



MONTHLY NEWSLETTER of the Bluewater British Car Club

AUGUST, 2016

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

JAGUAR MK II ENGINE REBUILD IN PROGRESS

With a puff of grey white smoke coming from the exhaust of our 1961 Jaguar Mk II, 3.8, on the way back from having coffee, it was obvious that we had a major engine problem.

When the car was bought, there was a written report from the restoration company describing the restoration of the body and some of the mechanical work done to the car. All I had on the engine was a verbal that the engine had been rebuilt. This turned out not to be true when the engine was opened up. Almost rusted through head bolts and much more, made it obvious that although the engine had been worked on many years ago, nothing had been done recently prior to us buying the car.

There was only one thing to do and that was to have the engine completely rebuilt. I put a call into my friend from Australia, Garnet Thistlethwaite who specializes in rebuilding Jaguar XK engines. About a month later he got me in and I had the car trucked to his place of business in Woodstock.

With the engine out and totally disassembled it was obvious that the engine block was cracked. This was not the first time, as it was apparent that it had been cracked and welded up previously. With luck Garnet managed to source another 3.8 block in excellent condition. This was sent off and cleaned up and machined to spec. In the meantime the engine bay which had been sprayed with undercoat was scraped clean and repainted black as per original. The aluminum head was sent off and tested, valves redone, with new valve guides and what ever else was needed.

Included pictures show the progress so far. Assembly is just now beginning to take place. While there I am also having a few other mechanical issues looked after. Other projects in his shop ongoing are an early Morgan, a Rolls Royce engine, another Jaguar Mk II, which is getting a total restoration. On the wall is his old Jawa dirt track bike from earlier years. His red 49 MG TC which is in concours condition is his pride and joy and is used on a regular basis and makes the rounds of the show circuit. While there, we went out for a ride in it and it brought back memories of the time of my life in Sydney, Australia when I had both a 47 and a 49 MGTC. Garnets other personal projects are an early Jaguar Mk I 2.4, and another MG TC.

So that's the progress so far, hope you enjoy the pictures included .

Kim R.





Bluewater British Car Club Minutes



Date: **July 13, 2016.**

Number of Members present: Dinner and Meeting: 16

Location: Home of Bill Vandenheuval and Jackie, in Port Lambton, ON

Minutes respectfully submitted by: Secretary, Sandra Cronk

1. Call to order: President, Kim Rutherford, called the meeting to order at 8:20 p.m.

He thanked Jackie and Bill for hosting the meeting tonight and welcomed Brian and Linda, neighbours and former British car club members.

2. Approval of the Minutes of the **June 8, 2016** meeting.

A motion to approve the minutes as printed was made by Allen Bachelder and seconded by Barbara Warwick. It was carried.

3. Treasurer's Report: Treasurer, Roy Overton, reported we had an income of \$70.00 consisting of \$50.00 for an ad and \$20.00 for Dave Johnson's membership. The current balance is \$1197.75 with the British Car Council insurance being paid.

There being no questions, the President stated that the report of the Treasurer will be filed.

4. Unfinished Business:

1) If there is a need to have representation from our Club to the British Car Council, Allen Bachelder has offered to go. The Club would sponsor some of the expenses.

2) July 8th to 11th - The Mad Dogs and Englishmen trip to Kalamazoo, Michigan was reported to be excellent, by the six members who attended.

3) July 17th - Hobbyfest is this Sunday: Let Byron know if you are willing to participate. We have five cars so far. He is taking the gazebo for shade.

5. New Business:

1) August 4th - Hot August Nights is a nice show held at Canatara Park with music and some food, or bring your own picnic.

2) August 5th & 6th - Old Autos Car Show in Bothwell.

3) August 10th - Monthly Meeting will be held at Laura and Kim Rutherford's in Sarnia. You are asked to bring a salad.

4) September 18th - Bronte British Car Show, Burlington, ON. This year is the 70th anniversary of the making of the Triumph Roadster. Our own Michael Walton and his car have been chosen to represent the marque that day. Congratulations Michael!

6. Announcements: We were very sad to learn from Barb Warwick that our dear Paul Hicks has been admitted into St. Joseph's Hospice today.

7. Adjournment: Allen Bachelder moved to adjourn the meeting at 8:41 p.m. It was seconded by Laura Rutherford 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: Kim Rutherford, Allen Bachelder, David Kelley, Sandra Cronk.

