

# March = Spring

Well March is here and now I have had to take the snow blower out **again**, the second time in two weeks (and third time this winter when I felt I should take it out in early January just because I hadn't yet this winter) – what's up with that! Do you believe that spring is officially two weeks away?!

I saw a Spitfire on the road in St. Vital about three weeks ago. I'm sure it's put away now, but not for long. The sun is warm and the days getting longer, so driving season is just around the corner.

It's been a great mild and dry winter which kept me doing other things out and about rather than spending those cold days in the shop working on my

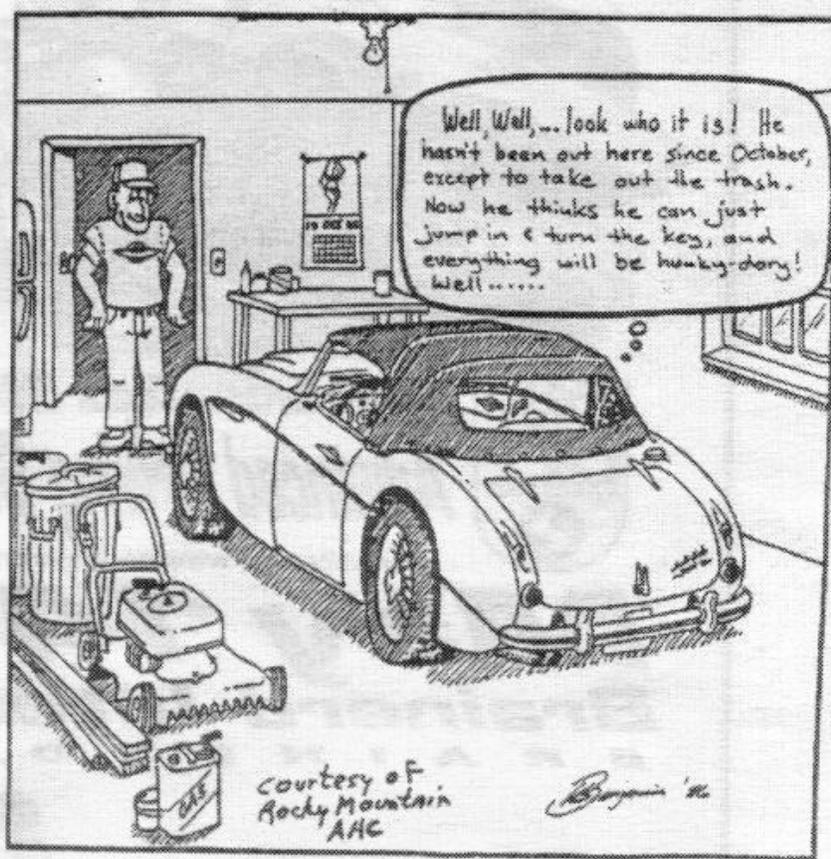
projects. Well now that winter and snow has arrived, looks like I can start now. I hear that other folks are more focused than I am and getting stuff done, which is a good thing.

The new club executive have settled in and things are moving along. Some outings have been set up with the first being the MCI Plant Tour

that Roger Morcilla has arranged. There was a tour of the plant a few years ago that I missed and I heard it was very interesting. I will be able to make this one.

And mid April brings the Annual Garage Tour. Ted Moorby and I are looking for garages with projects going on, or if you have a suggestion of where we should stop at, please do pass it on to either Ted or myself.

On a finishing note, I came



**AHCM**

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across this comic from the Rocky Mountain Austin-Healey Club. I realized it pretty much is me and possibly a few other members. So I suppose that now is the time to order a few parts and replace that broken windshield on the Bugeye!

## This & That

- Jean Caron

John Davidson has been juggling work on two of his Jaguars. His main work as of late was on his E-Type V12 that he hopes will be on the road this summer but a few days ago he restarted work on his XK140 preparing it for more bodywork so it can be fitted to the frame. According to John much work still needs to be done so everything fits as it should. I have seen firsthand his progress on the E-Type and just the work at the engine end of it with all the small hoses and pipes crisscrossing over the engine would be a nightmare to install.

