



Clutch Chatter

*Newsletter of the Victoria
British Car Club*

May/June 2009

Welcome to another year of British Car Motoring, with its frustrations, friendships and unforeseen moments at the side of the road with the bonnet up. Hopefully we all had a good winter, and the weather this summer gets a lot warmer than it is at the time of writing this! We might call this January.

Club Opening Lunch and first run

The Spring Annual Meeting of the VBCC was held this year at the home of Debbie and Neil Coleman who kindly offered, with the Dewars, to act as hosts of the first run and the meeting that followed.

The run started from Fowlers Corners and headed out through the pretty villages of Bethany and Millbrook, and then back into town to visit the Peterborough Museum.

Here members learnt about the history of Peterborough and also got another chance to watch the Liftlock in action. Neil and Debbie drove their newly acquired Jaguar to the run, and their sons drove the MG which, unfortunately, had to be left behind.



An MGB - what more can I say?

After the run, with the sun starting to peek out, the 20 odd cars parked up beside and behind the Coleman's lovely old farmhouse, and for \$5 we enjoyed a great BBQ with salads and desserts, as well as wine, beer and coffee. Of course, at the same time, we held our AGM, and paid our membership dues. Thanks to Debbie, Neil and the family, and the Dewars for hosting this meeting and preparing the excellent food. It was a good turnout and an enjoyable start to the year.

Highlights from the Minutes of the AGM - May 3rd 2009

Steve Zahoric opened with a

thank you to the Coleman's & Dewar's for acting as hosts for this meeting and run and introduced our new members Susan and Jim Willshaw, owners of a 1980 brown MGB.

Dave Holloway reported a good day at **Ancaster** this year.



They look too happy to be working hard!

Dennis Horn reported a good day at the **Boot and Bonnet Car show in Kingston.**

Roy Smith reported that the **Toronto Triumph Club will be at Mosport** this year to host their

"Canadian Classic", as well as 60+ cars from Mini Meet north (MMN).

Steve reviewed the 2009 schedule and confirmed the dates of the planned car runs and the Grants and DeCarlos distributed information on the overnighter to Sparrow Lake which will cover Sept. 11, 12, 13 this year. **(see below)**

We will be mailing out **3 hard copies of Clutch Chatter** this year, the same as last year.

Ron Hunter reported on the **website.** No one had any problems with it. He asked if the members wanted to have their names, addresses and email addresses on it since it was a secure site. Some were for it and some against.

Jim Hancock will run **the photo contest** again but hopes for more pictures this year.

Brits In The Park: (July 19th)

Ken Inglis will head the same executive and will have a meeting at Ron and Donna Hunters in Omeme at a later date.

Dave Jackson will be at Brits again this year, to answer questions, particularly on carburetors. Craig Deshane, who has a racing bug-eyed Sprite, will be explaining the differences between road to racing car. This year we will need insurance to rent the park in Lindsay. The cost will be either \$250.00 for the day or \$750.00 for the whole year which covers everything. The issue of which insurance to take was not resolved at this meeting.

Jim Hancock brought to our attention that there is about \$750.00 in the treasury and that we should think about spending it on something. Some ideas were to pay for the insurance, subsidize the overnight trip and ask other clubs what they are doing. Pat Holloway made a motion to let the president

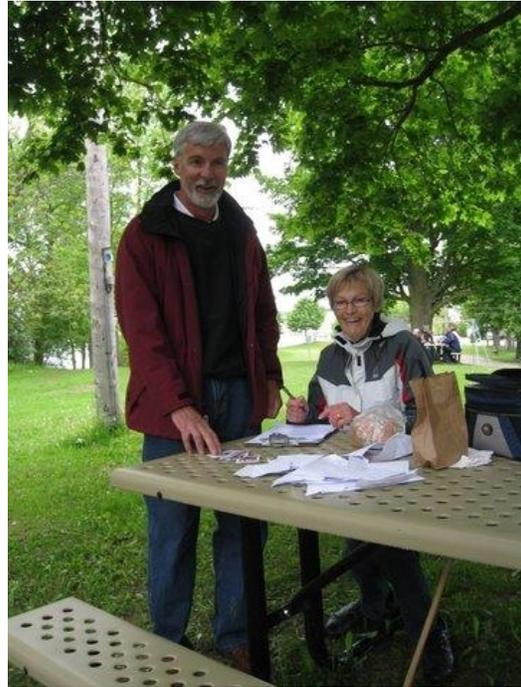
make the decision and Gord Sloan seconded it. Jane Ellis made a motion that for this year some of this money be used to subsidize the fall meal.

Ken Inglis seconded the idea.

At this year's **November meeting** a new executive will be elected, so do consider putting your name forward!

Poker Run - June 7th

Well, as Jim said, he took care of everything else for this run and left Bonnie to look after the weather. Of course, the women get the impossible jobs as usual, but Bonnie managed to hold off the rain for most of the day and we kept warm with our heaters on as we ran around Lindsay and Lake Simcoe looking for cards to make up a winning hand. Who would have thought that Pat and Dave Holloway could turn up at Beaverton Park with 3 Aces, and then Frank DeCarlo would do the same, while yours truly didn't even get a pair, although Russ and Linda Bolton did and came in third!



**Where's my Royal
Flush Bonnie?**

Oh well, it was fun following Jim's very well planned out route and stopping off for buttermilk tarts in Little Britain and poking around the Pfferlaw Antique Market. We also took in an Art show in Beaverton after lunch in the park, and paid a visit to the Lorneville Antique and Collectible Store on the way home. About 15 cars braved the unseasonable weather and we had a good time together as usual. Thanks to Jim and Bonnie for another well organized and enjoyable run. Ken said next year it should be strip poker, and I said not unless it's a lot warmer.



