



# Clutch Chatter

Newsletter of the Victoria British Car Club

## Summer 2011

Well we can't complain about this summer, although we probably have! Too hot? Not with the nice breeze blowing through your hair or over your pate as you zoom along the country lanes with the top down and the finely-tuned engine purring under the beautiful paint job on the bonnet. Or having a cool one under the trees as you unpack your picnic basket or sit down for that well-deserved lunch with a good bunch of fellow enthusiasts. Ah, Summer in a British car!

### June 20<sup>th</sup> - Run organized by Don and Judy Collins

On a somewhat foggy morning about 10 club vehicles assembled at the Brookdale Plaza for a nice run through Mount Pleasant south through Ganaraska Country over the scenic and rolling Oak Ridges Moraine and around Rice Lake. The group followed some lesser travelled roads over several creek and river crossings of rivers originating on the Moraine. Cars arrived in Hastings by a variety of paths (maps not always followed!), bursting at the seams, as the organizers failed to include any nature breaks on this leg of the run! Undaunted, in true British spirit the group reassembled at a local "pit stop" and forged on over some sun-dappled narrow forested roads on the north shore of Rice Lake. Once emerging back on to County Rd. 2 the group drove on to Elmhirst Resort for a delightful roast beef luncheon in the Wild Blue Yonder pub.

After this delicious meal everyone found their own way home having discovered some beautiful sporting roads in our own backyard! And when we all left Elmhirst the sun was finally out! --- Don and Judy

(Editor's Note: I would rename Don's event as the bladder-buster!)

### Mosport - VRAC Car Show Sunday June 19<sup>th</sup>

Once again, the day for the Mosport Car show turned out to be hot and sunny. The cars from Peterborough met up with the Lindsay group at Pontypool, and the small group proceeded to

Mosport and parked amongst the car show entrants.

There were some beautiful cars in the show - a remarkable TVR Tuscan , two beautiful Mark 7 Jaguars and a great selection of Porsche 911s. Club members enjoyed lapping around the track at lunch-time - they got their money's worth with two plus laps.

### British Cars, Boats, Bogeys and Butter Tarts July 24<sup>th</sup> - The Decarlo's Run

With spectacular weather, a group of thirteen cars, mostly British but with a smattering of more modern vehicles, the VBCC July 24<sup>th</sup> run commenced in Bobcaygeon with military precision and timing and headed for the Horseless Carriage Museum on the road to Fenelon Falls. The museum was the first stop and was, in fact, the highlight of the tour. The only bad thing about our visit was that 45 minutes was not nearly enough time to savour all the history and technology of days gone by. Truly worth the visit if you ever get the chance.



We headed west on through Sturgeon Point, Ontario's smallest incorporated town (since 1899) and marvelled at some of the beautiful waterfront homes that overlook Sturgeon Lake. I can only imagine a British car (preferably a Triumph) in every drive - that would have completed the picture of perfection. Our tour then took us through Coboconk on our way to the Kirkfield Lift Lock for a brief tour and pit stop. The planners of the tour pulled off the perfect timing by having two boats arrive precisely at 11:40 for a lift in the giant steel tub so that we could all see how the lift lock works. How did they do that?

Once again we were back on the road at 12:00 noon and headed to Bolsover with mild anticipation that we might have a sighting of Dave Duval, the former CTV weatherman..... but no luck. We followed the canal on the north side all the way to Beaverton and then headed to Cedarhurst Golf and Country Club for lunch.



**We're ready for lunch!**

We had a great buffet lunch but no time for a round of golf or even a bucket of balls at the driving range.

The last leg of the trip took us though Cannington and then east across the Little Britain Road to the ever famous Little Britain Bakery and the ever famous Butter Tarts. It was a great run with great weather and no mechanical breakdowns of any sort. Total distance run was 99 miles or 160 KMs.

--- -Frank and Pauline.



( Editor's note: We don't even have to try hard to find a picture of an MG with the hood up!)

### **Brits in the Park - 2011**

Another year of Brits and another record! We hosted 226 cars this year and I am sure everyone of them appreciated the shade in the park. The new red, white and blue bunting was flying around the gazebo and things went fairly smoothly with club members pitching in and helping where needed.