Photo credits: Kim Rutherford, Al Cronk, Allen Bachelder, Byron Warwick.



From The President's Garage



Thank you Bill and Jackie Vandenheuval for hosting the July meeting. A good time was had by all in their beautiful riverside home in Port Lambton. A great meal prepared by Jackie and supplemented by extras from the club, made for an enjoyable evening. Thanks also to Roy O for organizing the clubs food portion.

With the meal and the meeting concluded we left for home at about 9.00pm. No sooner had we left, when the heavens opened and I don't think I have ever driven in a more torrential downpour. Just glad we were driving the Jag XJ, progress only amounted to moving along at 30 mph, vision terrible. However we made it, more power to the Cronks who were following us in their MGB. I imagine a towel would have been in order to stay dry!

I understand the trip to Mad Dogs and Englishmen went well, also Hobbyfest. I did not go to either. So a good month and more to look forward to in August.

As mentioned in another article the Mk 11 is moving along and am super impressed by the progress so far. Just lucky to have someone so qualified doing the job. Sarnia no longer has a garage that caters to the older British Sports cars .

Summer is well and truly here so lets enjoy it to the full

Happy Motoring ,

Kim R.

FAREWELL TO OUR DEAR FRIEND AND MEMBER PAUL HICKS OUR THOUGHTS ARE WITH JEAN AND ALL OF PAUL'S FAMILY



Paul Curtis Hicks

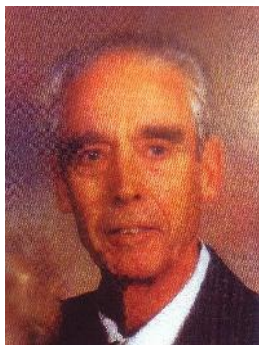
March 26, 1927 - July 18, 2016

Paul passed away peacefully with family at hand in his 90th year. Son of George and Inez Hicks; loving and loyal husband to his wife and best friend of 63 years, Jean Hicks; proud father of three sons and their wives, David and Charmaine Hicks, Donald Hicks and Janice Conroy, Neil and Carol Hicks; beloved grandfather of Jason and Chelsea Hicks; older brother to Ruth Hicks and sister-in-law Enid Collacott.

Born and raised in Windsor, Ontario, Paul attended Patterson Collegiate and Assumption College, then took his Engineering degree at the University of Detroit.

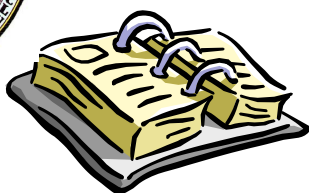
He finished his 35-year career at Ontario Hydro's coal fired generating stations in Windsor, Toronto and Corunna when he retired from Lambton G.S. in 1987. He served faithfully in many roles at Baptist churches in Windsor, Agincourt and Central Baptist in Sarnia.

Paul was a hands-on British car buff, world traveler, bad golfer, photography enthusiast and book reader. He was universally loved and respected by family, in-laws, colleagues, friends and friends-of-friends for his kindness, generosity, humility and gentle humour.





Calendar Of Upcoming Events



CALENDAR of EVENTS 2016

August

- 4 Hot August Nights, Canatara Pk Sarnia
- 6 Old Autos Car Show-Bothwell
- 6 Wambo at Wallaceburg
- 10 Monthly meeting Kim & Laura R

September

- 11 Battle of the Brits, Dearborn, Michigan
- 14 Monthly meeting at Mike and Alines Brights Grove
- 17 BAHC Car Show
- 18 Bronte British Car Show

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

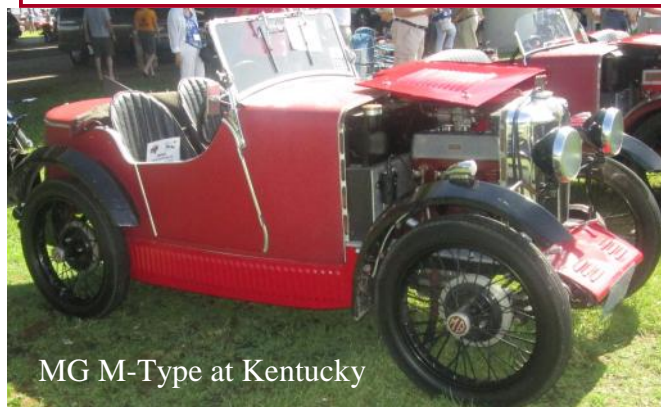
AUGUST MONTHLY MEETING

Wednesday August 10, 2016
Arrive at 147 Watson Street Sarnia after 5:00pm
if you wish to swim or chat.
Dinner at ~ 6:00pm
Meeting to follow.

