



Leaping into February

This month you'll read about:

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Start Me Up Two

By Ted Moorby

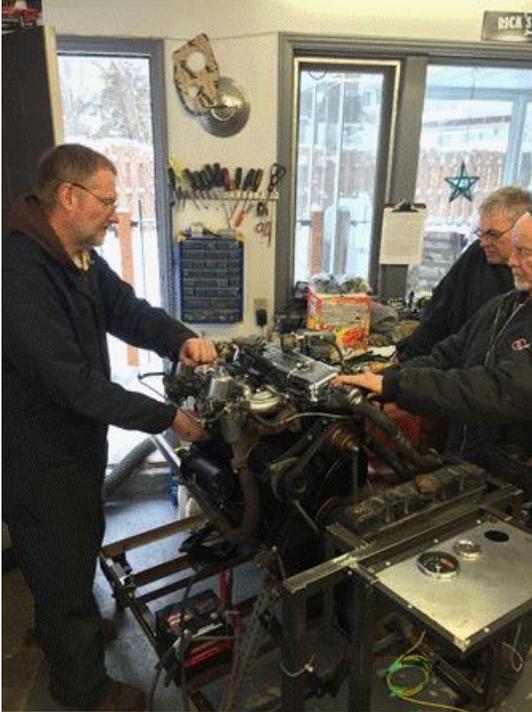
On the evening of January 13th we held another in a series of tech sessions that have been held in Rick Unrah's wonderful garage. Previous sessions at Rick's place have included: *Start Me Up* on starting up engines after they have been sitting for long periods of time, *Up in Smoke* on LBC electrical challenges, and *Front Suspension Rebuilding* and *Giving You The Gears* on transmission rebuilding.

We had 34 interested club members show up to observe, learn, socialize, add helpful comments, drink beer, heckle the presenter and generally have fun.

Our latest one tech session titled *Start Me Up Two*, was on rebuilding LBC engines. We had three very similar 4 cylinder wet liner engines on display; Rick's TR4, Rob Hawleys TR 4A and my Morgan +4, all at various stages of rebuild.

We started by going through some of the basics of how an engine works and what symptoms it might show when a rebuild would be required. Next, we went over what tools and supplies you need to do the work, including such things as: impact driver, bore scope, parts cleaner, torque wrench, ring pliers, ring compressor, cam bearing installation tool, stud remover, feeler gauge, pulley puller and a clean, bright and spacious place to do the work. (like Rick's garage) We then went through what to look for during the dismantling process, and showed some of the things like worn lifters, broken rings, and worn rocker shafts that we found during our rebuilds. Later we moved on to the reassembly stage and demonstrated how to check for things like ring gap, bearing clearances, and thrust washer gap. Next, we did a demo on installing a wet liner seelve into a block, followed by assembling a piston to a con rod along with the rings, and inserting the piston and con rod into the sleeve. We finished the two hour session off by starting Rick's rebuilt engine on Berry Payne's well designed and built test bed.

Thanks again to everyone who attended and contributed to the evening. We are looking for suggestions for a topic for the next tech session.



A Driver's Car

By Jim Jackson

How I miss my Little British Car. After 45 uninterrupted summers spent driving it, the last two years of off-the-road restoration have left me yearning to get behind the wheel again. The MGA is special to me; I know it well, it speaks to me, and I listen well enough that we can fend off failure together. Other cars can substitute but the relationship isn't the same.

I recently read *Long Lane With Turnings*, a wonderful memoir by the late L. J. K. Setright. In it, he speaks of his Bristol, and in two wonderful paragraphs which follow here, he explains that special relationship with a sporting British car. Take a few minutes to read, and I hope his words reflect your relationship with your car, if not now, perhaps after a few more summers...

"At first sight it is a very straightforward car. It is only that most admirable of human impulses, curiosity, which never reveals how very subtle the Bristol is. We may therefore forgive those who, coming new to one, find it daunting. They have heard that it is a 'driver's car', but that does not



mean that it is twitchy and dramatic. It is nothing of the sort: it is smooth and self-effacing at any level of performance a driver might choose within a considerable envelope. Nor is there any implication that the driver must be highly skilled or intelligent to obtain good results. The car does much to make his task easy and his operation efficient: all the controls are acceptably weighted, and everything is in the right place – especially the driver himself. You do not have to work hard at driving it, but you do have to work long.”