The "Rib Fest" on Kent will not be there next year which will improve things greatly and perhaps the fun run that made getting to Brits awkward for some will be rescheduled.

A special thanks should go to Doug Dewar, Jim Willshaw, Mike Muir and Don Holloway, this year's executive (and of course their wives, Jenny, Susy, Dyan and Anne) all of who made this happen) Let's not forget our dauntless Club Pres. Warren Grant who eventually lost his voice doing all the announcements.

All club members can be very proud of their achievements. The Mayor, Ric McGee, made a point of telling me, to tell all of you, how much he and the city appreciated having Brits in the Park in Lindsay. **Ken Inglis**

**On behalf of the club members, our thanks once again to Ken and his team for organizing such a great event. As usual the show exemplified first class organization, great club comraderie and took advantage of the wonderful summer weather (and the shade trees.)**

There were some unusual cars this year - a Jowett Jupiter, a Riley Saloon and even London Taxis! Below are some of the interesting photos from the day - don't forget to check more on the website.



**British Saloon cars**



**1953 Healey - a beauty.**



**The ton-up kids arrived.**

### BRITS ON THE LAKE Aug 7<sup>th</sup> 2011



The 2011 **BRITS ON THE LAKE *Classic* British Motor Show** is now over. Following months of planning and a considerable effort on behalf of the Port Perry Downtown Business Improvement Area Association and my organizing team, the day came off perfectly – except for the weather. However, despite torrential downpours interspersed by periods of lighter rainfall and the occasional spot of drier weather, over 200 cars, motorcycles and commercial vehicles lined beautiful downtown Queen Street and, miraculously, very few left. The British spirit of soldiering on through adversity was certainly present in this group of owners! It is estimated that about 4,000 spectators also braved the rainfall.



We had early indications that the day would be a huge success with the website

recording over 2500 hits and pre-registrations up from 74 in 2010 to 144 this year. Additionally, there was a marked increase in the number of British Motorcycles present, signaling the support of the Canadian Vintage Motorcycle Group – Great Pine Ridge. And, a success it was from the point of car count and comments that were received from many, many people. The prevailing comment being that if we ever get a good weather day, we won't be able to deal with the influx of cars! I know that the merchants were happy with some saying that the day provided the best sales since Christmas. That is good for the future of the BRITS ON THE LAKE and for British car owners because it means that we will be able to continue to provide an enjoyable venue for them.

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As you know, we encourage clubs to participate in a competition in two categories. The first of these is the "Nigel Shiftright Award" for the club with the most registered attendees. This year, the Durham East Enders won, just beating out the MG Car Club of Toronto 32 to 28. (Just think, the VBCC could have won if just half of the members came out!) The second is the "Ambassadors Award" for the club having the best Club Display. Judging for this award is conducted the BIA merchants and this year it was awarded to the British Saloon Car Club of Canada – East Enders from the Cobourg area and featured Al Weller's 1930 Morris Oxford Truck which was used as an ambulance in Malta during the second world war – quite a history.



Motoring TV was there with host Billy Lyon filming for a program that will air on Motoring TV (TSN) later this fall. I'll advise of the date as soon as I am informed. You or your car could be featured!

The VBCC was well represented by 13 members, several taking home awards. On behalf of the BRITS ON THE LAKE organization, I would like to thank all of the VBCC members that braved the weather to attend and support this event and I encourage you all to come back again next year for a weekend full of great events as we expand on the activities. I'll have more details of that in the months to come.



## Fowlers Corn Roast and Golf Tourney - Sunday August 21<sup>st</sup>



Well, the weather was the big question at this event as well. Would the rain hold off or not? After all that planning and hard work by the Fowler family, the skies were watched with anticipation, and members did not let it deter them.

A good turnout of 37 people were there for the tee-off at Doug and Helen's, and although it rained in the morning, they managed to play their game between showers, and the sun even came out. The winners were Donna Hunter and Ron Paxton - congratulations to you both.



Unfortunately, it started to rain just when the corn and hamburgers were cooked, but everyone managed to get their food by sheltering under the canopies - including the new ones!