Bring a salad to share, BYOB and lawn chairs.

Pulled Pork and Buns by BBCC.

RSVP: by August 5th to
kimruthrford@teksavvy.com
or phone 519-337-8586



MG M-Type at Kentucky

Car for sale

1954 MG TF Early build, S/N 1093

Seen at the Mad Dogs and Englishmen car show

At the Gilmore Museum in Kalamazoo MI

Shown by Bill Stockham, the car was restored
by Bill's father-in-law, in 1989, Bill helped.

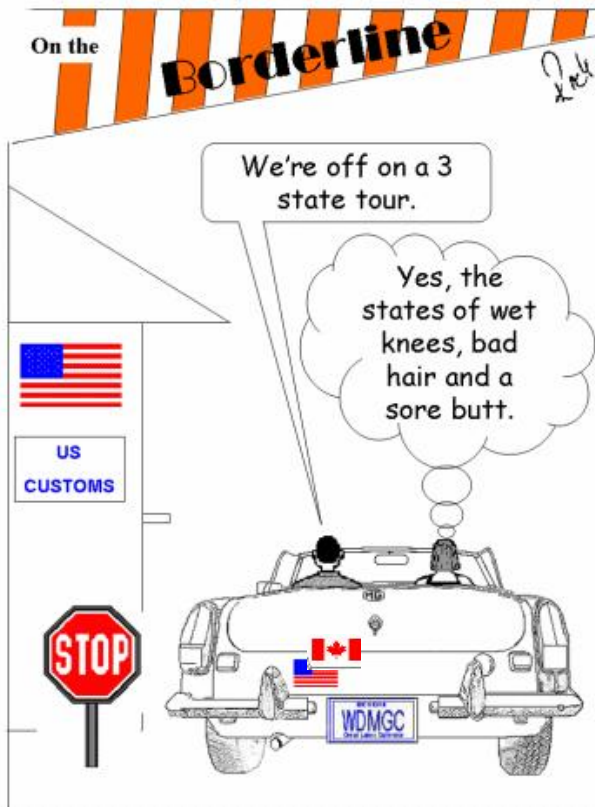
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Denton MI





Mad Dogs and "The Three MG-Goes"

By Al Cronk

Allen and Florrie Bachelder deserve Five Stars for providing our club with a first class trip to the Mad Dogs and Englishmen show near Kalamazoo, Michigan. Because of the extensive research into the excursion, and arrangements made months before, the four-day event was a tremendous success. Even the weather co-operated, although someone suggested that it was Thursday night's trumpet solo dedicated to the rain gods that had something to do with it.

Friday was our travel day, which got off to a bad start for us. I had left our car in the driveway the night before with the cowl vent wide open, so I started the day by bucketing out water from the driver's side floor pan. Then, at Customs, I was informed that my passport had expired. Fortunately, since it had run out only two days before, I was able to continue with our plans. The route through Michigan proved to be as scenic as it was unpredictable. The early road engineers must have been given very wide parameters, such as, "Go westerly, gentlemen, with a southern bias, but when necessary, go north; however, never proceed in a straight line more than 1000 feet." And when it came to paving the roads, they must have been told to leave stretches of gravel so that signs, "Pavement Ends" could be prominently displayed. "Road Closed" signs were also put up here and there to challenge the wits of those who dared to travel there. Nevertheless, our fearless leader was able to master every set-back and even when things looked hopeless, he was able to ask, "Are we having fun yet?" Allen well deserved the honorary title, "DDS," (Doctor of Detour Strategy). The Bachelders built into our schedule regular pit stops, and at meal times, they located some of the most quaint and historic restaurants and pubs that served the greatest food. One particularly impressive place was the White Horse Inn in Metamora which dates back to 1850: the food was great, and the building is an architectural marvel. After a day on the road, we were happy to have supper and book into our hotel.