No tops down today!

Upcoming runs:

June 21st - Mosport Run

Come with the club to Mosport to take part in the Classic Car Show at the VARAC Vintage Car Races, this year featuring the 50 years of Minis. The cost per car is \$20.00 (including any and all passengers) and there will be 150 limited edition plaques given out to the early-birds.

The tour to Mosport will leave Tim Horton's in Brookdale Plaza, Peterborough at 9:00. The Lindsay drivers should meet up at the old Bonfire Restaurant site on Hwy 35 and proceed to meet up with the Peterborough group at the Four Corners parking lot in Pontypool by 10:00, and then continue to Mosport together. Entry will be through Gate 6. Bring lawnchairs, and lunch, and come ready to do that lap around the track. Any further questions, call Roy Smith at 748-5964

July 12th - Leslie and Don Collins will be organizing a run

The Overnight Information: September 11th-13th 2009

Big news!!The extended overnigher this year will be at Bayview Wildwood Resort in Port Stanton, on the South Side of Sparrow Lake. Go online now and check out details of the superbly equipped lodge online at www.bayviewwildwood.com. Our

group will not only have fireplaces in our rooms, and balconies overlooking the lake, but also full and free use of the amenities you read about.

The weekend package includes Buffet Breakfast on Saturday and Sunday and a four choice dinner menu for Saturday night that includes appetizers and desserts. The total cost for the two night stay in \$266.20 per person based on two people per room (inc taxes and gratuities). 15 rooms have been reserved on a first come basis and the reservation is required by August 1st, 2009. One night's accommodation will be billed to your credit card and is refundable up to August 15 for a \$25.00 cancellation fee. To book, call the resort at 1-800-461-0243 and refer to the VBCC weekend of September 11th.

If you want more information about location, facilities, or plans for the weekend, contact Pauline and Frank DeCarlo, or Pat and Warren Grant who are kindly organizing the trip.

Website:

Don't forget to check the website frequently for up to date information about runs as it becomes available. And while you are online, if you want to know what the Boot and Bonnet Club have been doing this Spring, go to this link and see highlights from their May 24th Weekend Tour.

<http://www.youtube.com/watch?v=Tma48UWRmU4>

Membership Notes

- If you haven't paid your membership fee by the end of June, it will be presumed that you no longer wish to be a member and unfortunately this will be your last newsletter.
- Debbie and Neil Coleman's phone number was incorrect in the brochure- it should be 705-750-1475
- New Members:

Sue and Tim Hall - 67 Red Austin Healey Sprite

289-284-0220

Marilyn and Dave Pegg - 65 Light Blue Triumph TR4 7

05-878-0626



Racing news

Well what a year so far in F1; who would have thought that Jenson

Button and the Brawn supremacy would be leading the championship, with Red Bull, Williams and Toyota making a fight of it and McLaren and Ferrari struggling to keep up. I only hope it keeps this exciting for the rest of the season.

Tech tips.



Hardened valve seats - to use or not to use?

Of course all valve seats are hardened to some degree - induction, case or EN32 for some - but when rebuilding a cylinder head when new valve guides are fitted and the valve seats are re-cut, some would argue that with today's no-lead gas, in short time the valve seat will "pocket" (lead acted as a lubricant) and to prevent this, seats hardened to be compatible with today's gasoline should be fitted. I was faced with this dilemma when re-building a friend's MGB engine this summer. The parts supplier insisted that I should be changing the valve seats, and I replied that I had never done so on other engines I had rebuilt and in particular those of vintage motorcycles which are air cooled and subject to more extremes in temperature and RPM's and had not had any problems.

I decided to consult several engine builders that have experience with vintage cars in Ontario and whose

opinions I value. All confirmed that it was unnecessary unless the seats had to be changed for other reasons, because the mileage and driving style of classic and vintage car owners simply doesn't warrant the need for fitting new hardened seats.

Also, with late model MGB heads, it can do more harm than good by stressing the head because of the interference fit of the new seats and causing cracking through to the water jacket. With the shortage

For Sale

- 1974 MG MGB. Colour is Blaze. The last of the chrome bumper "B's". Pirelli tires. Maintained as original as possible. New batteries. Stored in winter on blocks. Asking \$9,000. For further information please phone 613 475-1528
- 1978 Spitfire White with overdrive and 90,000. \$4000, OBO. It has been appraised at \$7,500. If interested contact, Ken at 705-357-1324 or 905-955-8054

Last word #1 (courtesy of Pat)

Who says men aren't romantic

After 30 years of marriage, a couple were lying in bed one evening, when the wife felt her husband begin to fondle her in ways he hadn't in quite some time. It almost tickled as his fingers started at her neck, and then began moving down past the small of her back.

He then caressed her shoulders and neck, slowly worked his hand down over her breasts, stopping just over her lower stomach.

He then proceeded to place his hand on her left inner arm, caressed past the side of her breast again, working down her side, passed gently over her buttock and down her leg to her calf. Then, he proceeded up her inner thigh, stopping just at the uppermost portion of her leg. He continued in the same manner on her right side, then suddenly stopped, rolled over and started to watch the TV.

As she had become quite aroused by this caressing, she asked in a loving voice, 'That was wonderful. Why did you stop?'

of good used MGB cylinder heads one would be advised to leave well alone in this case.

As one well respected expert in Lindsay told me, "What's the worse that can happen, you have to pull the head off in 4-5yrs and re-do the valves. Big deal, when these cars were made, every 20,000 miles they were doing just that, it was called giving it a 'decoke'". My thanks to all I contacted and I hope this info helps.

He said, 'I found the remote

Last word #2 (Courtesy of Ken Inglis)

