

# The Spanner



1867

Dedicated to British Motoring in BC



1965



February 2011



THE OLD ENGLISH CAR CLUB  
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## From the Editor

Hello and happy New Year everyone! I am writing this the day after our club executive meeting hosted by Anita and Gerry Parkinson. It was a very good turn out and everyone was in good spirits with high enthusiasm for this coming year. There are the annual events put on by our branches which are in the planning stages and you will hear more about them soon. Stay tuned and be ready to mark your calendar for these great events.

On the cover is a picture of Steve Harris with the Montagu of Beaulieu Award for dedication to the hobby. There are very few among us who have the knowledge and

enthusiasm for British cars that Steve has. He has saved them, restored them, promoted them and has even imported some rare examples. Good on you Steve.

As you probably know, I am researching the history of British vehicles in BC and what a great history it is. This past year I have located and secured a copy of one of the first tourism promotion films made in **BC. It is called "Vancouver Honeymoon"** which was produced in 1961 and features a young couple in a Sunbeam Alpine seeing the sights of Vancouver and the area. We hope to put this up on our website for all to see.

Also I have found in the Vancouver Public Library, Special Collections a magnificent photograph from 1906 of a group of motor-

ing enthusiasts out for a run in Beacon Hill Park. Of the ten cars pictured seven are British and all are very significant for the start of the British motor industry. This group was led by Thomas and Rhoda Plimley in their 1904 Rover. The V.P.L. Special Collections had this photo description as a car rally in Victoria - 1910? I was able to provide a much better description and date. I checked to see if the Victoria city archives had the same picture plus further details **but it seems they don't have it .**

If you see any old photos, articles or advertisements about British vehicles in BC please take note and let me know. In regards to Thomas Plimley, the first British car dealer in North America, I am putting together a feature article for The Spanner.



AUSTIN 7

Here we are in Burnaby putting the snow tires on. This photo provided by the Burnaby Public Archives shows someone working on their early thirties (1932-34) Austin Seven. This could be the last model for the chromed radiator shell. The little car looks to be in quite nice condition when the photo was taken in the late thirties. It would be from one of the first batches of Austins brought into the country.

The All British Car and Bike Show at Filburg Park



Ken and Adele Hedges with their TR 250 Triumph 3rd Place



Two young representatives of Surgenor's Brewery grace a sturdy Austin A95



Ken and Pat Miles with their Morgan 2nd Place



A Surgenor's Brewery rep bravely sits on a Lotus hoping nothing will happen.



Al Hillham 1964 MGB took 1st place plus people's choice.



The beer girls decide to play it safe with a Morgan

In retrospect the Comox Valley's AGM actually started with the "Brits around BC". We welcomed the participants on the 24<sup>th</sup> of June. Most of the members stayed at the Anco Motel and we greeted them while they registered. The local press was present and took pictures along with some stories, (which appeared in the paper a week later). Following the leader, the cars drove next to the BBQ that was laid on at Frank's house. This was a lead in to what to expect in August's AGM. Everyone sat in Frank's back yard munching down Hamburgers, Hot Dogs, and Ribs, it was a great evening with the temperature just perfect. The next morning the group gathered at "Plates" for breakfast before heading down to Nanaimo and the journey 'round BC. It was a practice run for us.

August came quite quickly due to the other events the Comox Branch attended as well as the special meetings held, discussing the activities for the AGM. Two members took on the task of laying out a run to Campbell River, with cooperation from the Campbell River's car club members. This run was scheduled for Friday, especially for those who came early to the Valley. Saturday held the traditional Mini Monte, which took in Cumberland, a tour over the wooden bridge at Stotan Falls and around the farm districts of the valley, the run included a drive around the Air Force Base's static display and the water front, ending up at Surge-nor's Brewery where samples of their products was available. Unfortunately start times for these runs ended up a little confusing, due to additions and subtractions of interest points along the way. But basically everyone found the start times and enjoyed the runs.