Saturday found us touring two restoration shops: Eclectic Motor Works in Holland, and University Motors in Grand Rapids. We were all impressed with the facilities at Eclectic where they fabricate and restore anything that you are willing to pay them to do. The owner has an interest in British cars but also owns several other makes including Fords as old as 1906. The ladies were particularly interested in an MGB GT that was getting an engine transplant: a Mazda twin overhead cam with oodles of horsepower. They were asking about the rear end ratio, the choice of transmission, and the way the air conditioning system was driven. The guys, on the other hand, were discussing whether we were going out for Mexican, Italian, or Thai food for the evening meal. (Well, now that I've studied up the photos taken that day, this may have been the other way around).



The tour of University Motors was an experience I had really been looking forward to; I had read and heard so much about the legendary John Twist. In person, he was every bit the "larger-than-life" MG guru that I had imagined, taking a keen interest in our small group and introducing us to the world of professional restoration of our little automobiles. In his showroom, he had an Austin Healey totally refurbished, but most of the vehicles in the shop were MG's, of practically every year and condition. A green TF was in the final stages of assembly when we visited. Besides having every imaginable wrench and piece of equipment that is necessary to restore British cars, John boasts one of the greatest collections of literature as well, including manuals and technical articles, but also fictional novels involving British automobiles. John is still willing to accept phone calls during a specified time each week and will help frustrated MG owners diagnose problems and suggest solutions for them. John's University Motors is definitely a unique business.



Continued on Page 8



ClutCChatter...

By Allen Bachelder
Volume II, #8. August, 2016



In this issue, you will read Al Cronk's account of our July trip to Kalamazoo – the highlight of the month for us. Al has already given our heads reason to swell, and we thank him most kindly for his many generous remarks. While our egos are bursting, we have other reasons for writing about this event – not to supplement Al's wonderful account – which indeed needs no supplement – but to compliment it with some more observations rather separate from the event itself.

First of all, events like this are not hard to plan. They do involve some thoughtfulness, and a



little hope: will that restaurant with the incredible website really be as great as it looks? Will that hotel be free of bedbugs? At some point you have to take some things on faith. even if you've never done this before (and we had only done it once) don't be afraid to take on the challenge. It's not rocket science, it's nice if a little luck is with you.

Second of all, **but no less important**: choose your travel companions carefully. There's a wonderful selective factor operating here – one so common to us all that we tend to forget it: we're all vintage British car enthusiasts. People who drive these cars have a built-in tolerance for unexpected adventure. Cronks, Warwicks and Bachelders all knew and enjoyed each-other beforehand, but there's nothing like four days and 754 miles of obscure backroads in vintage cars (average age: 56 years) to test friendships and we all emerged with deepened respect and affection for one-another. That's the true measure of friendship and fun. Al pointed out that there's nothing like three guys who freely indulge their wives with a day of visits to restoration shops, even though the guys would much prefer to be seeking out crafts, quilting, and knitting shops. But all were willing to take it in stride.



Those three vintage cars all performed flawlessly, and never dominated our social conversations. We did have other difficulties to discuss instead: what do you do when you're on a **VERY** obscure back road and rather suddenly come across a barricade and a "road closed" sign? The answer is that you back-track as necessary until you find an alternate route. But accepting that answer involves some generosity of spirit and good cheer, all of which was ample among the six of us. It also helps if you have Warwicks along – capable and willing to lead us out of the wilderness in a foreign country.

Sharing an adventure with vintage British car folks is a guarantee of good times and deepening friendships. For those of you who couldn't join us this time, we will cook up another adventure sometime if you will just join us. You will not regret it!

' See you on the road.