Upcoming Dates - check the website for details as dates get closer

- Overnight Trip - cancelled for this year

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- **Fall Run October 2<sup>nd</sup>**  
This year's colour tour will be organized by Jane and Bob Ellis

- **Last meeting - November 13<sup>th</sup> (note date change from Calendar\*)**

The AGM this year will be organized by Pat and Warren Grant

**Time: 11:00 am to 3:00 pm**

**Location:** Royal Canadian Legion, Branch 519

**Address:** 16 County Rd. 48. , Coboconk, ON

( Hwy. 48 about 200 feet west of Hwy 35 in Coboconk)

**Tel. # 705 454-8127**

- We will have a hot buffet meal with all the trimmings.
- Bar facilities available.
- Cost is \$15 per person.
- Please RSVP by October 15 to [wgrant1998@sympatico.ca](mailto:wgrant1998@sympatico.ca) so that we know how many plates to set. Thanks.

Just a word of thanks from your editors on behalf of the club members to all those who organized the trips and events this year. The club would be nothing without you and your time and effort, and we appreciate all the volunteers that step forward each year at the AGM.

### Non-Club Event

- Sept 18/11 Bronte British car day
- Oct 8/11 Lindsay to Brighton Run

Little Britain Motor Company will conduct its annual Classic Autumn Rally/Tour on Saturday, October 8th 2011. This is an all-tarmac event. Starting from the Little Britain Motor Company Works in Lindsay, finishing at a favourite restaurant/pub in Brighton on Lake Ontario. The event is open to all *classic* vehicles. There is no charge to enter.

Arrive to sign in by 10:30 am. Coffee & Donuts will be provided. First Car Out at 11:30 am. Approximately 3 hour duration. Lunch is at your own expense. Awards will be made during lunch. Register early as enrollment is limited to 50 cars/motorcycles.

Contact Bob at 705-878-5422 or email: [events@littlebritainmotorcompany.info](mailto:events@littlebritainmotorcompany.info)



### Racing news.

Half way through the F1 season and Vettel leads in points but the racing has been good. It seems that Vettel is not comfortable in adverse conditions, hence the wins by Alonso Hamilton and Button have all been on wet tracks, as in Montreal.

Schumacher, Vettel and Button are all entered in the Race of Champions in England this year. This is always an interesting event since it pits Champions from all the various racing disciplines against each other. It takes place in Dusseldorf this year, December 3<sup>rd</sup> and 4<sup>th</sup>. Fancy a trip - tickets from only 20 euros!

Jaguar fans - 2011 is the 50<sup>th</sup> Anniversary of the E-type. Go to this web site and watch a celebration in true British style with the Top Gear gang.

[www.bbc.co.uk/programmes/b006mj59](http://www.bbc.co.uk/programmes/b006mj59)

### Tech

#### Marvel

Looks and the

carbs.

Buy it at or Walmart.

### Tips

#### Mystery oil.

just like the old Redex works just as well in dash pots of SU

Canadian Tire

### The ongoing quest for parts and tools.

#### quality

In many of my editorial comments, I have spoken about the poor quality of today's replacement parts and tools. My answer has been to scour the garage sales and auctions in the area (and U.S. Flea Markets) looking for used and new old stock parts and North American made tools, often at very good prices.

If you have experienced modern day Chinese drill bits you will find they drill just about as



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good as a banana, so next time you're at a garage sale look at any drill bits they have to see whether they are North American made, and buy them while you can. Cleforge or Butterfield are two of many makes worth getting.

Keep your eyes open for Auctions too - run down the list of items for sale - there are often garage contents included. Last weekend I went to a great auction In Campbellford with many tools, car and motorcycle parts, including a complete 427 Ford engine with Cobra-jet heads which went for \$1800 and that was a real bargain. Indian motorcycle fenders sold for \$750 a piece and I was lucky enough to find a 1957 BSA rear fender in excellent shape for \$140. An old 1932 metal lathe sold for \$200 amongst lots of old machinery.

British Whitworth sized nuts and bolts were often used on earlier British cars - pre 1970's. Whitworth wrenches are not easy to come by and therefore a tip for those looking at auctions and sales is to explore any army ammunition boxes they find as quite often wrenches in these were used by the military to work on cars and motorcycles of the WW2 era.

I recently obtained original factory specs Competition Tuning Guide for TR5 and TR6. If anyone is interested in this information, please contact me.

