

The Spanner

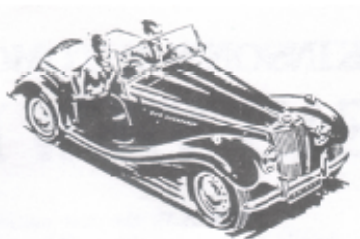


1867

Dedicated to British Motoring in BC



1965



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From the Editor

The high season has finally arrived and our great club events that come with it. From Ladysmith to Comox and ECAIP there is a lot to do and see. Let's hope the weather kicks in and things warm up.

The Vancouver All British Field Meet in May kicks off our season of events and it was as good as ever. Even though it was a bit cold and damp thankfully it didn't rain, just a drip or two. There was a great selection of vehicles to be seen and quite a few were there for the first time. How about two V12 Lagondas, a land speed setting motorcycle or a vintage sports special powered by an airplane engine? Yes, there were all kinds of great vehicles to be seen and admired.

The OECC 2011 AGM - July 22 to 24. Hosted by our Kamloops branch, the High Country

British Car Club, the theme will be our BC Interior Western Heritage.

Please check out the branch web site for more details, <http://www.oecc.ca/vbc/index.html>. Also Ric MacDonald has arranged for some rooms to be set aside at the Hospitality Inn in Kamloops at \$85.00. Phone 1-800-663-5733 and mention the OECC.

The London to Brighton Commemorative Run - The Vancouver Coast Branch are pleased to announce the November 6th event with some important changes.

There will be a new starting venue, a new route and a new finish destination. The starting point will be the BC Society of Railroad Engineers clubhouse at 120 N. Willingdon Avenue in North Burnaby. The first car away will be at 10:00am. The route will take you over the hills of Burnaby, through New Westminster, across the Patullo Bridge, onto River

Road and out into the valley.

The destination finish will be White Rock by the seaside. There will be a very special welcome for us starting with all entrants receiving goody bags which will include coupons for local eateries. There are four fish and chip shops, a pub plus a number of different restaurants close to our parking area. Our arrival is being sponsored by The Celtic Treasure Chest store and owner Steve McVittie, who is putting together our welcome will also have a marching pipe band in action plus Celtic displays of dancing, crafts and more.

So a special festival is being planned in conjunction with our event. Bring the family and enjoy the day. It should be mentioned that for out of town entrants White Rock will be closer to the ferries and the border. We hope to see you on November 6th.



This is Oxford Motors on Burrard just north of Georgia. This photo was taken in 1938 and shows a group of British car owners ready to go on a run. Oxford Motors dealt with Morris, Standard and MG cars. I am sure if you wanted a Wolseley or Riley they could help you there too. If you look closely through the line up you will notice various types of Morris Eights, Standard sedans and one or two MG's. What a good turn out for a run and where were they off to? Stanley Park I would think. This must be one of the first all British events in BC.

2011 Vancouver ABFM—Vancouver Coast Branch Winners

Congratulations to the following award winners at the recent ABFM at Van Dusen Gardens, May, 21st. Despite being a very wet day and although the number of cars on the field seemed significantly down from last year, our branch members managed to take home quite a few trophies.

Ric McDonald—2005 Jaguar XK8—1st -Class 11
Mike Powley—1972 Morgan 4/4—2nd -Class 24
Ken Miles—1969 Morgan Plus 8—1st - Class 26
Chris Wray—1994 Morgan Plus 4—1st -Class 25
John Peirson—1911 Rolls Royce Silver Ghost—1st -Class 27
Walter Reynolds—1963 Rover P5B—2nd -Class 34
Steve and Susan Blake—1930 MG M-Type—3rd -Class 37
John Pel—1968 Austin Pickup—3rd -Class 40
Bob McDiarmid—1956 Nash metropolitan 1500—3rd -Class 43
Alan and Mary Lou Miles—1962 Sunbeam Alpine—2nd - Class 45
Bob McDiarmid—1966 Morgan Plus 4—1st -Class 51
Cliff Jones—1969 Ford Cortina Mk II—2nd -Class 54
Gil Yarrow—1989 Rolls Royce Silver Spur—1st -Class 58
Steve and Susan Blake—1930 MG M-Type
Winner of the “Neatest Little Car” Award