Derek Wilson has also been hard at work on his own BJ8, hoping to have it finished for Conclave 2013. Every Thursday evening he has come to my place to dismantle more parts such as the rear end, heater box and, just this past Thursday, it was both front suspension that were taken apart.

Henley Cunnington, one of our newest club members, has also been hard at work dismantling the BT7 he purchased in British Columbia near the end of last summer. Many parts were solidly rusted in place but Henley and his son are making good progress and they too show up pretty well every Thursday evening with more parts to dismantle and catalogue. Just this past Thursday Henley finally declared that the chassis was finally free of any parts and is now ready for sandblasting. Looks like that by late next week he will know what he is left with and what other part will need replacing.

Just learned today (Saturday March 3<sup>rd</sup>) that Norgrove Motor Parts on St. Mary's Road had closed its doors. This place had been opened for over 60 years and Duane Beischer was the third generation owner of this family run business. I can only imagine that the national stores are making it very difficult for these small operators to stay in business. One could go there and ask for parts for an older car and he knew what you were talking about unlike when you go to Parts Source, the young guy behind the desk knows nothing about

any car older than 10 years old and does not care to find out either.

Being on an Austin-Healey List sometimes cause you to receive 25 or more e-mails a day but lately it has been relatively quiet with perhaps half a dozen messages daily, mostly from people asking questions about how to repair certain aspect of their car. One interesting e-mail I received about two weeks ago was from a "lister", that is what list members are called, urging list members to check a video done by Jay Leno's garage about an Austin-Healey piece of memorabilia. It turned out to be the Dunlop Bridge fabricated by an Austin-Healey Club member of New England for the 2007 Conclave in Vermont. Bob Wilkinson and I attended this event and can attest that this "bridge" where cars could drive under, similar in design to the one used at LeMans in France but obviously on a smaller scale, was quite a piece of workmanship. It turns out that after the Conclave this "bridge" took lots of room in someone's garage and they found out that Jay Leno would gladly become the curator of it. If you are interested in seeing the video as well as a road test of an Austin-Healey 100 BN2, check the following [www.jaylenosgarage.com](http://www.jaylenosgarage.com).

## Club Membership Dues

Thanks to the Bluewater Banter (Bluewater Austin-Healey Club newsletter) for the following with some editing by us:

Roses are red, Voilets are blue,  
If you don't pay your DUES,  
We'll really miss you!  
Tech sessions, newsletter, free advice too,  
Rallies and dinners, just to mention a few –  
Of the benefits that membership holds for you,  
So, please pay TODD CHIVERS –  
Club Dues are now OVERDUE!

Local club dues are \$20, while those members also belonging to the Austin-Healey Club of America (AHCA) pay dues totaling \$72.

Make your cheque payable to "AHCM" and forward to Todd Chivers at the next club event or send it to him at 355 Niagara St, Winnipeg, MB R3N 0V3.

## Upcoming Club Events

- March 9 Tour of Motor Coach Industries, 9:30 a.m. , contact Roger Morcilla for more details
- April 2 Club Meeting, 7:30 p.m., Location: Jodi & Dyrk Bolgers
- April 14 Annual Garage Tour, 9:00am, contact Ted Moorby or Mark Rogers for more details

Check out the Calendar on our website for a complete listing of club events

## Rendezvous 2012 Update

Jean Caron reported that 79 registrations have been received as of our March club meeting date.

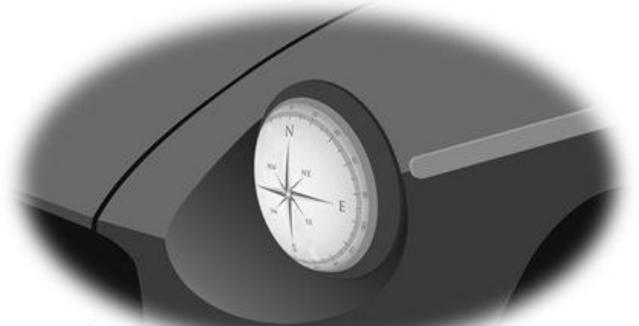
The Rendezvous Committee is looking for sponsors or donations to the event, please see sponsorship letter in this newsletter or contact our Rendezvous chair Tom Struthers.

