over North America and fewer people are making the annual trek to Mecca. This year we had perhaps 120 cars – downright intimate!



It’s the Real Thing – a ’76 B V8 from the UK



Geraldine “struttin her stuff” on the field



Hey, and we came home with first in the MG saloon lass! And just how many cars were there in that class? Well... uh... er... we lost count after one... At any rate, our Magnette won her points on the trip. In October, we’re giving her a bit more exercise: the Shenandoah Valley British Car Festival in Waynsboro Virginia on October 2nd and 3rd, followed a week later by the Cape Cod British Car Club British Car Festival in Sandwich, Massachusetts, with a few days in between to kick around upstate New York. It just so happens that the North American MGA Register has declared October 3rds “Drive Your Magnette Day”. For us it certainly will be. Well... it could be “Repair your Magnette Day”. We’ll be striving for the former.

‘ See you on the road...



COME MOTORING WITH ME THE STYLISH THIRTIES



By David B Kelley

AUSTIN - Sports-Bodied Austin Sevens of the 1930 Ulster were not outstanding fast, but they gave many drivers an insight into road holding and the response of a true sports car.



Austin Ulster

ARMSTRONG-SIDDELEY - This car was best sedans, but the company also produced such as the 5 liter six-cylinder Siddeley special with a hiduminium-Tourer of 1932 is shown. (The are one of the three main groups of high-aluminium alloys).



Arm.Sidd Alpine

known for its staid and dignified produced s number of sporting models deley special with a hiduminium-Tourer of 1932 is shown. (The are one of the three main groups of high-aluminium alloys).



Wolseley Hornet

strength

WOLSELEY - In 1933 a Wolseley Hornet Special was introduced with a six-cylinder engine of 1.3 liters. In 1934 the engine was boasted to 47bhp to reach 75 mph.



AC 16/60

AC - In 1933 a six-cylinder, 2 liter sporting chassis appeared. It had a four-speed gearbox. The car as shown is a four-seater 16/60 dating from 1933. There

was a 16/80 model too.



Riley Lynx

RILEY - The Riley Lynx was based on a Sprite chassis. This car was more a Tourer but retained the Sprite's highly tuned engine.

SINGER - The Singer Nine Sports was introduced in 1932, with a 972cc four-cylinder engine. The



Singer 9 Sports



Singer LeMans

Singer LeMans had the same engine used in the Singer Nine Sports. This model was available as a two or four seats. In spite of a two-bearing crankshaft its overhead-camshaft engine was capable of sustained high revs.

MG - One of the rarest of all MG's the 1932 1.3 liter Magna which Cecil Kimber had developed



MG Magna

from the six-cylinder 1930 Wolseley Hornet chassis. The Magna was later developed into the supercharged sports-racing K3 Magnette which had a 1.1 liter 120bhp engine. Tourer nettes were available seats. The four-seat bucket seats in front. engine developed



MG K3 Magnette

K and N series MG Mag- with either two or four MG K1 Tourer had The 1.1 liter six-cylinder 40bhp. The two-seater

ND was built from 1934 to 1936. MG's P-type chassis was built from 1934 to 1936, with 847 or 939cc four cylinder engines with a shaft-driven single overhead camshaft. Open two-and four-seater bodies were available. MG also built sedans before world War II, such as the large, four-seater open tourer like this 1936 SA. It was powered by a six-cylinder single-overhead-camshaft engine of 2.0 and 2.2 liters.



MG SA



The Challenge of Resurrecting the King's Special

The actual reconstruction of the King's Special required a lot of machining, metal forming, casting of iron and aluminum, welding, painting, and other things, but the car wouldn't have materialized if it wasn't for a group of dedicated researchers finding the exact make-up of the original vehicle. Even when I learned, around 1984, that I had significant parts of the chassis of the old racer, I still had reservations about the possibility of ever rebuilding the car to any degree of historical accuracy. There was just too much of it missing. It was a homebuilt car in the first place, and, by the 1980's, sixty years after it first appeared on the track, there were very few people around who had any recollection of the car, let alone, be able to help us with specific details. However, I had totally underestimated automotive historians! In due course, practically every detail of the car became known, from the good luck charm that was embedded in the dash board, to the brand of gasoline and oil that went into the engine. As the years went by, each new discovery kept us wondering what could possibly come next.