Walter poses with his new, award winning 1963 Rover P5B





Vancouver St. Patrick's Day Parade

Everyone loves a parade. On March 20th the St. Patrick's Day Parade took place in downtown Vancouver. Graced with good weather thousands of people with Irish spirit showed up to be entertained. All manner of marching bands, dancing troupes and other festive displays passed by. This is a parade more about culture than flashy floats so many more people are involved. Over eighty entries passed by the delighted crowd led by the VPD motorcycle drill team. Our branch of the OECC was once again invited to participate and had nine entries. At the head of the parade were the Morgans of Ric MacCloud and Denise Bourge plus Ken and Pat Miles with their two. Simon Scott with his 1936 Morris 8 was followed by Les Foster in his 1951 Ford Thames pick up. Gerry and Lesley Philbrick in their 1959 Sunbeam Rapier along with Dave Ballentine in his Jensen Interceptor were paired a little further back. Bill Grant in his Morris Minor and myself in the Austin Cambridge were placed somewhere in the middle of the parade. The Parade marshal used our entries to put space between bands and dance groups which had their own music to be heard,. That was good for us as we were positioned throughout the parade. It was nice to see some of our members bring grandchildren along for the experience. I am sure they will never forget it. Cheers to Ric and Denise for vamping it up in the finest of wacky Irish costume! -S.D.



Vancouver Coast Branch

The Fort Langley Run took place on April 10 and in spite of the cold damp weather we had a very good turn out. Yes the aspect of continual soggyess can't dampen our enthusiasm to get out and drive our favourite cars. Walter Reynolds did a great job of putting the rally together. There was one flaw in the instructions however, and that was when we were heading west on River Road and we were instructed to turn right on Armstrong. Well, if we had of turned right we would have been in the river. We had to turn left. Ok, Walter none of us fell for that trick. Everybody had a good run and arrived at the Fort Pub as planned. Well everybody except for Steve H. and Celia who for some reason decided to do the last half of the run in the opposite direction. Oh well, we all had a good time.



Our tour to **Squamish and then to Britannia Mines** took place on June 12th. The weather was good but not great and we had ten cars turn out. There was quite a motley crew assembled with a variety of machinery. Ken and Anne Morton arrived in the speedy little Austin 7 Roadster and at the other end of the spectrum was Gil and Joy Yarrow in the large and sumptuous Rolls Royce. We had a nice drive to Squamish with a stop at Shannon Falls. The brew pub was a good choice and then off to Britannia Mine for the tour. This was very interesting and something everyone should do. Thanks to Lorna Hoare for putting the day's drive together. All of us enjoyed it. As you read this Gil Yarrow who just turned eighty years young is on his Norton Commando riding to New York for a big motorcycle event.



South Island Branch

2011 Restoration Fair Statistics

- Total people paid entries - 622 (includes 59 people registering for booths, tables or car sales)
- English car count - 125 (including cars registered for sale)
- Cars for sale - 13
- Tables selling parts and spares - 9 plus one loaded trailer and one van full.
- Display or non parts tables - 12
- Club booths- OECC, Victoria Jaguar Club, Victoria Mini's, Victoria MG Club
- Motoring related presentations - 5



South Island Branch

Bob's Afternoon Adventure-2

Slightly more than a year ago, the Tibbo family provided club members with an afternoon's entertainment that was so successful, a repeat was requested for 2011. With no hesitation, Bob agreed and introduced some new features, one of which was somewhat reminiscent of the infamous lawn-mower races of year's gone by. But more of that later.

Despite a less than promising weather forecast, no fewer than 16 old English (and one newer partly English) vehicles appeared at the start. The first task was to find a suitable rock on the beach, which would later be decorated to resemble a car. With that accomplished, participants were sent off in the direction of Heritage Acres, via Sidney, while the organizers set up the challenges to follow. To keep crews busy on the run, a quiz involving BC place names was provided.

Upon arrival at Heritage Acres, the first of the afternoon's tests was to navigate a circular course, complete with wooden bumps, in the Vanguard. A Roger's tea service just happened to be positioned on the bonnet of the Vanguard. And this was a timed event. This challenge deterred no-one, given the chance to pilot such an exotic old English car. Most were able to complete the circuit without incident, though the smaller items of the tea service did hit the dirt from time to time. No doubt the Vanguard's new set of tires had something to do with the results.

Test number two, Car Soccer, involved knocking a large beach ball between two goal posts.

The trick here was that the contestant was behind the wheel of the Tibbo's Mini. Marks were awarded for style, as in giving the ball a good thump, not in slowing down at the moment of contact, as most are inclined to do when encountering an obstacle in the road.