“It is not a car that you can fully exploit at your first meeting; you will need time to learn what it can do. Time is of the essence: it is almost entirely a matter of timing, of growing familiar with the unique Bristol rhythm. It is dictated by spring rates and tyre sidewalls, by the distribution of masses and the precession of poles; it is as dependable as the motions of a mechanical clock, as naturally assimilated as the motions of a garden swing – but the necessary familiarity with it takes time to acquire. Once you have done it, you can drive a Bristol well; as you continue, you learn that there are ways whereby the driver can begin to dictate to the car, not just depend on its natural behaviour. You find that you can always know exactly what it is going to do next, in response to whatever you demand; and so in due course the drive becomes authoritarian, goes through a brief phase of being a bully, and eventually emerges as boss. He can now drive a Bristol very well indeed.”

AHCM Member’s Winter Rally

By Rob Hawley and Rob Molyneux

The Sunday, February 7th rally had to be cancelled due to extreme weather and related road closures. I am pleased to advise that the Winter Rally 2016 has been rescheduled and will be held on Sunday, February 28. The starting point is the same, at Tim Horton’s at 3649 Portage Avenue, across from River City Ford. The start time is 1:00 p.m. and the end point is the Peppercorn restaurant in Oakbank. As before, please bring a fully charged digital

camera or cell phone that the navigator can use to take pictures which can be used for bonus points. Please advise Rob Molyneux at rwolyneux@gmail.com or Rob Hawley at roblinda@mymts.net if you will be participating.

Valve Cover Racing

Submitted by Peter Foreman

In preparation for the next event on the valve cover racing circuit, here are the rules, car and track information:

The cars:

- No engine, propulsion or moving weights; gravity is your friend.
- The racer must be made from an automobile or pickup gasoline engine valve cover.
- The valve cover must retain its entire original gasket-sealing surface.
- The racer can have a chassis, but the chassis cannot be inter-changed with any other valve cover body after it is registered for that day’s race.
- Nothing may extend beyond the gasket surface on the front of the racer.
- There must be a total of four wheels either side or inside the valve cover.
- There must be a non-metallic wheel surface contacting the track.
- The racer must be clean (no sludge); if the racer drips oil or grease it is disqualified.
- The racer must have a permanent number affixed to the surface.
- The racer dimensions are :
 - Maximum length – 30 inches
 - Maximum width – 10 inches
 - Maximum height – 10 inches
 - Maximum weight – 10 pounds

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- Maximum wheel diameter – 6 inches

The course:

- Consists of a launch incline eight feet long, followed by a level run of twenty feet.
- The launch incline shall be divided into two lanes, each 17 inches wide. The incline shall be three feet high at the rearmost part, and level with the course at the front edge. The front edge shall be mitered to provide a smooth transition from the inline to the run out area.
- The official starting line shall be two feet from the rear edge of the incline. A mechanized starting gate should be provided.
- The run out section consists of two lanes, which will be clearly marked or divided.
- The finish line will be marked twenty feet from the front edge of the launch incline. The finish line can be mechanical or with official judges.

The Races:

- Cars will be run in heats of two.
- Cars will be launched with their front wheels on the starting line.
- The first car to have its front wheels cross the finish line is the winner; if neither car makes it to the finish line, the car that went the farthest in its lane wins.
- If the wheels of a car should cross over the lane marker, it is disqualified and the competing car becomes the winner.
- Winning cars will advance to the next round until all are eliminated except one.

Reminders and Ruminations

- Regarding Rendezvous 2016, John Davidson wishes to clarify that the cost of the cruise is included in your registration; the line on the registration form is a means of collecting a tally of the number of people who will be taking the boat trip.
- Due to its close proximity to Rendezvous 2016, the AHCM meeting, valve cover races and car show scheduled for June 4th hosted by John Webb in Domain, is moving to Sunday, May 29.
- Thank-you to those who have submitted articles for our newsletter.

And now a note from your Healey Happenings newsletter editor

This month we are working on a couple of improvements. Firstly, we want to put the newsletter in your inbox in addition to just the website. Healey Happenings will still be available on the website, so as to inform the rest of the world of the Happenings here in Manitoba. Secondly, I would prefer the articles etc. to be submitted no later than the 5th of each month, so that I can put the issue together and try to have it in your hands by the 15.



Rendezvous - a meeting or appointment to meet at a specified time and place

Reconnoitre - to survey or inspect; make a reconnaissance

Join fellow British Car enthusiasts for 6 days of fun and camaraderie. Leaving Winnipeg, MB on Saturday, June 4th, with stops in Fort Frances, ON; Thunder Bay, ON; Duluth, MN; International Falls, MN; Winnipeg, MB and arriving in Kenora, ON on Thursday, June 9th in time for the Sunset Country Rendezvous!

For more information, please contact Chad Edwards by e-mail (c_g_edwards@yahoo.ca) or call 204-736-2755



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