

getting there. This has to be one of the best kept secret collection of British cars around including a few Minis, Anglia, and an Italian Isetta! Grace's brother Sandy also displayed his impressive Austin Princess previously owned by the Oland family. The Jost Winery in Malagash was the next stop on the tour where we were given a tour of the operation and a few samples tasted and product purchased. On the return trip a few of us stopped at the Pork Shop in Denmark for an enjoyable supper. The remainder of the trip home was punctuated buy stops at varios locations where British cars had been spotted on the way up in the morning.

August 4th - 9th - Cape Breton Invasion, Baddeck

Participants

Robert & Helen Bell -	1957 Rolls Royce
David & Louise Colville -	1975 TR6
Tony & Monique Gibson -	1937 HRG
Bob & Pat Hamilton -	1954 Sunbeam Talbot D.H.C.
Gerry Hull & Sandra Grebeldinger -	1977 MGB
Andrew Hurst & Robin McGee -	1961 Mini 850
Joel Page -	1958 Austin Healey 100-6
Roger & Irene Phinney -	1968 Jaguar XJ6
Drew & Sheilia Sperry -	1960 TR3
Ken & Lorna Steels -	1974 TR6
Harry & Karen Stevens -	196? Jaguar

Guests From Away

John & Gladys McNaughton -	1966 Morgan 4+4
2211 Estribo Drive, Rolling Hills Estates, CA 90274	
Tim Bayley & Janet Southwick -	1952 MGTD, Toronto, ON
Jim & Laura Babineau (Honeymooners!),	Chelsea, Vermont - Triumph Spitfire

Sunday, August 4, 1996

We departed in sunshine from the Mic Mac Mall at 9:30 am without Joel or Roger who would travel together and meet us at the Causeway later in the day. Travelling up Route 7 passing through Sheet Harbour we arrived at about 1 pm at the Liscomb Lodge for a fine lunch and then continued on to Sherbrooke and up to Goshen. Just after leaving Sherbrooke we encountered the only rain during the six days we were out and it only lasted about ten minutes. The Old Guysborough road took us to Guysborough and on to Port Hastings and the Canso Causeway where we met up with Joel & Roger. Joel was not a happy camper as the hydraulics for the clutch had departed and the engine was mysteriously spraying oil all over the engine compartment. After much deliberation and many opinions expressed, he decided to press onto Baddeck without the use of a clutch. We all arrived intact at about 7 pm at the Silver Dart Resort where most of us enjoyed a buffet dinner and later retired to our chalets.

Monday, August 5, 1996.

"Sunny and HOT" was the forecast as we departed for the Fortress Louisbourg where we spent the day touring this impressive reconstruction of the old French fortress. Most of us took advantage of the period restaurants on site for lunch. By 4 pm we were ready to hit the road again back to Baddeck, however, Tim & Janet decided to leave a bit later and found some interesting narrow, dusty back roads to get home in the TD. "The Yellow Cello" was the choice for dinner this night. Joel spent some time with help of others getting the clutch bled and operating again so he could join us on the Cabot Trail the coming day.

Tuesday, August 6, 1996.

Joel was up at 3 am working on the Healey brakes replacing a return spring on a front wheel that was rubbing slightly. While doing this, he inadvertently let some air into the system and could not seem to be able to get the pedal hard enough that he felt safe with it. Unfortunately again, Joel was unable to take his car so he took the offer to ride with the Phinneys which was to their advantage in the end as they saved money by entering the National Park as a "family" (Joel Phinney where are you?).

Heading out under clear skies for the Cabot Trail, we stopped at the Wreck Cove General Store to view an aged Austin Healey 3000 MKII that has been sitting under tarps for many years but is going to be restored, according to the owner. Many of us doubt this will ever happen. For lunch, some of us stopped beside a riverside picnic area near Ingonish Beach while others went further on to Bear brook to swim. We took the shore road from Neil's Harbour to Cape North and continued on to Arts North, a pottery craft shop for a brief stop. Coming down from French Mountain into Pleasant Bay proved to be a challenge for the brakes on at least one car. We met up with Drew and Sheila (Drew had a business meeting in Cheticamp) at a beach near Cheticamp and then continued on to Flora's craft shop. It was getting late so we made a quick trip (some quicker than others!) back to Baddeck as some had reservations for a Lobster Supper. Those who didn't have lobster brought in pizza to supplement liquid refreshments and then story telling began which went into the wee hours of the morning.