The fellow who became our lead investigator was Kevin Mowle. As a Model T racing enthusiast, he was the first to show me an old newspaper clipping that described a bit about the King's Special, that also included a picture of the car; however, only a small part of the racer could be seen. A year or so later, he was able to get his hands on more pictures, first showing only the right side of the car, but later, photos from all angles. While he was searching the Thunder Bay area for clues, Kevin broadened his base to Model T enthusiasts throughout the world. Through those contacts, he was successful in identifying our engine as a "Victory Eight Roof" and even supplied me with copies of the actual drawings that the inventor had sent to the US Patent Office for approval of one of his overhead camshaft designs. This was followed up with copies of original advertising copy that showed our model of Roof engine mounted in a chassis with all of the accessories attached: carburetors, magneto, water pump, and even the oil lines. An even more impressive discovery was to come: Kevin had acquired original film that had been taken in 1933 and '34, and then had a VHS tape made of the portion that had to do with car racing. It shows the King's Special on the track at the peak of its career. Kevin also located mechanical drawings of a 1920's Indy-styled racer that became the blueprint that I later used in the reconstruction of the King's Special body. He also found a manual for Winfield carburetors that feature the 1930 carburetors that I was able to acquire. Kevin linked me up with fellows who were able to provide me with many of the extremely rare parts that I needed, and was responsible for reproducing the two castings of the timing chain cover that were missing.

Besides Kevin, two museum curators in Thunder Bay, as well as several other individuals, stepped forward to search for more information about the car. Besides more pictures and memorabilia, they located two veterans of the 1920's racing era who were able to answer many of the questions that came up. Accounts of ten years of formal racing, starting in 1925, were found on micro-film in the Fort William Library, recorded originally by the two local newspapers of the time. Enough information was known by 1999 that I was able to complete the chassis, and over the next few years, the body began to take shape, with pictures of the car and the blueprints mentioned above being the main sources of information. The one thing that was still vague was the appearance of the dashboard. I was told that it was Spartan, with only one gauge to measure oil pressure (temperature was indicated by the Motometer on the rad). There also was a kill switch for the magneto, and a spark control. But, was the dash wood or metal? Both materials were used on the early racers. The dilemma was resolved in 2010 when the car was on display in Thunder Bay. Through sheer luck, a man appeared on the scene who knew what the dash board looked like.

Bill Kelso, then in his 91st year, approached the curator of the Duke Hunt Museum and asked if he would be allowed to touch the car. By then, he was totally blind, and had lost an arm during the Second World War. With no sight, and with only one hand, he examined the car from one end to the other, comparing what he was feeling to his vision of the car as he remembered it in the 1930's, almost 75 years before! Apparently it had been for sale in Fort William for about \$25, but he turned down the chance to buy it then because he had no place to store it. The present version of the car was just as he remembered it, but a whole lot smoother. In "1937 or '38," he exclaimed, "it had been pretty track-worn." He also remembered the tires being skinnier. But, the big difference was there was no hole in the dash board! The car originally had an oak or mahogany dashboard, he said, and there was a hole you could stick your finger through on the left side of the steering column. It was about the size of a silver dollar, according to Bill. When he asked the vendors what had been there, they claimed that there had been a coin or medallion that was used as a good luck charm.



I decided to purchase a 1930 Canadian silver dollar and embed it into the dash, thinking that the year of the coin would match the rest of my restoration efforts. To my dismay, I learned that Canada didn't start minting those coins until 1935. So, I turned to English coinage for a similar-sized piece, since the builders of the car were originally from England. A 1923 Florin was my final choice: the date corresponded to the year the King Special was conceived; and, the embossed Imperial Lion on the one side of the coin matched the crest that is painted on the wind-deflector of the car, the same heraldic design that appears on the King's family coat-of-arms.

Continued on page 9.



