



MONTHLY NEWSLETTER
of the
Bluewater British Car Club

JANUARY, 2012

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

**MEMBERS: WE WISH YOU A HAPPY HEALTHY AND SAFE NEW YEAR
MAY YOU HAVE MANY JOYFUL DRIVES IN YOUR BRITISH CAR IN
2012. WE NOW INTRODUCE YOU TO OUR NEWEST MEMBER.
Harry and Ellen Furman and their 1979 MGB Roadster.**

WHERE THERE'S SMOKE, THERE'S FIRE

My interest in cars started as with most people in my teenage years reading issues of Sports Car Graphic and dreaming about those British sports cars. Years passed and between college, starting a family, putting two kids through college, etc. finally it was time to indulge in the teenage fantasy.

My first adventure was about ten years ago when I purchased a 1969 MGB GT. The car was restored by a gentleman in Illinois and it was in fairly good condition. Unfortunately I never saved any pictures. That car served us well for about five years. We always returned home under our own power. I thought that was a major accomplishment, because there was definitely something wrong with the starter. Sometimes you would turn the key and nothing. After a few attempts it always managed to turn over.

Several months after selling the MGB GT I received an email that simply stated, "WHERE THERE'S SMOKE, THERE'S FIRE." The email was from the lady that had purchased the MGB GT. Apparently she had experienced an electrical fire and wanted to know if I had ever had any problems with the alternator. After a couple of emails back and forth she wrote that something had let go inside the alternator and that had caused the fire. I never did ask her how large the fire was in the car. I just hoped it had not burned to the ground. It was a nice car.

To this day I kick myself for selling that car even with the possibility of a fire. For some unknown reason I got the Corvette bug. I purchased a 1985 Corvette. In time that car became boring. It always started, had air conditioning, automatic transmission, power windows, it acted like a car. No adventure!

That leads me to the present. I recently purchased a 1979 MGB from a gentleman in Ann Arbor, MI. He was putting it together for his wife. He thought it would make a good grocery hauler for their cabin "up north". In Michigan, "up north" means anyplace up in the "mitten" or the "thumb". A little Michigan geography lesson. He was selling it because he had too many cars and not enough time. The car is somewhat finished.

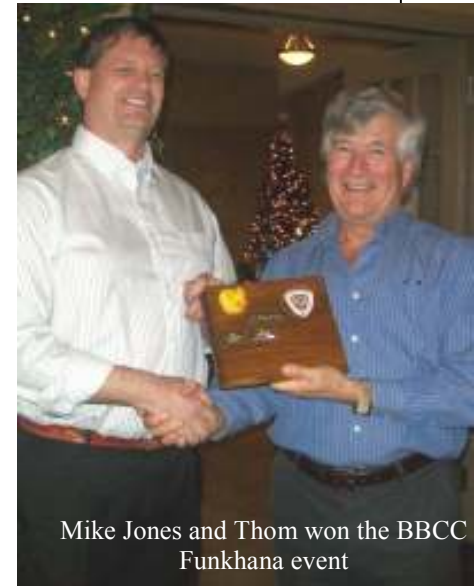


Continued on page 8

CHRIS JONES BRUNCH 2011



Gayle shows her first car which was restored by our own Alan Cronk



Mike Jones and Thom won the BBCC Funkhana event



Mark Jones won the Harry Buist Long Distance Award



Pauline Daugharty and Alan Cutcher won ALL the money in our 50/50 draws.

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.

2011 Club Executive

- President Don Fysh 519 491-2639**
- Vice Pres. Roy Overton, 519 542-7652**
- Treasurer Sandra Cronk 519 845-3209**
- Secretary Kim Rutherford 519 337-8586**
- Events Coord. Byron Warwick 519 862-3527**
- Spanner Editor David Kelley 519 542-7214**
- News Publisher**

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., PO Box 842, 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: Harry Furman, David Kelley, Byron Warwick.

Photo credits: Harry Furman, Byron Warwick.

From The President's Garage

Byron,

I thought I was finished with rushing to get my input in to you before the deadline!!

Here is a picture of Felix meeting his Grandma taken yesterday, December 29, when we arrived in Jerusalem.