Wednesday, August 7, 1996.

Another sunny day and we boarded the schooner "Amoeba" at 11 am and sailed in a brisk wind on the Bras D'Or Lakes for a couple of hours and passed in front of the late Alexander Graham Bell's summer home, Beinn Bhreagh. Shortly after lunch time, Roger & Irene along with Joel reluctantly departed for home.

A group of cars spent the afternoon in Sydney visiting Barclay Cunningham who proudly displayed his collection of British cars which included MGTC, MGTD, MGTF, MGB and Bert Miller was also on hand with his 1967 Austin Healey 3000 MKIII.

Thursday August 8, 1996.

The morning was open to do whatever anyone wanted to do and many visited the Alexander Graham Bell Museum while others did a bit of shopping.

In the afternoon we were joined by honeymooning Jim and Laura Babineau from Chelsea, Vermont in their Triumph Spitfire. We drove to Iona and toured the Nova Scotia Highland Village Museum which consists of ten historic buildings typically built by the early Scottish settlers. The group then split, some returning to Baddeck while three others ventured further on to Big Pond to visit Rita's Tea Room for a "sweetie" and a cup of tea. Dinner was split between the Yellow Cello and Wong's Chinese restaurant. This was followed by a surprise house warming at the residence of Harry and Karen Stevens. (I think we interrupted a "special" evening!).

Friday, August 9, 1996.

Yet another fine day greeted us for the trip home. Turning off at Whycocomagh, we headed up the east side of Lake Ainslie only to be greeted by an aerial display of approximately ten Bald Eagles who occasionally swooped down close to the road riding on the updraught winds off the lake. This was truly a memorable highlight of the whole trip.

Lunch was at the Glenora Distillery near Mabou, the only single malt distillery in North America. We toured the operations and sampled some 90 proof product that had not been

aged as it will be another four years before the first finished whisky will have aged the required ten years. We then headed for the Canso Causeway and onto a very busy Route 104 to Antigonish where we turned off onto the beautiful "Mini Cabot Trail" around Cape George. In Arisaig, we visited with David Runnel who owns two MGTD's that are for sale. As it was getting late in the day, five cars departed for the Halifax area taking the back roads from Alma through Dean, Upper Musquodoboit, Middle Musquodoboit and the Old Guysborough Road to the Aerotech Park exit on Hwy. 102. A good place to stop for supper was at Dean's Restaurant in Upper Musquodoboit.

Summary

A photo session and prize-giving was held on Thursday morning in front of the MacNeil House on the Silver Dart property with the following awards presented:

Longest Distance Travelled - John & Gladys McNaughton, California
 Oldest Car on Tour - Tony Gibson (absent), 1937 HRG
 "Up-Your-Kilt-Award" to Gerry Hull for the best story telling.

Special mementoes of the trip were also presented to John & Gladys McNaughton from California in their Morgan 4+4 and Tim Bayley & Janet Southwick from Toronto in their MGTD for making the effort to be with us. Their presence enhanced a wonderful six days of British car touring.

LAST TWO EVENTS COMING UP!

September 22, 1966 - Five Islands/Parrsboro Run

Halifax Meeting Point: 9:00 am, Tim Hortons Sunnyside Mall Parking Lot

Truro Meeting Point: 10:00 am, K-Mart Mall Parking Lot (opposite Tim Hortons)

This run will be punctuated by stops at various attractions along the way, including a Dutch Cheese factory. Please bring a lunch.

October 20, 1996 - Second Annual Fun Rally (Approx. 2-3 hours)

Meeting Place: T.B.A. Details to be mailed out later. PLEASE NOTE CHANGE IN DATE!