While the driving events continued, participants were busy at the rock decorating table. Much imagination and meticulous brushwork was in evidence as nondescript stones were turned into automotive art.

The final, and optional, EggCycle Challenge was to pilot Bob's electric bicycle from a standing start, retrieve an egg from a distant point and return it undamaged. A couple of eggs sadly met their demise, but amazingly enough, most arrived unscathed. The same could not be said for one contestant who shall remain unidentified. In the quest for a good time, she either failed to release the throttle or couldn't find the brakes on approaching the finish line. Narrowly avoiding a power pole, she collided with a pile of the finest Heritage Acres artifacts, fortunately not damaging them, herself, or to Bob's relief, the bicycle.

One was immediately reminded of a certain ex-policeman's charge into the crowd at one of the Tibbo's Canada Day parties.

With this suitable conclusion to the day's action, the group retired to Mary's Blue Moon for needed refreshments and of course the prize-giving. Fastest time of the day for the Teapot Challenge was Bruce Edwards (closely followed by Roy Pullan). The CarSoccer Challenge was won by Elaine Brodie. Geoff Cramb had FTD on the bike and the BC Place Quiz was won by Susan Jones and Katherine Treanor.

Many thanks to the entire Tibbo family for an entertaining afternoon, and for their generous contribution of two and four wheeled vehicles.



Comox Valley Branch



Report from the Comox Valley where the Mt. Washington still has a record breaking amount of snow and we are just getting our cars on the road again for a new season.

Our Christmas Banquet in December is really the celebration of a busy year past and at the same time a prep for the new year as we collect our membership fees for the year to come. It is held at the Comox Golf Course which caters to us with a wonderful dinner. This year we had two quizzes, as the women felt that it was too much to expect them to know intricate details of the British Car questions that Dave Sherstone always puts together for the annual quiz. Dave Whitworth shows a slide show of the events and cars from last year which everyone enjoys, although this year it was shortened by some techno glitch.

Our branch meetings are continuing to be held in the Elks Club on 6th St. in Courtenay. Parking is great right at City Hall and as the Elk's Club generously donates us the room we are still operating in the Black! The meeting night changed to the 3rd Wednesday and we are pleased to say that we get lots of people out to our meetings. This is probably due to the plan of having some technical information expert talk each night. We have had great info on paints and the care of our paint work, carburetors



Comox Valley Branch

-, the essential difference between Strombergs and SU's, and Karen has even given a talk on Colin Chapman and Lotus; our last discussion dealt with insurance and the advantage and protection of Haggerty insurance. We are all very interested in the "agreed value insurance" but most of us are not too happy with the cost of that kind of protection.

Our first run of the year, organized by Dennis Broad, was the "Miles per Ton Run" This is a fun run where we find out how efficient our cars really are. Not everyone has their LBC on the road this early so any car is welcome. Ten cars joined in the fun on a great run South of town. All cars started with a full tank of petrol and drove the simple route for a pub lunch and ending with a fill up at the Denman Island Ferry gas stop. Yvonne Higgs, our great secretary and web master came in with the most efficient run in her Nissan Versa with 57.4 miles per ton, while the MGB was impressive with a 37 miles per ton. Ron Ventner who drives a big old Bentley and wins every year in his 6 cylinder, did not register his gas consumption this year to give everyone a chance!

Our branch took part in the Classic Cruisers Swap Meet at the Comox Valley Sports Centre May 1st. This is a charitable event and as the weather was one of our few sunny days the attendance was great. And on May 15th we are all meeting at Frank de Carlo's for a "Tech Day" and a BBQ as an added attraction. Members will bring their cars for a couple of knowledgeable members to advise them on maintenance and they also demonstrate how to tune up and get our cars ready for summer driving.

The Comox Branch is also in top gear with their plans for the Filberg All British Show. The wine is made and excitement is high as the Show at the Filberg promises to be great and people are already emailing with their wishes to take part.

So put August 20-21st on your calendar and come up and visit us! Saturday the 20th, we will have a different tour of the Comox Valley, stopping off for tea and buns etc. and maybe a tour of a Winery. Keep up to date, and check in to our web site for more information re: "All British at the Filberg Heritage and Park",



Central Island Branch

Nanaimo branch got off to a good start in 2011 starting with the 2nd Annual Polar Bear Walk around Neck Point, followed by brunch at Piper's Pub on January 2nd. We also had our annual bowling day in February at Brechin Lanes.