For those who haven't registered yet, the following is a quick look at the Northern Light Rendezvous schedule of events:

- **Thursday June 14**
  - Golf Tournament (extra fee)
  - Meet & Greet with buffet
- **Friday June 15**
  - Foot Rallye through Kenora boutiques and sights (can be done anytime)
  - Guided driving tour to Rushing River
  - Funkhana
  - Self-guided walking tour through Kenora
  - MS Kenora boat tour of The Lake of the Woods
- **Saturday June 16**
  - Car Rally
  - Harbour Front Car Show & Shine
  - Self-guided walking tour through Kenora

- Awards Banquet with Dennis Gage of "My Classic Car" (extra fee)

You can visit the Rendezvous web site at [www.britishcar.ca/rendezvous](http://www.britishcar.ca/rendezvous) to find more detailed information on the events and other updates.



## Northern Lights Rendezvous Kenora, 2012

Celebrating the 50<sup>th</sup> anniversary of the MGB.

## Saturday Morning Breakfasts

- Jean Caron

I worked on a schedule of places to drive to for Saturday morning breakfasts. These would start in May and end in September.

1. We meet at a given location to depart at 9:00 am to drive to our destination. If you cannot make it to the meeting location, not a problem, meet at the restaurant.

2. These breakfast drives will take place twice a month, rain or shine. At times there will be only a few cars, other times there may be a lot of them.

3. At the time of this writing, late February, all of the places are in business. Should anything change I will advise the membership as soon as possible. I can guarantee that these are not Five Star restaurants but you should get some good home cooked meals in most of the places.

**MAY 12:** Depart at 9:00 am from the Co-Op gas station in St. Norbert, on the west side of PTH#75. We will drive to **Burke's Restaurant** at the south/west end of Morris, MB for breakfast.

**MAY 26:** Depart at 9:00 am from the corner of the North Perimeter Hwy and PTH#7 to **Cravings Restaurant**, Stonewall, MB corner of #67 and #236.

**JUNE 9:** Depart at 9:00 am from Deacon's Corner Hwy #1/#207 to **G'News** in Oakbank, MB located on Main St. in Oakbank.

**JUNE 23:** Depart at 9:00 am from the Winnipeg Mint to the **Slice of Life Bakery and Cafe** in Niverville, MB located at 290 Main St, Niverville.

**JULY 14:** Depart at 9:00 am from the parking lot of the weight scale on #59 north of the north Perimeter to **Roxi's Restaurant** in Selkirk located on Manitoba Ave east of Main St, Selkirk.

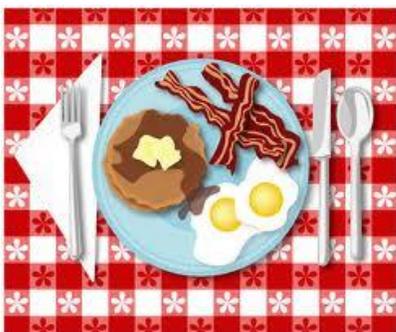
**JULY 28:** Depart at 9:00 am from Deacon's Corner Hwy #1/#207 to the **Fly-In Golf Course** in Steinbach, MB located just north of the city on the east side.

**AUGUST 11:** Depart at 9:00 am from Graeme Lowden's place corner of #44/#59 to the **Whytewold Emporium** in Whytewold, MB located on Main St.

**AUGUST 25:** Depart at 9:00 am from Deacon's Corner Hwy#1/#207 to the **Old Hwy #12 Restaurant** in Ste.Anne, MB located at 15 La Verendrye Ave, Ste.Anne.

**SEPTEMBER 8:** Depart at 9:00 am from the Lower Fort Garry site in Selkirk, MB to **Fry-Days** in Teulon, MB corner of Hwy#7/PR#415 in Teulon.

**SEPTEMBER 22:** Depart at 9:00 am from Deacon's Corner Hwy#1/#207 for the **Kountry Kettle** in Landmark, MB located at 240 Main St. in Landmark.



## One Method to Repair Enlarged Holes in Sheet Metal

- Jean Caron

I will describe a method I use to fix enlarged holes on thin sheet metal, mostly 18 gauge, on Austin-Healeys. The most common locations for these are on the doors of the roadsters (100-6, 3000), where the side curtain socket is attached, as well as the hole in the rear inner fenders used to secure the rear seat backrest on all 4-seaters.

