

## Time for Change, or Not

November has turned up on the calendar and that usually means time for change. By changing all my clocks on Sunday, I lost that hour of light in the evening but that's just part of the season. I started with changing to storage insurance on the car, changing the oil to fresh oil (so it will be ready for spring), changed to winter (brrr-r-r) oil in the daily drivers and changed tires to snow ones too.

For most of us it has changed from driving season to resto or over winter improvement season, including checking catalogues or websites for parts like carpet kits or some new chrome for next season. I hope that the resto season will bring a change projects – I hope to start working on my 66 Mini once again after being in “VW” mode for the last three years. Let's hope it goes well. (Editor Ann's note – I'm hoping for a change in plans - that our 1960 3000 nudges the VW's and Mini this winter so we can get it on the road again while Alex can still fit in the rear seats!)

The one thing that has not changed this year and going into the next is the Club Executive. All members have agreed to stay on the second term.

Now for a change in pace – it's been a long time since we have had a local car rally. Thanks to Ted Moorby for celebrating his dog Cooper's birthday

with a Photo Rally. Through the south side of the city, there were nine cars involved and 21 people in the 1 ½ hour event. It was good to get out and drive for a reason and test the relationship with your navigator. We saw some hidden corners of the city and had hotdogs and birthday cake when we returned. Congrats to Al and Diane McMillan of the Triumph club who won the tie breaking question

against Rick Unruh and Barb Engel. Thanks to the Moorby's for putting this on and to Cooper for sharing her day.



My own personal travels through the month have uncovered a few interesting things (in my mind). On a recent trip to the USA for the weekend, I stopped at a pawn shop and for \$1.25 I found, in an original package, an Austin Mini Hot

Wheel from a 2002 edition. I'm always looking for the LBC's in Hot Wheels and Matchbox, and now have a few shoe boxes full. For now they are hidden so that Alex does not open up all the packages.

I was out looking at some vintage VW parts for my pickup where in the side of the guy's garage, covered in boxes, was what he said was a 1955 Jag MK 7 “M” with 49,000 miles on it. The car was partly disassembled but complete. He also said it was the first Jag model to have an automatic transmission in

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**AHCM**

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it. This just goes to show what can be hidden in all those old garages around the city.

Enjoy the changes this month.

## Prez Report

- Roger Morcilla

Hello Folks!

Well, 2012 driving season has come and gone and the Big Healey is now all cleaned up and tucked away for the winter!

This summer has been very busy for our club with the Saturday morning breakfast drive organized by Jean Caron.

The Biggest event of course is the SOLD OUT 2012 Rendezvous held in Kenora Ontario! Many members from the 4 Manitoba British car clubs participated in the fun filled weekend of great fellowship with other members as far away as Wisconsin!

My hat goes off to Tom Struthers and Brian Lanoway and all of the volunteers that made this event very successful! (Fantastic Job Everyone).

Although winter is here our club will be planning some indoor activities to help us get through winter a lot quicker! The one I know of is Tech Sessions at Jean Caron's garage Thursday nights, so stay tuned!

The Professor's 66 MG Midget is nearly complete, I have been working on this project for a year now soon I will start the engine get her running and cleaned up for the owner to pick up.

Next in line is a 1959 Austin Healey Sprite MK1! I guess my 1966 Triumph TR4A, and my 1955 100-4 is sidelined again!

On another note, the final club event of 2012 is fast approaching! The annual AHCM Christmas Dinner is Friday December 7 at Rembrandts Bistro in Lockport MB. Dinner menu have been sent out by Graeme Lowden for dinner selection. We will also be doing the Gift Exchange and a possible guest speaker (George Chapman) former racer back in the 50's & 60's. So please plan to attend!

See you all December 7!!!

## This & That

- Jean Caron

I just cancelled the driving insurance from my Austin-Healey yesterday, Nov. 4th, so the driving season is officially over for me. Not sure about the rest of our membership, but I would imagine that most have their cars off the road by now. This is not to say that all the cars are lying dormant for the winter months, certainly not judging by the number of restorations and work being done by many within our Club. Here is a sample of what is going on, and this is just what I found out in the last few days:

Barry Payne, one of our newest Club members, has his Triumph TR-3 at home now, pretty well all dismantled, and the chassis is ready for sandblasting.

Helmut Friedrich has retired from his career with the Credit Union and has resumed work on his MGA; perhaps we will see it on the road next summer.

Richard Weide has been able to sneak out of his office on Wednesdays to work on his Triumph TR-6. Not much is left to assemble so this car should certainly be on the road in the spring of 2013.

Steve Thompson also has his Austin-Healey BN7 completely dismantled and the chassis ready for sandblasting as well.

