

Let's Go for a Drive

Well we are all busy now with a lot of different things. Whether it's painting the house, fixing the deck or going to the cabin, none of these should be an excuse to put off that little cruise in your LBC. All that other "stuff" will be there tomorrow to do, but keeping in touch with the club group of friends is also important. It exercises our minds with the various conversations and laughter, which is just good for a person. There are lots of opportunities to get out - whether it be the Sunday Night Cruise for ice cream (or coffee - it's been a bit cool lately), the Saturday morning breakfast, a club meeting or an impromptu call out to go give someone a hand. It's good to just get out.

I know a lot of people have been getting out and helping others get their cars ready for Rendezvous. I've just completed my spring maintenance on the Bugeye and it's ready to go for the trip south to Grand Rapids. We're looking forward to it. Let's hope the

weather cooperates.

It doesn't always. I recall stopping at a duty free shop just over the US border in Minnesota with a group of LBC's (trip to Vintage Triumph Register?) when winds from a tornado warning blew by. Coming back from possibly the same trip and having to stop for an hour because it was raining so hard you couldn't see anything in front of you. Driving to Thunder Bay and having to slow down because the road was so slippery due to a Forest Tent Caterpillar infestation. Driving through the blistering heat and sun of Alberta and Saskatchewan coming back from our first Rally in the Valley in 1995. I would not trade any of these experiences because it was all just part of the adventure of going for a (long) drive in an LBC with

a group of like-minded folks.

It was 15 years ago that we were in Boyne Mountain, Michigan celebrating Donald Healey's 100th Birthday at Conclave. It was our first Conclave and included a great



Celebrating Donald Healey's 100th Birthday at Conclave '98 in Michigan

AHCM

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road trip with great people (and great organizing with the infamous trip tic compliments of Dave Gibson).

I guess what I'm saying is: get that club calendar of events out and come out and enjoy. If you're new to the club, what better way to meet people and enjoy the cars?



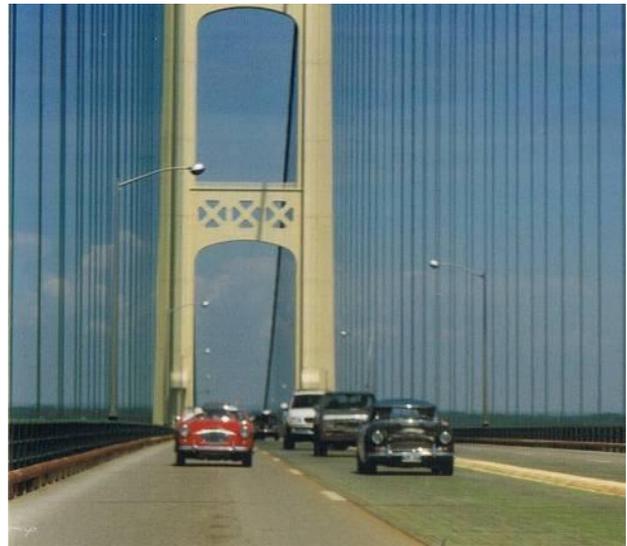
Cooling off en route to Rally in the Valley 1995



Some of the MB LBC's in the mountains that same trip



Bugeyes at Conclave 2001 at Sugar Lake Lodge



Healeys on the Mackinaw Bridge - Conclave 98

Vice-President's Report

- Richard Weide

It was 2007 when I decided to replace the sills on my TR6. Encouragement from friends dictated I should do the work myself. Of course I could find the time, I had retired months earlier and what better way was there to enjoy retirement than to slap new sill onto the old TR6. It is now 2013 and the car is still not ready. There have been a few hiccups. Why replace the sills if I was not going to replace all the metal that looked as it needed some attention. Down to the frame my friends dictated. I did as suggested after all, common-sense prevailed, didn't it.

Next, I decided to go back to work and earn some money for the "down to the frame" sill replacement. Now I had very little time to work on the car, but I did have the money to buy a few parts and occasionally forget where I put them.