Felix Henry Fysh was born on December 5 in Amman, Jordan. He was 3060 grams and 49 cm at birth. Felix is a name that Adam and Robyn like that works without translation in many languages. Henry is my second name. The new family were able to move from Amman to their home |Jerusalem on December 23 and are doing very well. Gayle and I arrived here yesterday and will stay with them until January 15.

Thanks for thinking of us.
Don & Gayle



The Inn of the Good Shepherd would like to thank The Bluewater British Car Club members for their generous donation to their food bank.

The Canadian International Auto Show is held in the Metro Toronto Convention Centre, Next to the Grand Central VIA Rail Station on February 17-25, 2012.

A feature this year is a display of up to 40 Triumph classic cars, from the Italia, to a pair of diminutive TR 10s, and the rare and classic Renown.

For more go to autoshow.ca

ROBERT McCRABB
REAL ESTATE BROKERAGE

Robert McCrabb
Broker of Record

Office 519-845-1166 • Cell 519-918-1177

robert@robertmccrabb.com

Experienced Real Estate and Property Management Service

 Call or Write for your
"FREE COPY"
of the
SPORTS CAR CHRONICLE
OBSOLETE AUTOMOTIVE

Each issue is jam-packed with bargain basement prices & technical tips. Our 7,000 sq. ft. warehouse is over-stocked with original British sports car parts ready for delivery - NO WAITING FOR PARTS!

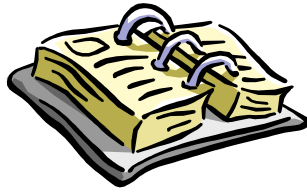
SUBSCRIPTIONS & ORDERING

ONTARIO & QUEBEC 1-800-265-7437	CANADA WIDE TOLL FREE 1-800-265-7437
CUSTOMER SERVICE 519-337-3232	FAX 519-336-5936

OBSOLETE AUTOMOTIVE
142 Kendall Street
Pt. Edward, ON N7V 4G5



Calendar
Of Upcoming
Events



2012

January	22	Annual General Meeting at Mark and Judy Jones' in Corunna. No Regular Monthly Meeting
February	8	Monthly Meeting at Stokes Bay
March	14	Monthly Meeting at Stokes Bay
April	11	Monthly Meeting at Stokes Bay
May	9	Monthly Meeting at Stokes Bay
June	13	Monthly Meeting at The Atrium in Port Huron?
July	11	Monthly Meeting at TBA
August	8	Monthly Meeting at TBA
September	12	Monthly Meeting at TBA
October	10	Monthly Meeting at Stokes Bay
November	14	Monthly Meeting at Stokes Bay
December	2?	Annual Christmas Brunch Sarnia G&CC

ANNUAL GENERAL MEETING
SUNDAY January 22, 2012 1:00PM

Regular Monthly Meeting and Review of year 2011
Election of Officers for 2012
Social Time
Plans for the Calendar of Events.

See page 5 for details

All members & spouses are urged to attend.



Brian Gormley with his Ray Latrimoule Restoration Award winning TR 3

I ran across this company in searching for a part that I need for the MGB. The company is Sports Car Craftsmen LLC based in Colorado. Their web sight is www.sportscarcraftsmen.com This is news to me
If it is news to you pass it on. Harry Furman



**ANNUAL GENERAL MEETING—JANUARY 22, 2012
 MEETING HELD AT THE HOME OF MARK AND JUDY JONES
 510 ALBERT BLVD.,
 CORUNNA, ONTARIO
 START TIME 1:00 PM.**

(I can send you a map of the location if you email me. Ed.)

Start out the New Year by attending the AGM of the Bluewater British Car Club. Members who vote at the AGM are to be in “Good Standing”, ie. dues are paid. We start the meeting with a short business meeting on the format of our regular monthly meetings. This is followed by the Election of Officers for the coming year. All offices are open for nominations from the floor.

Next we break for a social time and the delicious offerings that the members have prepared for each other. Members are asked to bring an appetizer or a dessert to share. Also you may bring your own special drinks. Coffee tea and soft drinks will be provided.

Following the social time we will reconvene the AGM and do the initial planning for the 2012 Calendar of Events. Members are encouraged to suggest events that will be of interest to the Members. It helps if you will let your name stand as the sponsor/host of the event, to ensure the proper follow up prior to the event.