The AGM was a huge success, with approximately 130 people attending. Frank's back yard was set up with a large tent tables chairs and two Porta-Potties, which the \$600. OECC allocated for the AGM diffired some of the costs, to accommodate this meeting. The tent was greatly appreciated due to the high temperatures and the direct sunshine into the back yard. Tea, Coffee, and COLD water was available as people entered the property. The cars were parked at the back of Frank's house and his next door neighbour, which relieved the need for on-street parking. The tables were set up with little flags



flying the OECC's logo and the Union Jack. The head table had a nice arrangement of flowers along with a mike, (which some people did not need). The meeting was conducted with military precision and starting at 4.00 and ending at exactly 5:30. There was some incentives for this promptness, the Food was ready. The members of the Comox Valley club out did themselves, they provided the multitudes of salads and served and prepared all the **meats that Frank had BBQ'd. The meal** was delicious and practically all the food was eaten. Then came desert a whole table of squares, and a special Cake provided by the King Fisher Spa Resort which was Gluten Free. It disappeared within seconds for some reason. Around 7:30 entertainment started with a group of Improv comedians from Vanier High School who had won many competitions across Canada. Even some of the car club members got involved. All of this ended around 9:00 with the people heading back to their Motels or homes to get ready for **the Sunday's event the "All British Meet at the Filberg"**.

8:00am came early the next day for the Comox Valley members, for they had to arrive at the park to set up the stage and registration etc. It was great that a Tea Coffee and all kinds of buns were available on site to ease the hunger pangs of working so early in the morning. The cars started to arrive early and they were located either in the judged location or the **general parking area's, 90+ cars and 20+** British bikes were on show, they ranged from a 1938 BSA front wheel drive to 2008 Jaguar, from a Rolls Royce to a mix of Austins, Vanguards and of course MGS, Triumphs and Sunbeams etc.etc. The show ended with draws for prizes, which went on forever, practically all attendees went home with a prize, all did go home with a special bottle of Wine. The weekend was a huge success all due to the work of the Comox Valley Branch members of the OECC.



## Vancouver Coast Branch Fall 2010 Report –by Les Foster

September 7

Ocean Park Pub & Pizza

Twenty-five members and two guests gathered for dinner at the pub but found that the noise level was just too loud to hold a proper meeting. Chair Steve Hutchens circulated amongst the members and discussed some business with specific officers and members.

October 5

FACTS ABOUT DYNAPRO: 35? members attended; parts should be clean, preferably blasted- walnut or plastic media give smoother finish than sand; Powder blows on from a gun like a hairdryer; gun has positive charge; item is grounded; not sprayed like paint- more like 'misted' on in a cloud that settles onto the part; de-greased in spray tanks first then rinsed; dried; powder baked on at 600 degrees F.; anything that can fit on one rack about \$60; ingenious rack system of I-beams allows parts to move from stage to stage without leaving their racks on the tracks; whole frames run \$250-\$300; black or white reasonable price- colours can be quite expensive; Gill Yarrow brought motorcycle chain guard he'd fabricated; Steve Hutchens brought Morgan top brackets; David Ballyntine brought Jensen Interceptor Air Cleaner lid; newly coated parts are beautiful- smooth and shiny; Gill Yarrow got a 1989 RR Silver Spur; business discussed included Xmas party; Oxo award, etc. VCB presented owner with mug/certificate.

October 23

British Heritage Festival

Cloverdale Fairgrounds, Surrey

Eight of our cars attended this event. We arrived early and were indoors and had a table with a banner and handouts. One new member was garnered on the spot and he joined us for the Ladner-Brighton run! Our new member, John Fairclough, has two 1930's Austons, a Riley and a Bristol. There was music, entertainers, food, etc. It was a good event!