Our first car run of the year was the 11th annual Bunny Hop Run held on April 24th with 16 English cars and 44 members showing up, despite poor weather. En route we visited the Barton & Leier Gallery and ended up at Cottonwood Golf Course for brunch.

Our big run (BATS) for the year is a tour of California with a few days at Disney Land in June, and several members have signed up for this 3-week trip. All branches are welcome to join in and can enter and exit the tour at any point.

Of course, our main event each year is Brits on the Beach held at Transfer Beach, Ladysmith and will be held on Sunday, July 17th. Last year this event boasted well over 200 English vehicles, and we are now on the Ladysmith recognized list of town events. We would like to see as many OECC branch members as possible show their cars at this great outdoor show in a beautiful park setting, and let's see if we can beat our old record! A free member's BBQ is held immediately after the show.

The Central Island Branch already has almost 80 members signed up for 2011 and we expect this number will surpass last year's number of 118.



Going Back to My Rootes

By Alan Miles / OECC Vancouver Coast Branch



My interest in vehicles made by the Rootes Group started in childhood I suppose. My parents came to Canada in 1952 from England. A friend of my father had told of the big money that could be made over here and so they decided to come over for a few years and hopefully save enough to return home and buy a house. While in the UK my dad had worked as a mechanic for Water's Garage in Hertford, a Rootes dealer, and upon arrival in Toronto he was hired by Rootes Motors Canada to work in their parts department. In 1964 he was transferred to the Rootes Motors office in Vancouver as Parts Manager, a position he held until the buyout by Chrysler in 1967, at which time he went to work for them until his retirement in 1981. Needless to say, my parents never did return to England to live. They both fell in love with Vancouver but did return to the UK regularly to see family etc.

While growing up our family car was always a Hillman. In the 50's and early 60's my dad had several Mark Minxes. One of these took us all over the place on holidays. I remember going

to Florida as a little boy and playing with my Dinky toys on the back parcel shelf as we drove along the highway, no seat belts in those days! My dad used to tell the story of all the spare parts he would carry as there weren't a lot of Rootes dealers in the southern U.S. I probably shared the back seat with a spare axle or driveshaft (they were prone to breaking one of these, can't remember which). When my dad came out to Vancouver he purchased a used 1963 Series IIIC Minx. This was the newer style Series Minx which had debuted in 1956 and was probably the newest car he had owned to that point, being only a year old. The car had been equipped with the now infamous Smiths Easidrive Automatic transmission (more on that later!). The original owner had grown tired of its frequent trips into the service dept. so Rootes agreed to take it back from the dealer and gave the customer either a refund or another car (probably the latter). My dad offered to buy the car if they stuck in a floor shift manual transmission, which they did and for \$900.00 the deal was

done. This car stayed in the family for another 12 years and ended up being my first car when my dad gave it to me while I was in grade 12. He had moved up to his first new car, a 1974 Dodge Dart! Needless to say my friends and I had a lot of adventures in that '63 Minx but sadly by about 1977 the old tin worm had gotten the best of it and I then purchased, after a brief foray into American cars, a 1961 Hillman Minx that I drove for a year or so until selling off both (I still had the '63) in 1979 for the grand sum of \$500.00 if memory serves me correct. That ended my experience with Hillmans, or so I thought.

My mum passed away in 1996 followed by my dad in 2002. It was after my dad's passing, in early 2003, that I started to think about Rootes Motors and Hillmans again, reminiscing I suppose. I had over the years wondered how many old Hillmans were still kicking around but had only occasionally looked in the classified section, never really seriously. Having two small children and a mortgage meant funds were not readily available for such trivialities.



My mom and I in Florida, early 60,s



My mom and I with Rex the Beagle and our 1963 Hillman Minx, vacationing in Parksville, late 60's

Going back to my Rootes cont'd — Alan Miles

By 2003 however the possibility seemed more realistic financially so just for fun I typed "Hillman Minx" into Google and up popped a plethora of results! I had no idea there were so many Hillman and Rootes Motors fans out there. I immediately joined the Yahoo Discussion Group on Hillman Cars, a group I'm still on today and one that has resulted in Mary Lou and I meeting lots of great folks from all over North America and even Australia. I decided then and there that I would try and find a Hillman Minx, preferably a Series IIC like the first one we had owned.

