

Friday, July 4th, 1997 - B.B.Q. With Austin Healey Club of America

Fog greeted us as we prepared to depart from the Mic Mac Mall parking lot but as we continued up the Musquodoboit Valley, there were glimpses of sun. As we were entering the restaurant in Upper Musquodoboit, Ron and Lynne Gray (who had stopped for a pit stop at a Provincial Park a few miles back) zoomed passed us unaware that we had pulled off for a quick late lunch and consequently had the distinction of being the first to arrive at the Comfort Inn in New Glasgow, one hour ahead of the rest of us! All the Austin Healeys were lodged at the Country Inn and Suites next door so we had the opportunity to meet many of them before heading off to Haylett Clarke's cottage at Black Point. It was a beautiful sight (a Kodak moment?) to see all these magnificent cars (including ours of course) lined up on the grass in front of the cottage but it wasn't long before the heavens open up to one of the most electrifying thunder storms of the season and everyone retreated indoors. As a spectacular rainbow appeared, Nina and Haylett set up the B.B.Q. and salads to feed the 40 or more hungry guests. The rest of the evening was spent making new friendships and renewing old ones as well as checking out the various cars on display, eventually wending our way back to the motel by 11 PM. It was nice to meet members Aville and Edwina Arsenault who drove up from Antigonish County in a TR6 to be at the B.B.Q.

Saturday was a top down day and after a late breakfast, we were again on the road to meet the Quebec Austin Healey Club in Peggy's Cove at 2 PM. The cars attracted a lot of attention in the crowded parking lot but we managed to extract ourselves by 3:30 and head into Halifax where we toured the downtown area before dropping the visitors off at their B&B's in Dartmouth. A dinner setting for thirty at the new Boondocks Restaurant in Eastern Passage allowed us personally meet the Quebec club members. Sunday their journey continued up the Eastern Shore and on to the Cabot Trail.

A special thanks to all members who helped welcome these two clubs travelling through the area.

Sunday, July 13th - Blomindon Park Picnic

True to form for the weather this summer, this was another sunny, hot day and by the time we meandered through a myriad of back roads, there were over thirteen cars assembled at the park for lunch. This was a great opportunity to just relax without having to drive any great distances and despite the hot day, one member lit up a charcoal B.B.Q. for some hot dogs and hamburgers. A few departed in the early afternoon and the remainder drove up to the Look-Off for some cool refreshments, like ice cream? A good day was had by all.

Saturday, July 26th - Show & Shine at Scott Manor House, Bedford

It was very pleasing to see 20 cars appear for this function which attracted a number of interested spectators as well as Angela Thibodeau, a budding young artist, who was able to complete three excellent pencil sketches of member's cars. At about 4:30 PM, we all departed for Waverley where Pat & Bob Hamilton hosted the B.B.Q. complete with British beer and bangers and a few dozen hamburgers and hot dogs. Thanks to all those who brought the trimmings for a wonderful meal.

Saturday, August 2nd to Saturday August 9th - British Invasion of St. Andrews, NB

On another fine, hot Saturday, seven families departed for the comfortable Harbourview Inn operated by congenial members Philip and Mona Webb (1980 white MGB) in Smith's Cove. Joel Page and Jeoff Muttart were unable to attend this event but joined us for the day trip to Smith's Cove and returned home just before we sat down to a wonderful dinner at the Inn. Sunday dawned sunny but quickly turned dark just as we were having a "Kodak Moment" with all the cars assembled in front of the Inn. By the time we arrived at the ferry terminal at noon, the heavens opened up with lightning striking all around as we waited in the assembly area. Drew and Sheilia Sperry (TR3A) were the only ones who really minded this as they had only a tonneau cover to keep them dry. Sheilia disappeared under the tonneau while Drew paced soaking wet in the downpour until we were allowed to board the ferry. Upon parking inside, Sheilia surprised many motorcyclists as she "popped" out from under the tonneau, and they accepted Drew as a real man for being undaunted by the storm. (We were also impressed!)