More Photos from the Christmas Brunch



Barbara W Laura R Kim R Sandra C Alan C



Paul H Allen B Roy O Donna R David K



David & Marion O Roy & Margaret O Ellen & Harry F



Sreve & Donna R Judy & Mark J Dave & Pam G (behind) Colin P David & Bronwen K

Let's Get Technical



Roy Overton

Ethanol and our Classic Cars – Roy Overton

In June 2008, the Federal Parliament passed a bill to amend the Canadian Environmental Protection Act, allowing the government to regulate renewable content in fuels with a requirement for an average of 5% renewable content in gasoline by 2010. This is regulated as an average per brand, so 5% of the overall gasoline bulk volume must be ethanol, *not 5% content in all gasoline sold*, therefore, some gasoline can, and does have up to 10% (E10).

Gas stations selling ethanol-blended gasoline are supposed to place a label on the pump indicating which grades contain ethanol but this labeling does not seem to be uniformly adopted.

Ethanol has lower energy content than gasoline. This means that about one-third more ethanol is required to travel the same distance as on gasoline. Other ethanol fuel characteristics, include a higher octane rating resulting in increased engine efficiency and cleaner burning than gasoline, however, it can also be somewhat corrosive to the fuel system.

Ethanol is hygroscopic, meaning that it readily absorbs water, leading to phase separation and water contamination. It is also an excellent solvent capable of dissolving plastic, rubber, fiberglass and other materials and compounds, potentially leading to the premature destruction of fuel lines, pumps, gaskets, o-rings, rubber seals and diaphragms.

My inquiries into the current status of gasoline blending left me confused. I was told “No Ethanol in Premium fuels”, “Only put in gasoline in high volume areas”, “Used in Premium brands to boost octane” From an article in “Ragtop magazine” I found the following:

Premium gasoline blends, all 91 octane, - % ethanol **

Shell V Power - none
 Beaver Premium, - none
 Husky Premium - up to 10%
 Pioneer Platinum – up to 10%
 Petro-Canada Super Clean - up to 10%
 Sunoco Super - up to 10%
 Esso Supreme - none
 Canadian Tire Premium – none
 Ultramar Supreme - none

** Based on information from oil companies July 2011

Author's experience: My “B” had been running fine when I stored it at the end of 2010. When I took it out on the first run of 2011 it performed poorly, appearing to be running with a weak mixture. I decided to look at the carburetors and removed the float chamber tops. I was a little surprised to see an opaque fuel in both bowls. On reflection, this must have been phase separation of the Ethanol, which I now realize must have had difficulty flowing through the jets. I removed the liquid and some sludge in the bottom of the bowls and also changed the ignition points and plugs. The car now then ran fine and until reading the Ethanol article I had thought no more about what had caused the poor performance.

nostalgia

By David B Kelley



ARAB SPORTS 1925-1930

The story of the Arab Sports came about by several firms and engineers Reid Railton (known for the Railton Land Speed record machines and transmissions for ERA) also J.G Parry Thomas the chief experimental engineer at Leyland Motors in World War 1.

Both Railton and Thomas shared rental accommodation and filled their spare time with sketches of their ideas for high-performance cars, which became the Leyland 8. The eight went out of production in 1923 after just eighteen were built.

Railton left Leyland to form his own marquee the Arab company in 1925. The Arab was a high-performance model with a stylish open body on a low slung chassis.

The two-litre engine in the Arab Sports was closely related to the Leyland Eight. The engine was a 4 cylinder (122 cu. In) producing 65 BHP with a top speed of 90 MPH. The engine featured an unusual system of leaf valve springs (designed by Parry Thomas) as well as an overhead camshaft with adjustable drive train and very robust two bearing crankshaft. A Moss four speed gearbox was used. The cars were built at a factory in Hertfordshire and sold between £500 to £550.

Unfortunately the Sports didn't prove a success, with only 10 built in a span of five years.

The reason for the demise of the company was that Parry Thomas was killed during a land speed record attempt in 1927 and Reid Railton and the board lost interest in the company.

Railton then hooked up with Thomas's backer Kenneth Thomson to produce one or two Arabs between 1929 & 30 before going out of business.



WHERE THERE'S SMOKE, THERE'S FIRE Continued from page 1.