## Silicone Brake Fluid.

Avoid this garbage like the plague. Next to undercoating it's the second biggest scam of all time.

The big argument for silicone brake fluid is that, unlike regular brake fluid, it doesn't absorb moisture. This is true, but that is not to say that moisture is repelled by silicone brake fluid. Moisture still gets into your brake system just like before, only now it just sits there. Rather than mixing into a uniform solution like it normally would with regular brake fluid, the moisture forms water droplets, very much like oil and vinegar. So what happens is that you still get corrosion just as before, and instead of a uniform viscosity such as you would find with moisture laden brake fluid, you get two separate fluids in your system with two very

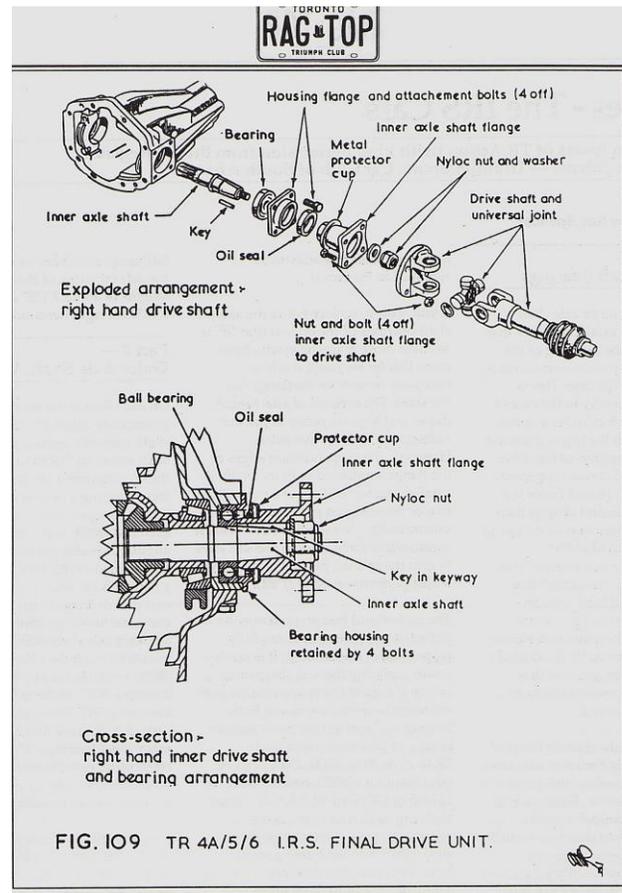
different sets of physical properties. And if you get really lucky, and one of these little water droplets gets to a caliper piston, the water will vaporize under the heat generated by braking, I wonder how well Girling brakes work on steam? Lastly once you have realized how you've screwed up by using silicone brake fluid, you will not be able to switch back to regular brake fluid unless all lines, seals and pistons are first thoroughly cleaned of every last trace of the junk.

## Leather Repairs

Anyone looking for repairs on vinyl or leather seats, tonneaus, soft-tops and the like, I can recommend

Sew-it-all on Chemong Road, telephone 705-292-0628. I recently had a tonneau cover zip replaced and the price and work were spot-on.

## TR4A/5/6 Owners might find this exploded diagram useful if changing to 3.45 to 1.



### Ken's Story



My first car was a beauty. It was a 1955 MGTF. Grey, red upholstery and wire wheels.

I was making seventy three cents an hour as an apprentice, less than minimum wage, but borrowed some money from my parents, at 6 percent interest (Scottish parents teaching me thrift) to buy it. I knew nothing about sports cars, British tradition, history of the breed or any of that crap. I just thought it would be a great chick magnet and I could never afford a Corvette.

So keeping my finances in mind, and the reputation of British cars, you can imagine how quickly I learned my mechanics ABC's. The muffler gave out first. I figured a louder car was even more of a magnet so I bought some flex pipe from good old Crappy Tire and proceeded to attach it and a super smart chrome tail pipe end to "soup up" my ride. The first challenge was mating these to a car where they were never intended to be. Now being so closely associated to the plumbing trade I decided to solder the pieces together. Worked great. That is until everything heated up and the smart chrome piece melted off and went careening into oncoming traffic. I just drove on.