After looking at a few pretty rusty relics locally a fellow that was working for me at the time suggested I post a wanted ad in the Times Colonist newspaper in Victoria. He had lived in Victoria for a few years and reasoned that there might be quite a few old English cars tucked away in garages over there considering the city's British heritage. I took his advice and placed an ad. It didn't take too long before I got some responses. After looking at several possibilities, including a fellow with 13 rusting, rodent infested Hillmans scattered around his pasture, I was getting a little discouraged. Perhaps there were no really good Hillmans left in this area. I was looking for a Hillman in good to excellent condition as I was a novice mechanically and didn't feel I was able to do a lot of my own repairs. I've since done more than I ever imagined I would, including two engine swaps (with help from several OECC friends) but at that time I wasn't so sure of my abilities in that area. Then came a promising response from a young fellow near Duncan. He had a Series IIC saloon that was appar-

ently in good condition and at \$1,000.00, sounded like a fair price. I went over to Victoria and a friend and I drove up to see it. It looked quite solid although I felt there might be some bondo in the rockers and the paint colour wasn't really stock (a metallic blue Mazda colour) but it drove well. Needless to say money changed hands, temporary insurance was bought and I found myself driving down the highway in my brand new 1963 Hillman Minx. I was struck by two things on that drive, how narrow the car was and how noisy it was. You could hear a heck of a lot of wind noise. I started thinking how far cars had advanced in the last 40 years but I still couldn't wipe the smile off my face. Also the brakes, four wheel drums, were a bit dodgy so I made a note to have those looked at. The brake shoes did need relining and two wheel cylinders were replaced. Other than that the car ran quite well although I did have a fair amount of work done to it, things I would tackle myself now.

The previously mentioned Minx was purchased in May of 2003 but that didn't stop me looking. I've come to realize that's part of the disease, I mean hobby, you're always on the lookout for the next car. I had realized that the Hillman wasn't going to be able to get collector's plates without a lot of work being done to it and that the car wasn't nearly as good as I had first thought. It did however fly through AirCare so I was running it on regular plates but I knew its days were numbered. I had been looking at Ebay religiously and found a beautiful 1962 Sunbeam Rapier Series IIIA convertible for sale in Wisconsin. For those

that might not know, the Rapier was basically the sporting version of the Minx. It came in a two door coupe version or a convertible. It shared all of its body panels with the Minx but had different shaped fins, different front grill treatment etc. and nicer interior complete with wood dash and bucket seats. It also had the Sunbeam Alpine aluminum head engine with twin Zenith carbs which generated about 78bhp as opposed to 54bhp for the Minx.

The Rapier looked to be in excellent shape although it was painted a non Rootes colour, DuPont Torch Red, which I didn't really like but decided I would live with. I had the car shipped to Richmond and it arrived in August, 2003. As I had been a bit foolhardy to buy this car without seeing it in person or at least having an inspection company look at it I was relieved to see it was indeed in very good condition. In 2004 I had it repainted in a proper Rootes colour combination of Pearl Grey and Phippen Red. Unfortunately it was not the best paint job and I have recently had the car off the road for a refurbishment/restoration which included rust repairs and repaint as well as some interior upholstery work (door panels, dash pad etc.), new carpeting and soft top. At the time of writing this article (late Feb/11) the car is basically ready to reassemble. The rebuilt 1725cc engine plus all synchro gearbox with overdrive are ready and awaiting installation once the new engine mounts arrive (hopefully soon). I'm about halfway through installing a new wiring harness so once that's done and the drive train is back in I'll start reassembling everything else. We're looking forward to doing Brits 'Round B.C. next year in



'62 Sunbeam Rapier, Sunshine Coast, 2005

Going back to my Rootes cont'd — Alan Miles

this car.

After finishing this article I remembered I had owned another Rapier, possibly my subconscious was trying to obliterate the memory of it or I'm just getting old. It was a 1960 Series III Hardtop model that I bought off a friend in 2005. It sported a very bad homemade paint job in red and white. The interior was green and in excellent condition and my plan was to repaint the car in its original two tone green. The body had a fair amount of bad filling and bondo especially in the front and rear fenders and sills but looked very presentable from 20 feet away. For \$2,500.00 it came with a rebuilt engine although it was not actually in the car but the previous owner said he would help me install it at no charge. This was done shortly after and it did indeed run very nicely. I bought this car because the plan at the time was to have a saloon and a convertible. I had really wanted a Hillman saloon but had been unable to find a good one and this car was local and cheap plus I imagined I would use it as a practice car and as previously mentioned, try my hand at some body work and auto painting. I soon came to my senses and sold it when I finally did find a good Hillman the following year.