Tom Struthers, now recovering from a nasty fall while working on his Austin-Healey 100 and breaking two ribs, has finally cured the brake issues that had plagued his 100 for quite some time. His Healey will soon be ready for its Conclave 2013 trip.



Graeme Lowden and the Wednesday Gang are progressing well on Joyce's Lotus. This is another

car that should also be on the road in 2013. I stopped by on Wednesday and took a couple of photos and it looks great in yellow.



Dyrk Bolger sold his Austin-Healey BN7 Tri-Carbs and then purchased a 1967 BJ8 from the eastern USA and proceeded to drive it all the way home to St. Andrews. He already has plans to take it apart and refurbish some components, and is hoping to have it on the road for the summer. I wonder if that means that he is giving up racing his Mini? Is there time and money to do both – time will tell. In the meantime, here is how this new addition to our Club looks like.



Henley Cunnington and his son are diligently sorting out all the parts they have acquired so they use the best ones on their BT7. This is another restoration that is making good progress.

Derek Wilson now has the chassis of his BJ8 back from the paint shop, and his next step is installing all the brake lines as well as the wiring harness.

Another Austin-Healey that is in the last stages of its restoration is the BN6 of Dave & Shelley Cooper. I am installing the interior at present as well as the engine components that were removed for bodywork. Here is a look at that one too.



*Austin Healey*

## 2012 Fall Colours Tour

- Don Huebert

We started the day at Ricky's All Day Grill in Lockport. The staff were very accommodating as 16 of us descended on them without warning. The breakfast was very good and inexpensive as well. We left at precisely at ~ 11AM and proceeded down the 44 to a stop in Beausejour for booze as planned.



The next stop was the North Entrance to Whiteshell Provincial Park to put tops down and test kidney function. There were 8 cars altogether: 3 MGB, 2 TR6, 1 TR250 and 1 TR3 and a Spitfire. Starting at the front is Dave Emberly, then Dave and Dana Hudson, Doug Fluker without Nancy for some reason, I am fourth in my TR6 with Hugh and Val Arklie behind me and Chad Edwards and his wife coming sixth and finally Kelly and Joanne and lastly Tom Struthers in his 250.

By this time the temperature was in the high 20's and we were stripping off all sorts of things. Lessons were given on putting MGB tops down.



From here we stopped at the Petroforms and looked at a bunch of rocks. There seems to be no shortage of them in Eastern Manitoba, go figure. The trees were spectacular as we motored south and into Ingolf. Some of the drivers had never been down the road into Ingolf and were apparently thrilled with the ride. It is very much like a roller coaster with many blind and off camber corners. I don't know if anyone caught any air.

The final destination for the day was Westhawk Lake where we had supper at the Nighthawk diner. We ate on the patio and it was perfect - great food and great company. A few of us stayed the night and were treated to a fire at Dave and Dana's trailer. Sunday morning we gathered for breakfast and headed off to Winnipeg down the 44 stopping at the A. Hole goose sanctuary.

Home again, home again jiggety jog. See you next year!



## Upcoming Club Events

WED's *Wednesday Gang*, contact Graeme Lowden for more info

THU's *Thursday Tech Session*, 7 – 10 pm, Jean Caron's – this Thursday every Thursday

Nov 21 *RSVP Deadline* for Christmas Dinner

Dec 7 *Christmas Dinner & Party* (no meeting this month), Rembrandt's in Lockport, Cocktails 6pm, Dinner 7pm, RSVP to Graeme by Nov 21st with menu choice



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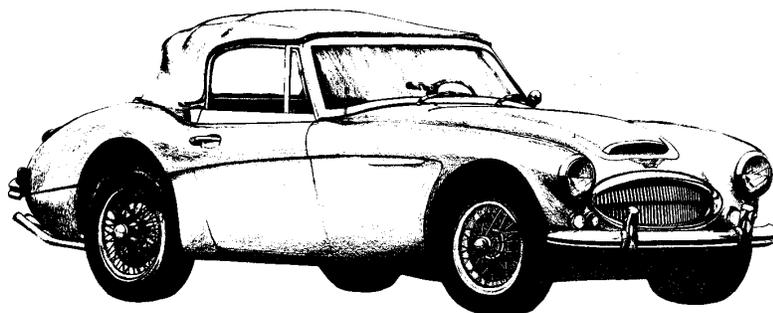
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Jean Caron shared the following for new products for the Austin-Healey 100 :



November 2012

## Austin Healey BN1 & 2 Clutch Arm





Denis Welch Motorsport are pleased to announce their new Austin Healey BN1 & 2 Clutch Arm. We've CAD modelled this product with the aid of original drawings and invested in bespoke tooling to produce this part that has been previously unavailable for many years. Great news for Big Healey owners as yet another hard to find item now has been brought back to the shelves by DWR. Fully CNC machined to a very high standard and intended as direct replacement for the original part.