Thank goodness my friends kept encouraging me to move forward. The fenders went out for reworking. The frame and tub got sandblasted. Parts were sandblasted and re-coated. Now after 6 years of slow movement, I am near completion of my first rebuild. Bit by bit I have been reassembling the TR6. Two steps forward, one step back. Sifting through handfuls of screws to find the correct ones for the interior

parts. Scratching the new paint work as I fumble with awkward pieces. Making a mental note of easier ways to get things done so don't have to take things apart to situate parts I have forgotten to install, just in case there is a next time.

My friends are still there, encouraging me to keep at it. I really do not think I would have done the job had it not been for my friends. Mind you, I would not have enjoyed the work so much if it had not been for my friends and their patience and their continued efforts and assistance.

I have to say it has been loads of fun working on the car. It has been loads of fun belonging to the clubs. It has been loads of fun knowing all the car guys and gals. I think I will look for another car that needs new sills. I wonder if Graeme and Joyce have the patience.

This & That

- Jean Caron

The second Summer Breakfast Drive brought a good number of cars and people to Elie for breakfast. Although Carol and I could not make it this time, I was told by a few attendees that it was a good location. Hopefully the weather will continue to improve so that these get together will continue to be well attended. The next one will be at The Harvest Moon Restaurant in Garson on June 15th. Remember that they take CASH ONLY.

Terry Buhay from the TDC is organizing a get together at his place of work for British Cars on Saturday, June 15th. Brian Lanoway is helping him coordinate the event and all LBC owners are encouraged to attend. Further details have been sent to everyone by Brian about one week ago. *[Editors Note: see Upcoming Club Events for more information on time and location]*

There appears to be a large number of British car owners from Winnipeg that will attend the Rendezvous in Grand Rapids, Minnesota. While I don't know the exact number, it seems that almost everyone I talked to lately is attending. Unfortunately Carol and I will be missing it as we are going to Conclave this year and I have a few things I must finish before leaving on June 19th.

Many, if not all of us in our respective British

Car Clubs, often say how beneficial it is to belong to these Clubs. Not just from the aspect of camaraderie, but also the help one can provide in solving issues that arise with these cars from time to time.

A good example of that happened to me a couple of weeks ago while Brian Lanoway was over at my place fabricating some parts for the seats of his TR8 and Tom Struthers was about to help me remove the head on my own 100-6. I had observed that I had a coolant leak, so I ran a compression test and noted that I had low compression on #4 and #5 pistons, leading me to believe that I had a head gasket issue. Brian, being a mechanical engineer, yeah he is not just a pretty face, was not convinced and said that I should adjust the valves and then go for a hard drive getting the engine good and warm and then run another compression test. At that time we found that #4 and #5 valves were tight and difficult to adjust. We ran the car up and down the gears, giving it a good 20 or so kms drive. Came back, adjusted the valves again and ran another compression test and all was well. Saved me a lot of time, effort and money. It also turned out that the coolant was not that low and likely was a little low to start with in the fall and had not noticed it. A big thank you to both Brian and Tom for this one.

On a sad note, Vince Squibb, a friend to many of us and a great British car mechanic passed away suddenly on Saturday, May 25th., at his home. He was 76. There was no funeral as per his wishes. He will be missed on many levels by all those who knew him. He was a great person with an enormous amount of patience and knowledge that he passed on to many. One of the stories I remember best about Vince is that Hugh Arklie had recurring problems with the front brakes on his TR3 and, after futile efforts to have it taken care of at another shop in Winnipeg, I suggested that he brings it to Vince who worked mornings only at West Car Service. He did and when he explained his problem to Vince, his reply was that he recalled a Bulletin put out by BMC in the 1950's about that brake issue and knew what to do to fix it. How do you ever replace that kind of knowledge? You simply cannot.