This rally is for fun only!

WELCOME TO NEW MEMBERS

We wish to welcome the following new members who have joined the Club during the past summer:

Gus & Linda Pettipas	Riverview, NB	1965 Ford Anglia
Malcolm & Patricia Bayne	Dartmouth, NS	1976 MGB, 1978 Austin Mini
Kevin Stephens	Fall River, NS	1972 MG Midget
Preston & Betti Ann Smith	Head of St. Margaret's Bay	1978 MGB LE + +
Marshall & Janice Lewis	Bedford, NS	1976 TR6, 1990/1987 Jag.XJ6's
Archie & Peggy Williamson	Barrington Passage, NS	1963 Daimler
Larry Smith & Susan Frazer	Halifax, NS	1971 MGB
David Williams	Tantallon, NS	1969 Jaguar XKE, 1970 MG Midget
Peter & Mona Sauriol	Bedford, NS	1980 MGB LE
Ed & Cathy Kerr	Windsor, NS	1974 MG Midget
Greg Delbridge	Dartmouth, NS	1976 MG Midget, 1969

Spitfire

CLUB GOLF AND SWEATSHIRTS

We are now preparing another order for embroidered Club **sweatshirts** in dark blue which will be available in small, medium, large, and extra large sizes at a cost of approximately \$25.00. These are excellent quality shirts and good value so please call Bob Hamilton to place your order. The order will be placed when we have received orders for a quantity of twenty five.

We have leftover from the last order, one large sweatshirt available for \$25.00 to the first person that calls Bob Hamilton at 861-3277.

CLUB BADGES

The Club executive has been able to locate a local company that will produce a good quality, attractive enamel car badge at a cost of about \$25.00 if we place an order for 75. The total cost of about \$1,875.00 is too much for the club to absorb at this point but if we are able to obtain prepaid orders for at least 50, then we will proceed with an order.

If you would like one (or hopefully two), please send your order to Roger Phinney, 10 Wedgewood Ave., Halifax, B3M 2B3 and enclose a cheque payable to B.A.T.A.N.S. for the full amount. Delivery should be within the next couple of months.

NOTES FROM THE INTERNET SOL (SCIONS OF LUCAS) PAGES

Mike Burdick (on the SOL list) says:

A while back when this topic came up, I posted excerpts from a Skinned Knuckles article on silicone brake fluid. They made the best attempt I've seen so far to actually address this issue with hard data instead of anecdotes. The data they used came from military tests in jungle conditions and tests from the original producer of DOT5 fluid (DuPont? I can't remember...). Even so, they were not able to come up with many conclusions about DOT5 fluid. In a nutshell, the conclusions were:

1) DOT5 does not absorb water and may be useful where water absorption is a problem.

2) DOT5 does NOT mix with DOT3 or DOT4. They also maintain that all reported problems with DOT5 are probably due to some degree of mixing with other fluid types. They said the proper way to convert to DOT5 is to totally rebuild the hydraulic system.

3) Reports of DOT5 causing premature failure of rubber brake parts were more common with early DOT5 formulations. This is thought to be due to improper addition of swelling agents and has been fixed in recent formulations.

4) DOT5 is compatible with all rubber formulations.

5) DOT5 doesn't eat paint.

They also made some general recommendations based on this data and personal experiences. These, along with recommendations of list members included:

1) If it works for you, use it. You won't hurt anything if you do the conversion correctly. (See, #2 above)

2) Careful bleeding is required to get all of the air out of the system. Small bubbles can form in the fluid that will form large bubbles over time. It may be necessary to do a series of bleeds.

3) DOT5 is probably not the thing to use in your race car although it is rated to stand up to the heat generated during racing conditions. The reason for this recommendation is the difficult bleeding mentioned above.

4) DOT5 is a good choice for the weekend driver/show car. It doesn't absorb water and it doesn't eat paint. One caveat is that because it doesn't absorb water, water that gets in the system will tend to collect at low points. In this scenario, it would actually be promoting corrosion! Annual flushing might be a good idea.