Upon arriving at Saint John, we were met by Gus and Linda Pettipas from Moncton (in their Anglia 100E) and they continued on with us to St. Andrews for one night. As we arrived in St. Andrews, we were surprised and honoured to be greeted by John and Gladys McNaughton who had driven from California in their 1986 Volvo to be with us again this year. They had just returned from a long trip to Alaska in their Morgan and opted for a more comfortable ride to the east coast. There was also another type of invasion in the form of three TR6's from Ontario piloted by Fred and Trish Nesbitt, Jim and Sylvia Nesbitt (brothers), and Ken and June Langsford who had already registered at the Seaside Beach Resort.

Monday was a bit cooler as thirteen cars chased the blue sky on the horizon from St. Andrews to King's Landing before the sun broke through for lunch at the Lion's Head Inn accompanied by a brew from the pub downstairs. The afternoon was spent poking around the various period buildings in the village the highlight being an authentic "Paupers Auction" held at the General Store staged by skilled actors in period costumes. Paupers were auctioned off to the lowest bidder (bids started at \$100.00) but the proceedings were not to proceed without a hitch as a petition was presented to terminate these "inhumane" auctions. The whole show is so skillfully done that many spectators become very emotionally involved in the proceedings. Very entertaining!

The Tuesday trip to Grand Manan Island was scrubbed due to threatening weather so it was spent exploring the varied and interesting shops and eateries of St. Andrews.

Wednesday dawned sunny and a bit cooler for our trip to Deer Island and on to Campobello Island's Franklin D. Roosevelt summer cottage. After an exciting ferry ride through some pretty turbulent water, we arrived on Deer Island about 1 1/2 hours before the ferry to Campobello Island was to depart so we spent this time touring the Island and came across an intriguing shop called the "Happy House" which is your basic antique spot but stocked with mostly books, tools and some housewares. A smaller ferry took us onto Campobello Island to visit the Roosevelt's summer cottage. Some cottage! Later in the afternoon we encountered another rain storm that lasted for a short time and it cleared by the time we returned to St. Andrews.

Thursday morning was spent on Minister's Island on the outskirts of St. Andrews which can only be reached at low tide as the road to the island is submerged by 16' of water at high tide. This island is now owned by the New Brunswick Government and was the summer home of Sir William Van Horne, who was instrumental in getting the C.P.R. connected to the west coast. This is an impressive home with all the style of the wealthy of that era but unfortunately it has deteriorated over the years, however, the NB Government is now in the process of preserving the buildings. Thursday afternoon was spent touring the new Ganong chocolate factory in St. Stephen and sampling almost every product they make. The annual Lobster and Mussel Boil occurred this evening complete with many salads and side dishes. Eleven pounds of mussels steamed in wine and 30 lobster dipped in garlic butter were consumed as we engaged in the usual British car banter.

Sadly, we all departed at 11 am Friday morning for home - the Ontario contingent heading west through the New England states, Preston and Betti Ann headed towards Fredericton while the remainder took all the back roads possible to reach Fundy National Park and overnighted at Hopewell Rocks. Gus and Linda Pettipas put on a great B.B.Q. for all of us and we were able to see all Gus' toys in his Toy Box. Thanks, Gus and Linda.

Saturday we slowly meandered to Moncton to let "the girls" loose at the Champlain Mall and then onto Halifax through some wet weather.

There were no major breakdowns during the 1000 miles we covered from Halifax. It was a week to remember - meeting old and making new friends, lots of good laughs, many good memories and we all look forward to next years British Invasion.

Upcoming Events

Sunday, August 24th - Halifax Antique Car Club Show & Shine. Exhibition Park

Meet: Clayton Park Sobeys Store - 9:30 and proceed to Exhibition Park.