May 31st also marked the end of an era. Metro Motors, a place that was a staple of car business and a gathering location for many of us,

closed its doors after more than 45 years at the same location. The owner Frank Mancini, operated a Fiat dealership for a while, then a BMW one and a Subaru as well for a time. In the last few years it was only Frank and his brother Vic running the place as a repair shop. In the 1960's the place was buzzing with activities and Frank once showed me a photo with three Ford GT40's that were on their way to race in Edmonton and somehow they had stopped at his shop to be repaired before continuing on to Edmonton.

I received a few articles this month showing the launch of NOJ393. This is the Austin-Healey that sold last year for \$1.3 million, the highest price ever paid for an Austin-Healey. Granted the car had a lot of history and was involved in what was likely the worst accident in all of racing at the 24 Hours of Le Mans in 1955. Right after the sale, the car was shipped to Australia to be restored by Steve Pike, well known for his work on the Austin-Healey 100S in particular. Here is the before and after photos. The new owner, who is a collector from Europe, plans to drive and race the car now restored exactly as it was before the race at Le Mans.



Upcoming Club Events

See Calendar page on our club's website <http://www.ahcm.ca/calendar/calendar2013.html> for complete listing of all AHCM events

We also included inter-club events found on Triumph Driver's Club web site <http://www.triumphdriversclub.com/events.htm>

- June 3 Club Meeting** - 7:30pm, Waltra & John Gilbert's home, Winnipeg
- June 6-9 23rd Annual Vintage Sports Car Rendezvous** - Grand Rapids, MN www.mnhealey.com/rendezvous
- June 15 Saturday Breakfast** - Meet at Graeme & Joyce Lowden's place at 8:45 am to depart at 9:00 am for the *Harvest Moon Restaurant* in Garson. *Harvest Moon is a CASH ONLY restaurant.*
- June 15 2013 British Sports Car 'Reveal' & Show & Shine**
Noon to 4 PM (lunch provided courtesy of our sponsor)
Action Car & Truck Accessories (host Terry Buhay)
1588 Kind Edward St, Winnipeg
- June 23 Sunday Drive, Church and Lunch**- Attend the church service at *St. Andrews-on-the-Red* followed by lunch at the restaurant at Lower Fort Garry.
- June 29 Saturday Breakfast** - Meet in the parking lot of the Lower Fort Garry at 8:45 am to depart at 9:00 am for *Janet's Place* in Matlock.

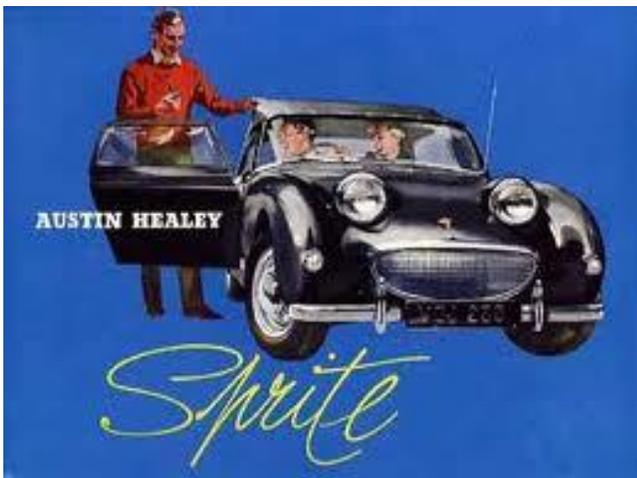
- Jul 6(Sat.)Club Meeting & Barbeque** - Joan & Bob Wilkinson's, near Bird's Hill Park, 1:30pm - ?, potluck, BYOB and lawn chair and bathing suit!
- July 13 Saturday Breakfast** - Meet at Deacon's Corner, A & W parking lot at 8:45 am to depart at 9:00 am for the **Red Wing Diner** in Grunthal.
- July 14 Annual All British Car Show at The Forks** – hosted by Mid-Canada Mini Group, more details to follow.
- July 20 Saturday Drive to Bob Diemert's Friendship Field in Carman.** Meet at the Petro Can at McGillivray and the Perimeter at 9:00 AM. Lunch in Carman. Home by 4:00 PM
- July 27 Saturday Breakfast** - Meet at **L'Arche Tova Cafe**, 119 Regent Ave W. Winnipeg at 9:30 am.
- Aug 11 British/Euro Car Show** at Headlingley Museum, more details to follow
- Aug 17 Ponemah Beach BBQ** – hosted by Brenda & Brian Lanoway, more details in an email closer to event
- Aug 17 Visit to Uncle Bill's Vavavoom Garage near St. Lupicin** - meet at 9:00AM at the PetroCan at McGillivray and the Perimeter