Using the very best of wire, I had threaded the flex pipe along the underside of the car. I didn't know this at the time but under those floor mats there was a very nice piece of plywood keeping my feet off the pavement. Hot exhaust pipes

and plywood were never meant to meet. With smoke coming up around me I drove into the nearest gas station and asked for some water to put the fire out. Geez those guys get nervous when a hot looking car which happens to be smoldering pulls up next to a gas pump. No air miles from those guys.

Got the fire out and eventually made it all the way to winter. Wire wheels look great. Even took them off once and painted them with chrome paint. Flat tire. Coming home from a date, late, very cold, side of the road. Now, somewhere I am sure they tell you to keep some grease on the splines but nobody mentioned it to me. After driving home on the flat tire it took me a week of making pulling rigs to finally get the thing off, less a couple of spokes I might mention. Grease would have been cheaper.

It goes on and on but after a transmission job, and installing a second heater to help with the winter driving to Collingwood, my chic magnet finally worked and I have been married for forty-six years. She made me buy a Valiant when we got married by the way, and I sold the car for a lousy \$1,100 bucks. Where did I go wrong!

### Last Words

**Q: Know why the British don't make computers?**

**A:** They couldn't figure out how to make them leak oil!

### **BUT ON THE OTHER HAND**

#### **If Microsoft Built Cars...**

At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, "If GM had kept up with technology like the computer industry has, we would all be driving twenty-five dollar cars that got 1000 miles to the gallon."

Recently General Motors addressed this comment by releasing the statement: "Yes, but would you want a car that crashed twice a day?"



**A GT6 pulled alongside a Rolls-Royce at a traffic light.**

"Do you have a car phone?" its driver asked the man in the Rolls.

"Of course I do," was the haughty reply.

"Do you have a fax machine?"

The Rolls driver sighed. "I have that too."

"Do you have a double bed in the back?" the GT6 driver wanted to know. Ashen-faced, the Rolls driver sped off.

That afternoon, he had a mechanic install a double bed in his car.

A week later, the Rolls driver passed the same GT6, parked on the side of the road with its back windows fogged up and steam pouring out. The arrogant driver pulled over, got out of the Rolls and banged on the GT6's rear window. "I want you to know that I've had a double bed installed," bragged the Rolls driver. The GT6 driver rolled his window down and frowned at the Rolls driver. "You got me out of the shower to tell me that?"

**(Now comes the usual his/her struggle for this page)**

What is a 710 knob?

A blonde came in to my parts department and asked for a seven-hundred-ten knob. We all looked at each other and another customer asked, 'What is a seven-hundred-ten knob?' She replied, 'You know, the little piece in the middle of the engine, I have lost it and need a new one.' She replied that she did not know exactly what it was, but this piece had always been there.

The mechanic gave her a piece of paper and a pen and asked her to draw what the piece

looked like.

She drew a circle and in the middle of it wrote 710.

He then took her over to another car which had its hood up and asked 'Is there a 710 on this car?'

She pointed and said, 'Of course, it's right there.'

If you're not sure what a 710 is, look at the end of the newsletter.

*(They say this is a true story but I believe it is the usual Blonde discrimination, so below are some mild comebacks. -Pat)*

It is said that if you line up all the cars in the world end-to-end, some man from California would be stupid enough to try to pass them.

Little Billy and his Dad were down at **Mosport watching the MGBs** zipping through the cones. Little Billy looks up to his Dad and says, "Dad, when I grow up, I want to be a MGB driver." His Dad looks down at him and says, "You can't do both, son."

**My husband phoned** me the other day and proceeded to tell me he had purchased a new car for me. Well I was not thrilled I wanted the new 4 door SUV. What kind is it I asked..... a Triumph Spitfire a BRITISH car.... I've always wanted one he exclaimed! Well I knew nothing of these British cars. I love Coronation Street but does that help? No?

Well, my family told me to be grateful; he only bought it because he's going through a MID LIFE CRISIS. "They either buy sports cars or trade the wife in for a slimmer newer model" my sister said. Well, he got BOTH.

We've had the car now 4 days and I'm slimmer already...I've had to push it home everytime we go out!

*(Now, that is a true story!)*