Sunday, September 7th - On the Dock at the Maritime Museum of the Atlantic

We have once again been invited to display our cars on the dock behind the Maritime Museum of the Atlantic as part of the Polaris Class sailboat races being held this weekend. We will be assembling the cars on the dock between 9 and 9:30 a.m., keeping in mind that it is very difficult to leave until the end of the event which will be 4 p.m. There is plenty of activity on the waterfront during the day as well as the sailboat races and if the weather is anything like last year, this should be an interesting day.

Saturday, Sept. 13th - Sunday Sept. 14th

Halifax Area - Meet at Arbies in Bedford - 9 AM for 9:15 departure. (Route #2 to Truro)

Valley & Truro Area - Meet at K-Mart Parking Lot - 10:15 for 10:30 departure.

(opposite Tim Hortons, of course!)

This is a weekend tour of the Tatamagouche, Malagash (Jost Winery), Springhill (Anne Murray Centre), Parrsboro area with stops along the way to interest **everyone** and we will overnight in Parrsboro. It will be up to the individual members to book their own accommodations in Parrsboro where there are many B&B's plus the Riverview Cottages (902-254-2388) with rates from \$36.00 - \$65.00 per night (recommended). BATANS member Kerwin Davison (London Cab and Bentley owner) of Parrsboro has made arrangements for us on Sunday to visit the Parrsboro Metal Fabricators plant and the Ottawa House Museum. Don't miss this one!

Sunday, October 5th - Second Annual Fun Rally - An Andrew Hurst Production!

PLEASE NOTE DATE CHANGE! This change was necessary as many attractions used during this rally close after the Thanksgiving Day Weekend. Approximately 3 hours of fun and challenge on scenic and winding roads. Following clues and diagrams, each driver/navigator(s) team must find their way through a secret route to collect answers to riddles. A good time is guaranteed to novice and experienced ralliers alike.

The fun begins at 9:30 am Sunday October 5th (rain or shine) at the Wolfville Tim Hortons and will finish up at a picnic park for a "bring your own" picnic lunch and awarding of prizes.

SPECIAL INVITATION

September 4th to 8th - Visit to the Maine Coast

Drew and Sheilia Sperry are considering a long weekend in Maine with our New England compatriots and want to know if others would be interested. The weekend trip would be based around two events, the New England Triumph Lobster Tour and the Down East Auto Classic. The proposed itinerary is:

- Thursday September 4th: a leisurely drive to Yarmouth to take the ferry to Bar Harbour - a 4:30 PM departure, arrival in USA 9:30 PM. Stay overnight in Bar Harbour or Ellsworth.
- Friday September 5th : another leisurely drive south along US coastal Route 1, stopping for shopping and the Transportation Museum. Overnight at starting point of the Lobster Tour, probably around Wells.
- Saturday September 6th : rendezvous with New England Triumphs for a day-long tour of the coast, ending with a lobster supper, expected to be near Portland for Sunday's British Car Gathering.
- Sunday September 7th : Down East British Auto Classic at Fort William Park. Renew old acquaintances and make new ones at this gathering of all British marques. During the evening we will travel back to Bar Harbour.
- Monday September 8th : ferry departure at 8:00 AM, arriving Yarmouth 3:00 PM. Drive back home or overnight enroute as desired.

Ferry costs to Maine (high season) will be \$55.55 per car and \$41.50 per adult . Return (off season) will be \$50.00 per car and \$27.25 per adult. If you are interested, please call Drew or Sheilia at 463-4406 (h) or 469-9000 (w). With an indication of the level of interest, the Sperry's will check out accommodations available, rates, etc. It should also be noted those taking this trip would miss the September 7th gathering on the Halifax waterfront.