The Challenge of Resurrecting the King's Special Continued

With that bit of detail, I was satisfied that the present King's Special was as close as I could ever get to attaining "historically correct" status for the car. After all, what else could possibly show up that hadn't already been discovered? Then, surfing the Internet one night, I came across the following ad:

The SALESMOTOR for September, 1930 23

Wins Dirt Track Races with Marvelube and Premier Gasoline

By H. C. BUDD, Salesman at Fort William

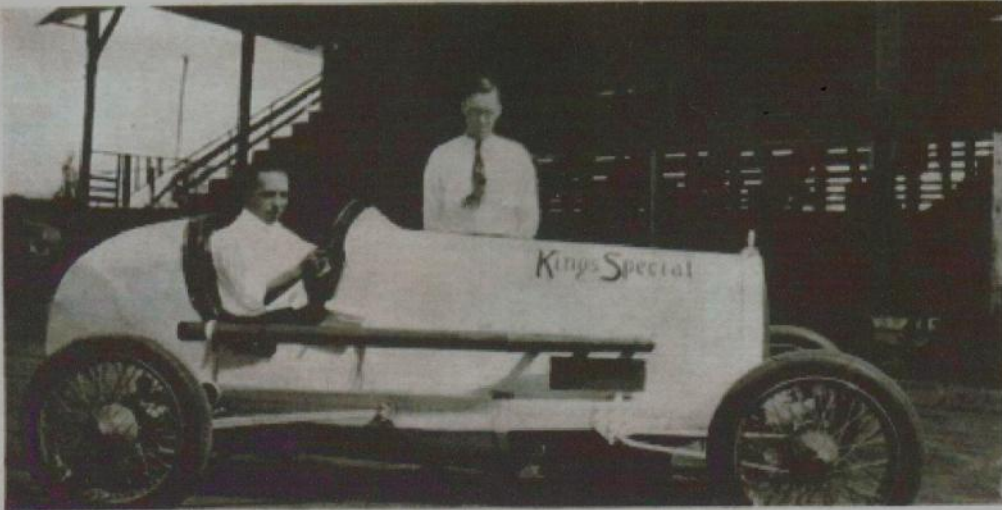
IT WAS NOT ON THE INDIANAPOLIS Speedway, nor on Daytona Beach. It wasn't with a sixteen-cylinder super car, that took umpteen thousand dollars and the brains of eminent engineers months to perfect.

It was just a Ford—fitted up by a level-headed local lad, Art King, in his spare time, with little expense. It performed on August fourth, on a half-mile dirt track at the Fair Grounds in Fort William. Yes, we have speed races—every Civic Holiday—even in this isolated neck of the woods. Our track is not the best in the world. Ask the boys how deep the pot holes were by the end of the last lap. But here are the results:

1. One Mile Matched Race—
King's Ford Special won from Hudson Super-Six. Time, 1 min., 13 secs.
King's Ford Special won from Dreadnaught. Time, 1 min., 10 4/5 secs.
2. Free For All—2 1/2 mile—
King's Ford Special won its heat. Time, 3 min., 5 1/5 secs.
King's Ford Special won semi-final. Time, 3 min., 27 secs.
3. Final One Mile—
King's Ford Special won from Dreadnaught.

Naturally, when Art King, genial owner and builder, and Frank Colosimo, nerry driver, prepared for this hard day's racing, they wanted Marvelube in the crankcase. And, of course, Premier gasoline was the fuel. Apparently the Ford was well content, for they didn't have even to clean a spark plug.

Incidentally this same Ford holds the official half-mile record for this thirty-foot dirt track, also made with Marvelube lubrication.



Art King's Special—a fitted-up Ford—which cleaned up in races at Fort William on August 4, using Marvelube and Premier gasoline.

From the Internet file, "Let's Race Thunder Bay"

This is the latest piece of information gathered by Alan..... Ed



The Bluewater Austin-Healey Club presents the

J's Performance Invade The Close CAR SHOW

**7th
annual**

All Car Makes Welcome

***Featuring All Sports Cars,
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Saturday, Sept. 19, 2015 10-3

All proceeds to benefit the Salvation Army A United Way agency

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- ↳ People's Choice awards
- ↳ Door Prizes
- ↳ Dyno Raffle
- ↳ Classic Motorcycles

- ↳ Cost: \$10 per car
- ↳ No advance registration - just show up and pay when you arrive!
- ↳ Spectators free, donations of cash or non-perishable food welcome
- ↳ Food, refreshments
- ↳ Rain or shine!

Contact info
 Dan Moore 519-542-3848
 cheryl.moore99@sympatico.ca
 www.bluewateraustinhealeyclub.wordpress.com

Rutherglen Close runs south off of Lakeshore Road,
 halfway between Murphy Road and Modeland Road.
 Google Map: <http://tinyurl.com/yhww2gv>