Through frequent use of the side curtains, the hole on the inside of the door tends to get enlarged quite a bit and, as a consequence of this, the bottom part of the side curtain socket becomes loose and difficult to secure in place. While a different problem occurs in the rear inner fenders, that of allowing water to seep in causing the wood pieces on the BJ8 model to rot, these problems should be taken care of during a restoration.

In order to repair these you will need the following tools:

- A round hand file and/or a drill with bits of suitable size.
- Sheet metal of appropriate thickness, 20, 18 or 16 gauge is what I mostly work with.
- Thin cardboard (0.45" millboard)
- Scissors
- Sandpaper or an air angle die grinder with 50 grit round 3M sanding discs
- Metal sheer
- Mig or Tig welder

For the purpose of this exercise I photographed the hole from the rear inner fender of a BJ8.

Illustration #1, seen from the inside of the car, shows the out of round, enlarged hole that, if left

this way, will allow water thrown by the tires to seep in and damage the upholstery and the wood base of the rear backrest.



Step #1: Sand the surrounding area to bare metal to facilitate welding later on. Then, enlarge the hole so it becomes completely round again. You can accomplish this with the round hand file or a drill bit of a size larger than the hole. When this is done, take a measurement of the new hole size and reproduce it on your sheet metal or, my preferred method is to place a piece of cardboard on one side of the hole, trace the size on the cardboard, cut the cardboard and then trace around it on the sheet metal.

Determine the gauge of the metal you are working with; this one here is 18 gauge. Next, cut your sheet metal to size, frequently checking how it fits into the hole you are repairing. Your new piece will fit into the hole for butt welding. You do not want to overlap your weld here as you will want to keep the original dimensions. Before you obtain a proper fit, you will likely have to file or sand it a bit to get a perfect fit— see illustration #2. Now it's time to weld it in place.



Step #3 is to weld the sheet metal in place and then clean your weld. For that purpose I use an air angle die grinder with the 50 grit 3M sanding disc until I get a smooth surface.

Illustration #3 shows the sheet metal just welded in place.



Illustration #4 shows the surface after the sanding is completed.



All there is left to do now is to locate the centre spot of your newly repaired surface and drill the new hole to the size appropriate to the item going through it, in this case a 3/8" hole for the flat head, countersunk machined screw used to secure the side support for the folding backrest.



Illustration #5 shows the finished work.




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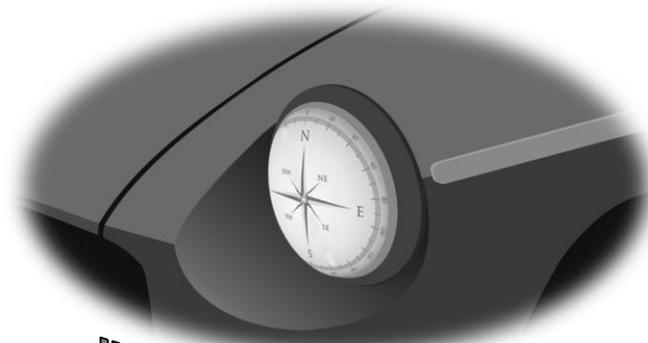
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The 2012 Vintage Sports Car RENDEZVOUS  
is looking for  
**PRODUCT DONATIONS**



**Northern Lights Rendezvous**  
**Kenora, 2012**

Celebrating the 50<sup>th</sup> anniversary of the MGB.

<http://www.britishcar.ca/rendezvous/>

The Vintage Sports Car Rendezvous is an annual event that attracts British Sports Car enthusiasts from Manitoba, Ontario, North and South Dakota, Minnesota and Wisconsin. This year, our three day event will be held **June 14 – 17, 2012 in Kenora, Ontario.**

We are looking for **product sponsors** and **product donations** for our silent and charity auctions. Proceeds from these auctions will go to our designated charity and will help defray the costs of offering a quality event to our registered attendees.

Product donations can be large or small, a single donation or multiples.