Welcome to New Members

We wish to welcome the following twenty six new members who have joined the Club since the last Small Torque was issued:

Paul & Sherrylyn Albanese	1978 MGB	Bruce Annand	1976 Austin Mini
Barry & Fay Barbrick	1978 MGB	Brian Boates	1973 TR6
Denis Bouchard & Janice Reid	1966 AC Cobra (replicar)	Stephen & Jennifer Calder	1969 MGB 1967 Austin
Cambridge			
Jim Cleveland	1970 Land Rover	Paul & Marilyn Comeau	1979 MGB
Robert & Jody Comeau	1970 MGB	Thom & Anne Dillman	1969 MGB
Andrew Farrall	1975 MGB	Paul & Rose Fennell	1962 MGA 1600, 1963 TR3
Allan & Nicole Ferguson	1966 A-H 3000	Jonathan Gale	1979 MG Midget
Howard & Brenda Gray	1980 TR7	Bob & Carolyn Harvey	1975 MGB
Drs. Alex & Tannis Jurgens	1980 MGB	Barry & June Marshall	1977 MGB
Paul & Linda Nieuwenstein	1974 MGB-GT	Russ & Debbie Parrott	TR4A
Bill & Diane Peters	1976 MGB	Willard & Anna Saulnier	1951 MGTD
Paul & Susan Scott	(no car at present)	David & Sheila Tinker	1974 MGB
Dan & Denise Tompkins	1979 Austin Mini	Gary Walker	1979 MG Midget

We sincerely hope you and your family will enjoy the company of others who enjoy driving and preserving British automobiles and we look forward to meeting you and your cars at the next outing.

Who Are You Go'in to Call? B.A.T.A.N.S.!

I thought the membership might be interested in this story. The following is an e-mail message from member Geoff Muttart in response to one I sent out regarding an MGB stolen in Wolfville recently.

Message Sent to BATANS Online Members August 12th: BATANERS,

I just received notification from Andrew Hurst that a potential member Jane Bailey from the Valley (Wolfville) has just had her 1973 MGB stolen from in front of the "AXE" last night in Wolfville. The description is as follows:

1973 MGB (chrome bumpers)
Burgandy Exterior, Black Interior
Soft Top is ripped
Honda Stereo cassette installed
"Medium" condition
V.I.N. GHN5UD310245

If anyone has seen this car recently, please call Jane at 902-678-2850.

Thanks,
Bob

Response Received From Geoff Muttart August 14th: Breaking news from Starr's Point!

I called Joel to discuss other lbc problems and happened to ask if he'd heard about this car being stolen. Lo and behold, he hadn't but, fancy this, the car had been sitting outside his place for the last two days. He wondered who owned it and had been keeping his eye on it. He even saw the Wolfville PD drive by today but they showed no interest in it. I passed along the owner's name and number you provided and he called but only got a machine so he proceeded to call the police. They arrived and impounded the car while he supervised to ensure they didn't hurt anything. The car didn't appear any the worse for wear, fortunately. Unfortunately, the RCMP Ident. Unit is used for fingerprinting down here and it usually takes several days to have it done, so the owner is unlikely to have her car back until next week.

In case you're unaware, Joel's house is about a block from both the Axe (where the car was stolen from) and the Cop shop. Good detective work on the part of the police, eh?

Joel wants everyone to know that if they have misplaced anything, please let us know - we'll be happy to locate it :-).

Geoff M. "gmuttart@mtdc.ns.ca"

Golf Shirts & Car Badges

A new order of handsome Haynes Golf shirts, embroidered with the Club crest, has arrived in a choice of ONE colour, navy blue, but in sizes Medium, Large and X-Large and are for sale for \$25.00. You can order one by calling Bob Hamilton at 861-3277 or see Bob at Arbie's in Bedford on Monday nights. Bob Hamilton and Roger Phinney also have beautiful cast Club car badges in 3" (\$20.00) or 4" (\$25.00) sizes available complete with mounting hardware. (Some modifications to the badge may be necessary to suit your car.)