November 2

Rainbow Station

A brief business meeting was chaired by Vice-Chair Steve Diggins in the absence of Steve Hutchens. Steve brought up the subject of the **City of New Westminster's vintage steam** roller and canvassed us on our possible participation in its restoration. We decided to send a letter of encouragement. The subject of the upcoming London-Brighton Commemorative Run and the Toy Run and possible conflicts was touched upon before it was time to hear our Guest Speaker, Nigel Mathews. Nigel has, of course, now left ICBC and is the Canadian CEO for Hagerty Insurance. He



Dynapro Powder Coating

## Vancouver Coast Branch—Cont'd

outlined Hagerty's program for insuring collector cars (and boats) in Canada and talked about the 2007 Pebble Beach Concours and outstanding cars he has driven recently. Nigel's banter and slide presentation was outstanding as usual!

November 7

London-Brighton Commemorative Run

**This was the Vancouver Coast Branch's 16<sup>th</sup>** annual commemoration of the London-Brighton classic. We had 34 cars (of which 15 were driven by guest participants) on this **year's run which enjoyed dry roads most of** the way. Before the start from the Delta Town & Country Inn, Bart Shaw, A.K.A. The Earl of Winchilsea, read a proclamation and insisted that all vehicles be checked for proper lighting and sounding devices before departing! Walter Reynolds reported on the status of the British event (already completed due to the time difference). The roughly sixty mile run on country roads took the cars to the Mission Springs Restaurant for the usual hearty buffet brunch. Lorna Hoare passed out LB Run Commemorative Medals. Steve Hutchens garnered medal #1996- a reference to the 100<sup>th</sup> Year of the London-Brighton Run and the year that Roy Wilkins founded our Branches most successful run ever.

December 7

Annual Christmas Dinner and Awards Night

Pier 73 Restaurant

Once again, the Annual Christmas Party and Awards night for the Vancouver Coast Branch was held at the Pier 73 Restaurant (formerly the Elephant & Castle) on Sea Island in Richmond. We had a very nice buffet. This is always a special event and this time we had a good turnout with 46 members enjoying the festivities. Outgoing Chairperson Steve Hutchens addressed our group. The 2010 Restoration Award went to Dr. Robert Fellows



British Heritage Festival—Cloverdale Fair Grounds



London to Brighton—who is that with Lorna?



London to Brighton Commemorative Run— Some amazing cars participated in this run.

## South Island Branch Report by John Beresford



### Cowichan Valley Car Picnic -Mill Bay, August 8

If you have an interesting vehicle of any kind, it is welcome at the Cowichan Valley Car Picnic. Celebrating its 25th anniversary this year, the Picnic saw good participation from OECC members. Some participated in the "convoy" that left the Valleyview Shopping Centre at Cobble Hill, while others went straight to the playing field at Brentwood College in Mill Bay. Among the prize winners were Susan Jones (Monte Carlo Award), Brian and Kay McKeever (best picnic), Graham and Licette How (best dogs) and Jim Bateman (People's Choice). Congratulations to all!

### Queen Alexandra European & Classic Car Show Victoria, August 22

Several club members put their cars on show at this annual event which has raised a considerable amount of money for programs and facilities at Queen Alexandra.



### Blethering Place Collector Car Festival Victoria, August 15

The hottest day of the year didn't deter participants and the usual large crowds from Oak Bay Avenue, where a couple of hundred collector vehicles of all kinds were on display.



### Filberg All British Field Meet & OECC AGM - Comox, August 14-15

Austin Healey, Daimler, Jaguars, Jensen, MGs, Mini, Rover, Sunbeam and Vanguard from the South Island Branch were among the varied entries to the annual Filberg show, presented by the Comox Branch. - Congratulations to Alan Milham for winning best of show in his MGB!



## *ECAIP Saturday Run*

*Saturday, September 11*

A perfect afternoon saw more than two dozen old English cars and their enthusiastic owners arrive at Hamsterly Beach Park for the traditional Saturday afternoon drive. A pleasant half hour or more was spent socializing before the start. And before leaving, a number of door prizes were handed out, ranging from golf balls to 2010 ECAIP t-shirts. Geoff and Nicky Cramb, organizers of **The Road Less Travelled** (subtitled "Where the blazes are we?"), then handed out the route directions.