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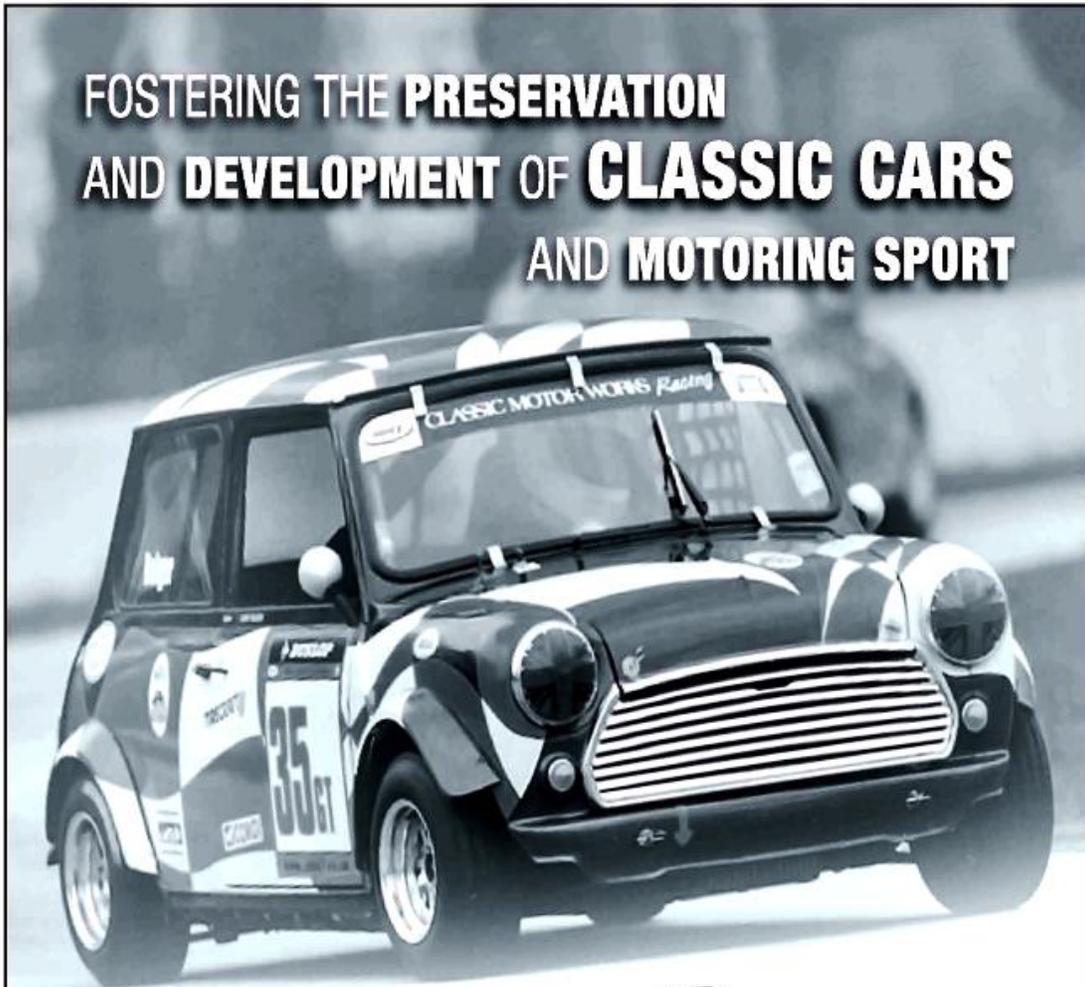
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