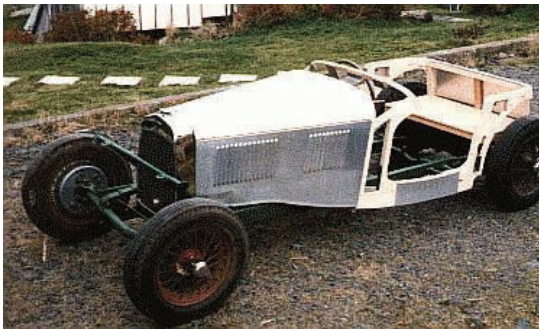
Member

Profile

Tony Gibson

Head of St. Margarets Bay

1937 HRG



Engine # stamped on engine bearer: 480/63/10449
Gearbox: Moss (I believe, no name on it), 3374
Axle: ENV type WW172 (can't find any other #)
Colour now: dark green, silver wheels, green leather interior

1st owner: Mr. Rainey, Royal Marine Barracks, Southsea, Purchased in 1937 (Ian Dussek has original works file card record).

2nd owner: P.J.Johnson, 72 Gilbanks Rd, Wallaston, Worcs.

I have not been able to find any other record of the car before I purchased it in September. 1953. I do not remember the name of the previous owner, but I remember that he had (he said) used it for considerable club racing over the previous two or three years.

I took over the car fitted with a preselector gearbox, the Moss box was supplied as a spare. The preselector was bolted to the flywheel and relied upon using the bandbrakes as a clutch. I left the preselector in England with Roland Cooke (plus other spares) when I moved to Canada in 1958. Until 1958 I lived in Gatley, Ches. just South of Manchester. We used the car in many rallies and driving tests, and for one 8 Clubs Silverstone meeting in 1954 (this is the picture of the car and I that we found in the Beaulieu records).

When I bought the car the speedometer read 97,000mls, but it wasn't connected to the preselector box, which I used for the next two years, so it ran for some years without a speedo. It now reads 45.994, going round for the second time. So total mileage is 200,000 - 250,000 miles. I needed to have the engine rebuilt in 1955 and went to see Meadows in Wolverhampton. They didn't want to know about it, although all the works managers came out to the parking lot to look at the old antique of theirs. They recommended that I took it to a Mr. Dove who's workshop was close to the works, and he agreed to overhaul it: new cylinder liners, reground crank etc. Later it had replacement rocker shaft bearings, and before we left England, a replacement for a cracked rear brake drum. One chassis rail cracked forward of the steering box which was welded and plated. During the body rebuild of 1984-87, I had the crank built-up to standard and a 20 thou. rebore. Pistons were supplied by Hepworth (who have all sizes and crown heights for the 4ED). These were the only mechanical problems while I have had the car. All the real difficulties have been with bodies falling off. High-speed (relative) competition on country and unsurfaced roads hasn't helped.

We took off the original body and replaced it with a fibreglass body from Rochdale Motor Panels in 1956. This body came from the mold they made from a 1.5 litre Connaught of the time (I saw this car once driven by S.Moss at Goodwood). They had to add about 18ins to lengthen the centre of the body, and this did not improve the appearance. The body was successful and staved together, we used it until the car was laid up in 1970, but I was glad to get rid of it. The more recent body rebuild was completed in the summer of 1987, in time for it to be used at my son's wedding. Our friend Alan Jenner made the front and rear wings, petrol tank, bonnet, and radiator cowl. He also had the radiator and leather-covered seats made. Everything was very satisfactory, although delivery was a bit slow. I made everything else. With plenty of experience of body troubles, I paid special attention to reinforcing the previously weak spots: a heavier top timber at the rear of the body and a bracket between this and the spare wheel (the petrol tank no longer bangs and bounces around, fighting with the spare wheel). The bottom body timbers behind the doors are reinforced with steel brackets (as is the postwar Hurg). New steel firewall brackets were made up, and a new firewall from 3/15in half-hard aluminum sheet. The scuttle timbers are also heavier, and the dashboard is detachable. Perhaps most important, the radiator is mounted, as originally, on the front engine bearer; but, the top mounting is now firmly bolted to the cylinder head via a substantial aluminum bracket. This means in effect, that the engine, radiator, firewall and bonnet are all one unit with the front of the chassis etc rotating around the front engine mount. The sum total of all this is a body without shakes, and a spare wheel that stays put. I now only have one spare wheel mounted to reduce the strain on things at the back. This after a long delay years ago on a rally when both spares had to be retrieved from fields along the route. Incidentally, the electricians are positive earth. After the rebuild in 1987, I added up the cost and it came to \$12,000 Can. (6,000 sterling). My most recent modification is a carb. airfilter system to increase bore life (pictures enclosed), no alterations were made to the car parts.