**AUTO TRIVIA****TIME TO TEST YOUR MENTAL METAL***By David B Kelley*

1. In 1957, inspired by the success of its three time Le Mans-winning D-type race car, Jaguar planned a limited production run of road equipped Jaguar D-types with proper windscreen and roadster tops, Only 16 were sold before a disastrous fire destroyed the assembly plant. Can you name the car?
2. Engineer Colin Chapman once said he built the cars he wanted to own. He's famous for founding what car company?
3. The ubiquitous MacPherson strut was invented by an America Ford engineer, Earle S MacPherson, but was first used on a British car in 1950. Do you know the car?
4. This popular Ford was named after the Mediterranean's "Island of Goats". What was it?
5. What car company used the ad slogan "Grace, Pace and Space" ?
6. What do Charles Sykes, René La Lique and Avard Fairbanks have in common?
7. What was the first British automaker to export its cars by selling its first models in North America over 50 years?
7. In 1949, early publicity of this utility vehicle showed it as a "Farmer's Maid for all work " with a variety of farming implements attached. Later Fire engine and mobile welder versions were also developed. Do you know the nameplate?
9. This automaker brought disc brakes to the World's at Le Mans in 1953. Five years later they appeared on the company's road cars . Can you name the carmaker?
10. In 1975 this coach builder, which originated in Belgium before moving to England, became part of Jaguar. Do you know it?
11. In the 1967 British movie "Robbery" a hair-raising pursuit with police and felons features two Jaguars. Can you name them?
12. Thirty years after MGB's birth this automaker revived the seminal sports car in the 1990's, giving it a thorough revamp and a V8 engine to create the MG RV8. Can you name it?
13. This British luxury carmaker, probably most famous for its wins at LeMans in 1929 and '30 with its famous "Speed Six" model recently returned to racing in North America for the first time in 81 years. Can you name the automaker?
14. The "Carmargue" is a flat marshy plain of the Rhone River in France and also a model name used by what car company?
15. This car's hood ornament is a "Flying B". Is it Bugatti, Bentley or Buick?
16. Ford Motor Co. had a large presence in the most recent James Bond flick "Die Another Day". Can you name the three vehicles manufactured by Ford or its subsidiaries that were used in the movie?



Mad Dogs and "The Three MG-Goes" Continued from page 5

Our final destination, of course, was the All British Auto Faire XXVI that took place on the Sunday at the grounds of the Gilmore Mu-



hard to imagine a field of 400 in central Michigan, but it's a leader was the first to register distinction of having registra-

register on site, but were proc- place to park with other vehi- tour the field and examine the range of restorations that were on display, from "display what you brung" driv- ers, to 100 point professional restorations. There were cars that were absolutely tiny and were propelled by wee two-stroke engines such as the Frisky Sport, to Bentleys and Rolls Royces, that commanded a presence in both mass and engineering precision. It took hours to walk around and see most of the British cars on display, but that wasn't all that was available for the spectator; the Gilmore museum is a major attraction on its own.



Situated around the main display field is a collection of buildings, many



that are wooden barn structures that were built prior to 2010. In the past six years, new brick buildings designed along the lines of early factories have been erected. Within all of these is a massive collection involving in excess of 400 cars, all immaculately restored and displayed in very attractive settings. Cars range from the 1800's cycle cars to the massive Classics of the 20's, 30's and 40's, and the special interest cars of the final decades of the last century. There are entire barns that display a single make of vehicle, such as the Hudson and the Ford. One building represents a 1930's Cadillac Showroom and provides a backdrop for

many examples of that marque. Besides cars, there are collections of rad caps and mascots that are very interesting to see. The entire complex takes more than a day to appreciate fully, but in the day we had available, we were able to enjoy the museum to the extent that we would like to go back another time. The entire show was a great experience.

The trip home was great. None of us suffered any major mechanical problems, and Lord Byron, with Lady Barbara beside him, led the procession much of the way. For Sandra and myself, this trip was likely the highlight of our summer activities, and we wish to extend our sincere thanks to Allen and Florrie for organizing it. For another year, it would be neat to have our club's cars more fairly represented, for our entire contingent this time could be summed up thus: three cars, two colours, one make! Pity!



#1



TEST TOUR METTLE, *Continued from page 7*

ANSWERS:

1. The XK-SS. After the fire, the automaker focused on production of the new E-type roadster which was descended from the philosophy of the XK-SS.
2. A Lotus
3. Ford Consul. In the years following MacPherson struts were used on every new small Ford and are the most common front suspension system used today.
4. The Ford Capri.
5. Jaguar
6. They all designed Hood ornaments for classic cars, the most famous perhaps being the Spirit of Ecstasy that Sykes created for Rolls-Royce in 1911.
7. Jaguar
8. Land Rover
9. Jaguar
10. Vanden Plas
11. The Police were driving an S-type and the felons were in a Silver Jaguar 3.8 MK 11
12. Rover. The RV8 was in demand right up until its demise in 1996.
13. Bentley. The latest Bentley EXP Speed 8 prototype made its competition debut in the Sebring 12 hour endurance race in Florida in April 2003.
14. Rolls-Royce
15. Bentley
16. Aston Martin



Vanquish,



Jaguar XKR, and
Ford Thunder-
bird



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