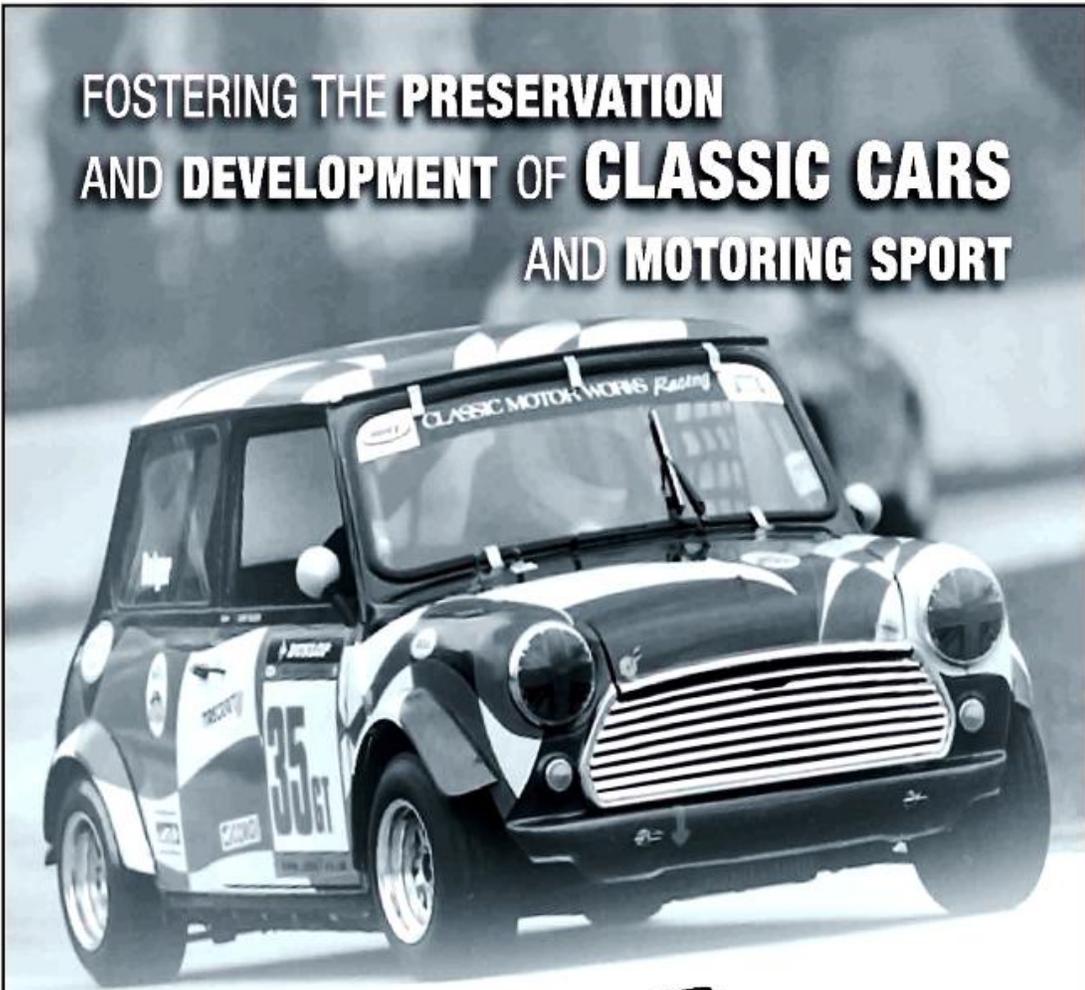
Depending on the size of your donation, **Product Sponsors will receive recognition** such as:

- A listing in our published sponsor's directory,
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- Sponsor recognition alongside each product display
- Sponsor recognition on the sponsor page at our event web site,
- An appropriately-sized advertisement in our event program brochure,
- Sign-board displays at one or more of our program events.

**Visit our event web site** at <http://www.britishcar.ca/rendezvous/> to learn more about the 2012 Northern Lights Rendezvous.

**Need even more information?** Contact our 2012 Rendezvous co-chair: Tom Struthers at [tstruthers@gmail.com](mailto:tstruthers@gmail.com) or phone Tom at (204) 771-5214.

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