We made one Continental wedding/holiday trip in 1955; a week chasing up the Swiss alps whilst the Swiss shook their fists at us for having fun, then a great drive across France where the population seemed to enjoy the car as much as we did whilst we chased Inter Astons etc, to the disastrous LeMans. When we moved to Canada in '58, I picked up the car at dockside in Montreal and drove it to Winnipeg (2,300mls), where we intended to live. We were in Winnipeg from 1958-66, and competed in many minor competitions including the hill climb that you recorded, and a few ice races on the Red river. On returning home after one of these, top down of course, I felt it was a little chilly, and the thermometer read -25°F. I had to use the car for daily transport for the first two years, and the coldest drive to work was -36°F. We were lucky: it often got much colder than this. It was a difficulty car in these temperatures: the oil in the steering box, kingpins etc went almost solid, and the tyres had flats frozen into them after leaving it standing overnight. This stiffened the ride.

Moving to Halifax in 1966 the 3200ml trip was much easier because the Trans Canada highway had been completed by then, although I could only travel by daylight because the dynamo was on the blink. We only used the car for local trips after this until we retired it prior to the body change and rebuild.

I was glad to hear that you are using A.64 and have run-up a few miles on it. At the 1,000 mile post rebuild mark, A.63 needed everything tightening up. No other problems - yet. I hope that we will see the results of your labours. I am sure that like myself, all the Meadows owners would very much like to

know more about the history of these cars. Last year, when we returned to Canada after working for five years in Trinidad, for some reason I put together a sheet listing Meadows cars and owners as far as I could enumerate them. I am sure this list is inaccurate, but I have enclosed a copy in case it could be of help to you. I would be interested to learn how many still have the Meadows aboard. I gave a thought as to how many Meadows cars of all sort there might be, and adding Hurgs and Nashes together probably makes about 120, plus a few hundred Lea Francis. Not many and very few with the two carb Brooklands head. Incidentally, I have a photocopy of the Meadows manual, the 1937 HRG sales manual (this from Beauieu), and the Marles Weller steering gear manual.

Editor's Note

The above letter was written by Tony Gibson to Mr. Ken Holmes in England

MARKETPLACE

For Sale

1980 Rover SD1 3500 V8, Great donor for TR8 or MGBV8 project. 5 speed rebuilt manual gearbox Asking \$2000, contact Vincent at Shubenacadie, N.S. Telephone 902-758-2723 or vinver@istar.ca

Wanted

For 1968 Jaguar MKII, I am looking for the following parts immediately. Need these parts to drive car.

Water pump or seals

Brake booster or brake booster kit

Please contact me asap. My home number is 902-765-8536 call collect. Thanks, Tony

Cochrane

Frank & Troise

Great Moments in Automotive History:

The Supreme Court rules that the First Amendment does not give an individual the right to shout "PIGEONS!" in a crowded concours d'elegance.



For Triumph Spitfire 1500. I need the cover that conceals the roof when it's folded away, left and right sun-visors, boot latch and key, and an ignition switch. Things that I have for sale or trade, two Spitfire 1500 seat belts, door weather stripping, and a few pieces of miscellaneous interior trim parts. Carl Jensen at judyj@fox.nstn.ca or 902-465-6551.

MGB - Looking for a decent running car that might require minimal work. Call Roger @ 443-1634.