Originally designed to show out of town ECAIP visitors something of Greater Victoria, the run has also been well supported by local club members. This year was no exception and indeed, several locals, including a couple who have lived in the area all their lives, remarked that they were taken on roads entirely new to them. The route took in Prospect Lake, regional parks (Francis King, Mount Work), some of the Highlands and then up Wallace Drive to Brentwood Bay. Then it was up to Saanichton via Mount Newton, then south back to Elk Lake. Crossing the highway, the route continued in a southerly direction via **lesser travelled streets to end up at Mattick's Farm**. Participants were free to enjoy refreshments or browsing in the many shops.

Our thanks to Geoff and Nicky for organizing a very interesting run and a great start to the weekend!

## *ECAIP Saturday Evening Banquet*

*Saturday, September 11*

The second part of the weekend, also organized by Geoff and Nicky Cramb, followed last **year's successful event at the Uplands Golf Club**.

The evening began with a social hour in the bar of the golf club. It afforded an opportunity to again welcome out of town visitors. And to speculate on what the weatherman had in store for Sunday. By 7:00pm we were invited into the dining room, where the salad course was soon on the table.

Many positive comments were made about the dinner and the service throughout the evening. Master of Ceremonies, and ECAIP

2010 Chairman Jim Morrison, was soon at work drawing names for the many door prizes. We are indebted to the generous ECAIP sponsors who provided prizes again this year. Bill Vance supplied no less than three sets of his books, and the recipients (one on Saturday night and two on Sunday) were all delighted. Indeed it seemed that nearly everyone received something.

Our thanks to Nicky and Geoff for arranging the evening and to the staff at Uplands for their excellent food and service.

## *16th Annual English Car Affair in the Park*

*Fort Rodd Hill, September 12*

Over the sixteen years of ECAIP, we have had two previous occasions when damp weather had affected the event. But this year was by far the worst. However, it did not seem to bother those determined to come out and have a good time, and as our MC Wayne Watkins remarked, only made the show more English.

Fortunately the field layout team made the circle slightly smaller this year and by 10:00am opening time, the circle was complete, with even a second row on the south side. Particularly pleasing was the turnout of Rootes Group vehicles displayed around the centre flagpole. The largest of these was the Steve Harris Humber Pullman, from Nanoose, **followed by the editor's Commer Superpoise**. These were nicely balanced by examples of Sunbeams, including Rapiers (Coupe and Convertible), Minx, Alpine and Tiger. A very rare Hillman Minx Easydrive (automatic) and a Humber Supersnipe completed the collection.

The show was opened by the Saanich Peninsula Pipe Band, who seemed undeterred by the weather and whose instruments were similarly unaffected, though it may take

an expert ear to know. In the afternoon the Hatley Trio provided their popular blend of jazz tunes.

**The "Italian Job" was featured, though only one heat was needed, with the Jaguar Club prevailing.**

Possibly the most popular feature of ECAIP is the Win-a-Ride and this year the possibilities included the Jaguar Mk II of the **Crambs, the Parker's Austin Healey and the Hildreth's DeLorean (piloted on this occasion by Chris Beresford)**. OECC members Nicky Cramb and Susan Jones were rewarded with rides in the Healey and Jaguar respectively. An amazingly enthusiastic member of the public, whose birthday it happened to be, was presented with a ride in the DeLorean. Even her equally excited father was taken around the block.

Other big winners on the day were John Fitzgeorge-Parker (Bill Vance Award) for his Jaguar XJ-12; Steve Harris (Humber Pullman), **the Mayor's Award; David Gill (Ford Consul convertible), OECC Chairman's Choice** and Michael & Carolyn Davies (Humber Super Snipe) for the featured marque, as chosen by the ECAIP Organizing Committee.

A big thank you goes out to all the club members who worked hard for many hours both before and during the weekend. Two of the many deserve a special mention. Wayne Watkins carried on with his pre-show publicity despite having to take a few days off to undergo heart surgery. And he was back on stage on Sunday performing his now customary role as MC! And our appreciation to the unflappable Jim Morrison, ECAIP 2010 Chairman, **who when he wasn't gathering prizes, was handing them out, all weekend long.**



## Central Island

Hi to you all:

Well, it has finally come to an end, that is, my tenure as Chairman of the Nanaimo Branch. As of January 1st I am just Past Chairman. It has certainly been an adventure for me. I came into the position very "green" and am going out with a pretty good idea of what the club is all about. At times I thought that I would never get a handle on the workings of the club.