The next car that I added to our collection was a 1962 Hillman Minx Series IIIC Saloon. This car was brought to my attention by a fellow Rootes enthusiast in the summer of 2006. It was in very good original condition and came with a functioning Easidrive automatic transmission which in itself is a rarity. The Smiths Easidrive automatic transmission was a fairly conventional gearbox that was controlled electrically and featured a powder friction clutch that basically eliminated clutch drag or any power loss associated with a conventional automatic. They were a huge failure for Rootes Motors as they were prone to many



'62 Hillman next to the Brodie's Sunbeam Minx at a very soggy ECAIP 2010

problems and most were eventually converted to manuals after their owners got fed up with them. The fact that this one was still operating intrigued me but my main interest was the car itself and the wonderful condition it was in.

In the ensuing years I have done a lot of work to the Minx and the Easidrive transmission is still operating although not without some quirks. I don't take it on long trips but it's great for around town. We took it over to ECAIP last year and it ran fine. Although it had only 34,000 miles on the odometer when purchased it was very dirty from sitting in a barn for a few years. To qualify for collector plates I had to get some upholstery work done as well as install new carpets. I also cleaned up the engine bay, repainting auxiliary parts etc. and cleaned the underside and repainted it. This car is currently for sale.

The latest car to be added to the Miles collection is a 1962 Sunbeam Alpine Series II that we purchased in Oct. 2008. This car was bought from the son of my dad's old boss at Rootes Motors in Vancouver. My dad had always wanted an Alpine, having planned to restore one in his retirement, but never got around to it so I thought I'd give one a try. I

had never been a real sports car fan but once I drove it I was hooked. The fact that my dad's old boss and his son (who coincidentally worked with my dad at Chrysler) had restored it made it seem like it was karma and without too much thought the deal was made and it became mine. The car was by no means perfect (I noticed the gearbox was very noisy so realized that would be the first job) and still needed a fair bit of sorting out which is still going on to this day. This car took us on a fantastic 2,600 mile round trip to South Dakota in 2009 for a Sunbeam meet. Unfortunately it didn't quite make it all the way home, we blew the engine about 8 hours from the Canadian border. Last summer, after an engine rebuild, we put over 1800 miles on it what with Brits 'Round B.C. and several other runs.

As I mentioned earlier the Hillman is currently for sale. We really only have room for two cars in our garage and paying \$50.00 a month storage fee for a car that's only driven a few times a year just doesn't seem worth it anymore. Plus the two Sunbeams keep me busy enough and are better for the long distance runs we like to do.



'63 Minx bought in Duncan in 2003, too much bondo, here being stripped for parts



One I forgot! I had this Series III Rapier Hardtop for a very short time. Again, lots of bondo. I thought I might try my hand at body repairs and auto painting, finally came to my senses. Bought it for \$2,500.00, sold it for \$1,500.00 when I purchased the '62 Hillman in 2006.

Where Are The British Cars?

As soon as there were motor cars there were motoring enthusiasts. In some cases, such as with Henry Seth Taylor of Stainstead, Quebec it was the other way around. By the late eighteen hundreds automotive visionaries had seen the light. By the turn of the century good cars were becoming available and they were getting better at a very quick pace.

At this early time all of the cars available in Canada were American made but there were enthusiasts who wanted something better. They wanted British cars. However, the British motor industry was slow to get in gear to make cars for the colonies and had to be prodded.

The one place in Canada where you could find British cars being sold was right here in BC. Thomas Plimley in Victoria was the first in 1904 bringing in a variety of British cars. I believe the picture of the Rover 8hp with two people aboard at the hollow tree are Thomas and Rhoda Plimley. The picture was probably taken about 1907.

Another early British car dealer was in Vancouver. This was Captain French who started selling Napiers around 1908. In 1910 he opened a purposely built car dealership building which was fire proof, three stories high and could accommodate well over two hundred cars.

The articles and letters shown here are from the British motoring publications of the day. I received them from the National Motor Museum at Beaulieu when I asked if they had anything on early motoring in BC. Letters and articles similar to this from other colonies were also published. By around 1910 the British industry started making cars for export. These were known as colonial models and quite a few of these fine cars came here.—SD

THE AUTOCAR, February 6th, 1909.



A MOTOR CAR IN A TREE. Some idea of the gigantic size of the cedar trees in British Columbia may be gathered from the accompanying photograph, which shows a Rover motor car comfortably ensconced in the hollow of a huge cedar in Stanley Park, Vancouver.

JANUARY 23RD, 1904.

THE AUTOCAR.