We also stock BN2 Clutch Operating Shafts (CLU152) which fit both left and right hand drive. Manufactured in house using our 5 Axis CNC Machine.

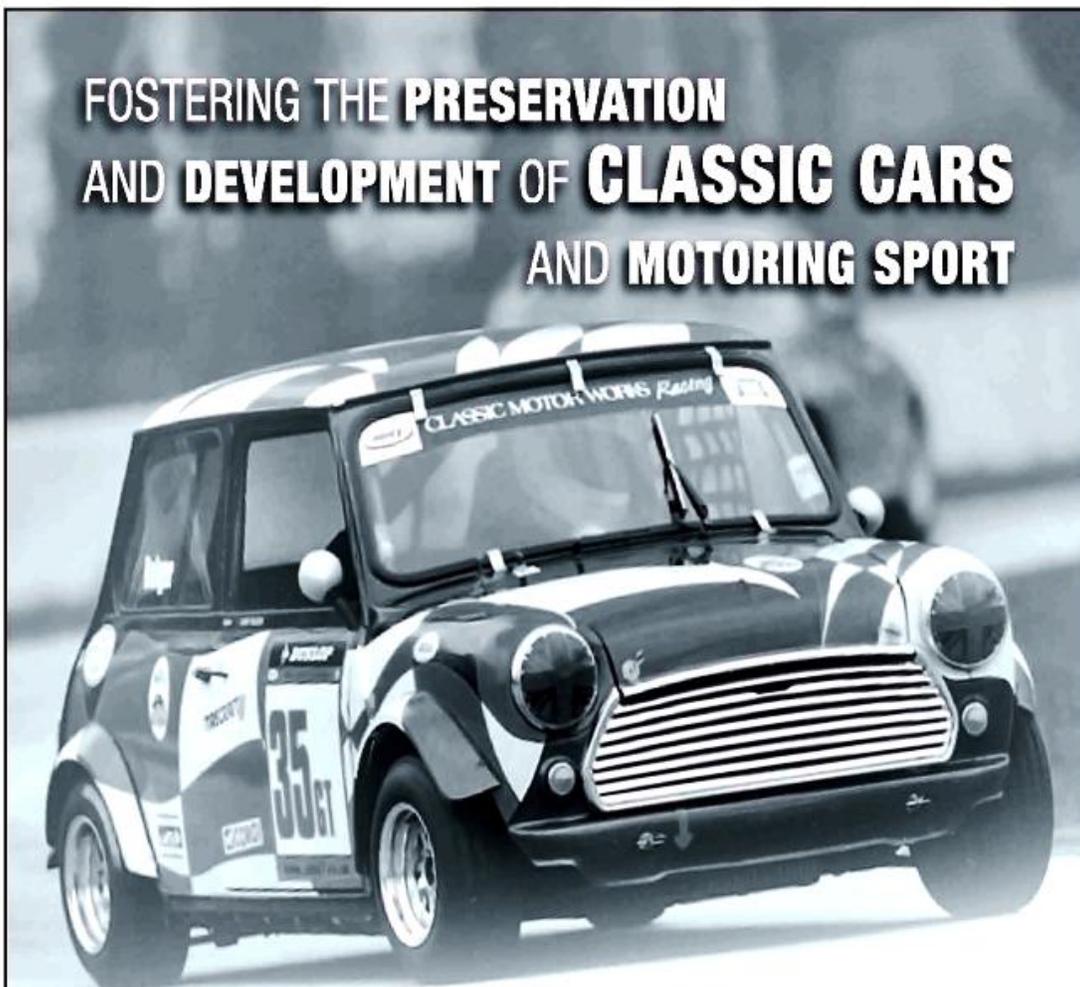
If you require any further information on these products or would like to place an order please visit [www.bighealey.co.uk](http://www.bighealey.co.uk) or call our Parts Team on: +44 (0) 1543 472 244 or e-mail: [sales@bighealey.co.uk](mailto:sales@bighealey.co.uk).



Product:	Product Code:	Price:
<a href="#">Austin Healey BN1 &amp; 2 Clutch Arm</a>	CLU149	£165.00 + VAT
<a href="#">Austin Healey BN2 Clutch Operating Shaft</a>	CLU152	£62.50 + VAT

For more performance parts or a catalogue please visit: [www.bighealey.co.uk](http://www.bighealey.co.uk)

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