The MGB originally started life in Florida until the previous owner purchased it a few years ago. It was originally yellow and remnants of that can be found under the bonnet and other places he missed. When he painted the car the engine compartment was not touched. The color is coastal blue, not an original factory color. His wife picked out the color. Women seem to think it is adorable but I am not sure what men think. It does stand out. The interior is pretty much original. Apparently weather in Florida is kind to vinyl.



A few mechanical things have been done to the MGB. New king pins and bushings were installed. It drives straight and smooth like it did back in 1979.. Safety wise the brakes were inspected, serviced and they work. No need for an anchor. Allan Bachelder, my new found MG buddy, has driven the car and deemed it a nice running MGB. Coming from Allen that was a good endorsement.



The only serious problem so far has been a fuel leak in the trunk. This was discovered the first time I went to fill the tank. Gasoline started to pour out of the trunk right above the exhaust pipe. "WHERE THERE'S SMOKE, THERE'S FIRE". In this case it would have been a large bang followed by the fire. I discovered a pipe coming out of the floor of the trunk where the gasoline was exiting. I immediately determined this pipe must be connected to the gas tank. I think fast when gasoline is pouring out of the trunk. The British are known for their engineering but gasoline in the trunk was not intended.

After much thought I came up with this solution for getting the fumes out of the trunk. I could connect a tube to this pipe and route it along the back of the trunk so that it exits out a hole on the left side of the trunk. The British engineers must have intended this hole for some use. This would place the fumes over the exhaust pipe. "WHERE THERE'S SMOKE, THERE'S FIRE."

Fortunately before I could execute my plan, I took the car to Allen. He researched it for me and found that a separation tank should be connected to this pipe. He found a couple of pictures on the internet and sent them to me. That was when I discovered that I had a separation tank in the box of parts that had come with the car. I installed the tank and now the MGB is not a fire hazard.

The next item to be addressed is to install a new valve cover gasket and adjust the valves. Again Allen has offered to help me with both tasks. That fix hopefully will reduce the amount of fluids on the garage floor. I guess an MGB is like a patient on the operating table. You just don't know what is leaking until you plug one so that you can see another leak.

Before the driving season I hope to have an ill fitting soft top fixed. The top was installed by the former owner. It fits very well except for a gap that runs from the windshield frame to mid way on the side window. I took it to a shop locally in Port Huron that installs convertible tops to get a professional opinion and a fix. Since he did not install the original top and it was not of the quality of top that he handles, his suggestion was to carry towels to clean up the water. Kim Rutherford after viewing a picture of the MGB, thought the bows were a bit high put upon inspection they seem to be attached properly. If anyone has any suggestion I would appreciate them, otherwise a roll of paper towel will be standard equipment.

It also needs a flasher switch on the dashboard. I can't imagine why a flasher switch should be so important. I can't remember the last time I used the flashers on my American cars. I guess the British engineers put them on the car for a reason. Could they have known how prone they are to breaking down?

Continued on page 9

WHERE THERE'S SMOKE, THERE'S FIRE

Did I mention it has a good radio/CD player. At least while I am sitting on the side of the road with my newly operating flashers blinking I can at least be listening to some of my favorite CDs.

All in all, the MGB is in pretty good shape. It is just the pilot that just does not know what he is doing mechanically. Hopefully by associating with the British gear-heads in the club I can at least keep the MGB going. In the meantime I am keeping the auto insurance current because you just never know when you are going to need flatbed service. I am also keeping Allen's telephone number on speed dial.

We are looking forward to the club meetings and outings. In this case "this old dog needs to be taught new tricks".

Got to run now.

I smell smoke!

Where's the fire extinguisher?!!!!

Harry Furman



Still more group photos at the 2011 Christmas Brunch



Kim Laura Byron Colin Barbara Alan Sandra



Jean Gayle Paul Jackie Bill Don Kevin




Roy (Treas.) Sandra (Sect.) Don (Pres.) Gayle



John Denise Alan Pauline Harry Ellen Florrie Allan



WHAT SORT OF MAN READS PLAYBOY?

His footsteps are the ones other men follow. His tastes are the ones other men acquire, his women the ones other men desire. Much about him has changed during *Playboy's* 35 years: his clothes, his hair, his cars—accessories all. One thing, though, has remained the same through four decades: The man's style is born of a love for the best things in life. 

Our Little British Cars have been very popular with advertisers. December, 1989