Canada as a Field for the English Motor Manufacturer.

I have recently returned from a four months' visit to Canada, during which time I traversed the Dominion from east to the far west, and was much struck by the fact that of all the numerous cars I saw every one was of American manufacture. Canada has not yet started to produce on her own account, and any English firm who can guarantee immediate delivery from stock (this is most important) has, if properly represented, every chance of doing a big business in a large and ever-increasing market. Especially important is it for the English manufacturer to take time by the forelock now that he is in a fair way to keep abreast of the home demand, and cast about for fresh ground which is not, as yet, overcrowded. There is also an ever-growing demand for internal combustion engines for driving agricultural machinery, etc., which the English manufacturer does not yet seem to have tapped.

BI42.

September 23rd, 1906.

MOTOR

"Automobiles have received a good start in Canada," writes Mr. Harrison Watson, the curator of the Canadian section of the Imperial Institute, "and have become quite a fad with the class of people that can afford them, and it is expected they will be very common next summer. Practically all of the machines used there at the present time are manufactured in the United States, and a great number of different manufacturers of automobiles are represented. Automobile manufacturing in Canada has not attained any volume at present, but several enterprises are likely to take up the industry. It is stated that the bad roads which prevail in some districts at certain seasons do not create any great obstacle to the pursuit of motoring."

THE AUTOCAR, March 27th, 1909.

MOTOR CARS FOR CANADA.

[13908]—I wish something could be done to rouse our motor manufacturers to the importance of the Canadian market before it is entirely monopolised by American firms. The population of this country is increasing at a rate hardly realised at home. Take, for instance, Vancouver, the largest city in British Columbia. The population in 1901 was 26,133; it is now close on 100,000, and increasing yearly at the rate of 17½%.

The Americans are keenly alive to the vast possibilities opening out before them, and in all the principal towns throughout Canada one sees such cars as the Buick, Cadillac, Oldsmobile, Winton, Ford, etc., but British cars, alas, are more often than not conspicuous by their absence. The reply at home will probably be, "The roads are not good enough yet," or, "Let us wait till the roads are good, then we will see about sending out cars." If the British manufacturer does not wake up, and wake up soon, he will find that the Canadian market, so far as motor cars are concerned, will be entirely in the hands of Americans and other foreigners. The man who gets in first is the man who eventually makes the dollars here.

The Canadian Government gives a preferential tariff of

12½% to British made cars; that is to say, we pay a duty of 22½% as compared with 35% of other nations. This more than compensates for the extra freight incurred, compared with cars imported from the United States.

There are two kinds of cars wanted in this country—(a) a light runabout of some 8 h.p., fitted with two-seated body, hood, and screen; and (b) a touring car of about 30 h.p., fitted with four or five seated body, hood and screen, ample clearance underneath is absolutely essential, also very strong springs, two ignitions, and protection of all working parts from mud and dust. Live axle cars are preferred to chain drive, and four speeds to three. Finally, the price must be right. People out here are not looking for aluminium dashboards and superior finish.

The trails outside most of the towns are quite good, and one can travel hundreds of miles without great discomfort, and, of course, roads are being made all the time, and old ones improved.

Should this catch the eye of any prospective exporter desiring information from one who is a practical motorist, I shall be only too happy if I can be of the slightest assistance to him.

GEORGE M. GORDON.

Vancouver, B.C.

THE AUTOCAR, March 26th, 1910.

MOTOR CARS IN CANADA.

[15191]—After an extended experience in the sale of English cars in Canada I beg to give the following facts on the Canadian market in general. Forty per cent. of the cars used in the Dominion are built in Canada by American companies at their branch works. Forty per cent. used are imported direct from American factories, and twenty per cent. are Continental and English. These are principally very high-priced machines, but eighty per cent. of the cars used are of a moderate price and medium power.

The Americans have monopolised the Canadian trade from the beginning, and English cars will always be in the minority. There are several disadvantages against us creating a demand. In the first place, we are from three to six thousand miles from our market. English manufacturers do not understand Canadian conditions as to climate and bad roads. We cannot compete with Americans in price. English cars are too expensive to run, and upkeep expenses for repairs are very great. The Americans understand the Canadian conditions, as they are exactly the same as their own, they are next door to their market, can give quicker deliveries, despatch spares in a third of the time that it would take to send parts from England.

The old idea that Americans cannot turn out a decent car because they can't build racers is exploded. They can build cars at a price that no other country can approach, and also they can pay dividends if they can't win races. The roads and climatic conditions in U.S.A. demand a type of car which has taken years to evolve. European makers have absolutely no idea what some of the roads are like, and therefore it is only natural it has taken much longer to arrive at perfection than it has in Europe. Several of the largest makers in U.S.A. are doing an enormous export business with a reasonable priced and thoroughly standardised car, and they will not deviate from or alter their model yearly as most English makers do. Standardisation is brought to a fine art, and it is wonderful how they have brought things down to such a simple level. I have had a lot of

experience in countries where the road conditions are the same as out West, and my experience is that England is absolutely out of it (when it comes to the export trade) in comparison with the enormous business done by American factories.

Odessa.

H. HOLTOM.

THE AUTOCAR, January 29th, 1910.

MOTOR CARS FOR CANADA.

[14090]—I was particularly interested in the letter [13908] on the subject of the Canadian motor market which recently appeared in your paper. I quite agree with Mr. Gordon, both as regards the types required and the large number of American cars there are in Canada, and more especially British Columbia. Up to the present the British manufacturers hardly seem to have realised the great possibilities of the motor business in this particular part of the globe, or even, with a few exceptions, that there is any market at all.

With a view to improving present conditions as far as motors are concerned, I have made a special trip to England to find a really sound car to compete with the American types already well established in Canada. I have been fortunate enough to secure the sole agency for Swift cars in British Columbia, and am of the opinion that the 10-12 h.p. model as a two-seater, and the 18-24 h.p. as a four or five-seated touring car, are particularly suitable for this purpose. The latter develops over 30 h.p. on the brake.

The Swift Co. were not content to merely add a leaf to a standard spring, which most makers have hitherto considered good enough, but are fitting all my cars with entirely different springs especially designed to withstand the great strain which occurs when running over the rough roads of Canada, and, in my opinion, are very suitable for the work. Two ignitions will be fitted, and the car has an ample road clearance.

Now that your columns have been opened up to this subject, I hope you will find room to publish my letter, so that your readers may know that British interests are not to be entirely neglected in future. I start for British Columbia next month with a two-seater model.

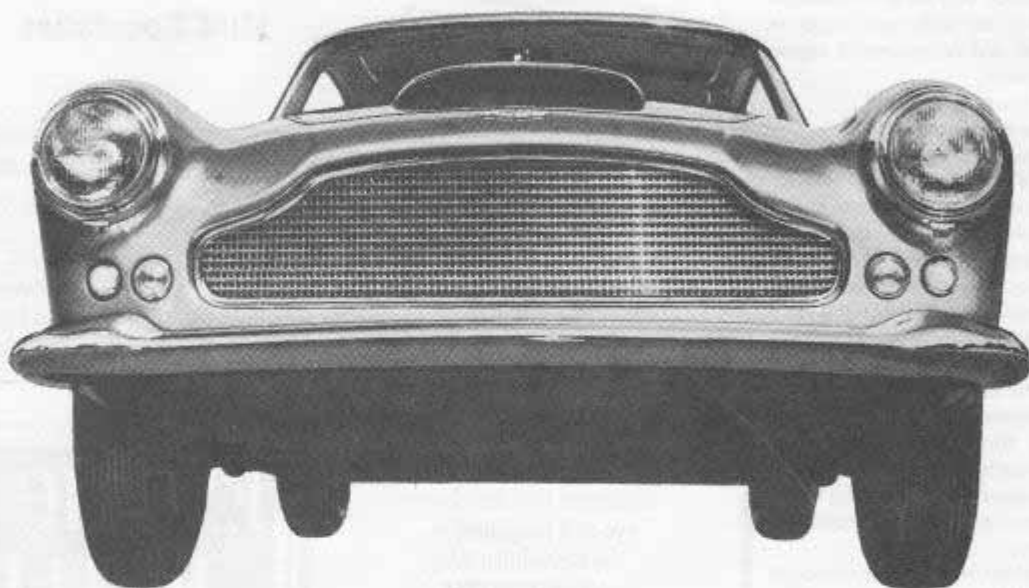
Victoria, British Columbia

H. B. PHIPPS.



Captain French, of Victoria, B.C., and party on his 60 h.p. six-cylinder Napier at the foot of one of the giant firs. An innumerable succession of camp fires at the foot of this tree, which on account of its size serves as a landmark, has hollowed it out to an extent which makes it possible for travellers to shelter actually within it, and not under it. At three feet from the ground the diameter of the tree is represented by the length of the car.

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