The new executive is

Chairman:	Malcolm Hargrave
Vice-chair	Candy Francis
Treasurer	Bill Grace
Secretary	Darla Millard
Presentations	Doug Unia
Regalia	Judy Unia
Events Co-ordinator	Howard Lockhart
Beano editor	Jim Gislason
Web Master	Cathy Gislason
Roster keeper	Peggie Badger

We have a really good mix of people in the branch with lots of expertise.

The club has expanded to about 120 members for 2010, and, we have got so big that we have moved to the Lantzville Legion and to a different day, Thursday. This is really good news as the more members we have, the more support the Old English Cars get, that we enjoy so much.

I have noticed that we are getting a few younger members in the Branch and that is very encouraging, as they are the ones who will be carrying the torch for our cars.

This is certainly a nice time of year, as I write this between Christmas and New Years and kind of sad as a lot of the cars are in storage for the winter, or, like mine, being repaired. We do have a "Polar Bear Walk" on January 2 which will bring some of us together.

All the best for the coming year, to all you enthusiasts.

Norman Hall  
Chairman, Central Island Branch



MG – late 40's – Victoria Super Service – Johnson and Blanshard – the garage backed out on to Pandora, past home of DePape Motors, now the WIN store. The main front garage area was the past home of Romeo's Pizza on Johnson & Blanshard, now the Juliet condominiums. I owned a 49 MG Y-Tourer that was first bought by one of the young salesmen – they didn't have demos in those days. That salesman was Robin Yellowlees who now lives in Kelowna. That Y-Tourer is now under restoration by Ken Finnigan in Kamloops.

Early MGs were also sold by Les Blow of British Motors. If you are from here you will recognize the name of Les Blow Motorcycles. Les located his MG dealership by the Times Colonist building by the roundabout. Those of us from Victoria still call the big intersection of Government, Douglas, Gorge and Hillside what it was for years – the roundabout. It was built in the 40's and demolished in 1963. It actually worked well but it was a nightmare for tourists – they would get stuck in it and not know how to exit. I am told that **Trevor Woodruff worked for Les Blow's British Motors and would take a MG TC up to Cassidy Airport and race it – haybales defined the temporary every Sunday racetrack. I guess the TC went back on the showroom floor on Monday as a "low mileage demo"!**

Louis Nelson Motors – originally Kaiser Fraser dealer then Triumph, Standard Vanguard until 1958. There are some TR3s in Victoria that were sold from Louis Nelson Motors.

Horwood Bros. They took over Triumph, Standard Vanguard from Louis Nelson in 1958 and then MG. My own 69 MGB was sold from Horwood Bros. in 1969. They also sold Wolesley, Riley, Morris as well as MG. Bob Rebutt was the sales manager and he had a few tales to tell when I spoke to him last week. The cars were shipped from England and eventually made **their way to Ogden Point where they were dropped off "dry". That means no fluids. They were all towed to Horwood Bros. and topped up with oil and gasoline and electrolyte added to the batteries. As well as Rover, Morris was one of the marques sold by Horwood Bros. Bob recalls a special model of the Morris Minor in 1959 – it wasn't the Morris 1000 – it was the Morris Minor "Million"! 350 Morris Minor "Millions" were shipped to North America to celebrate the first English car to achieve the one million production figure. They were all 2 doors painted Lilac colour with white interiors. The one that came to Victoria to Horwood Bros. was sold to Tony deGoutiere the jeweler on Estevan. Horwood Bros. went to Mazda in 1977.**

Plimleys on Yates at Vancouver was the Jaguar, Austin dealer (and AMC) and later MG. They also sold Austin Healey and then Rover. The business in that location now is Moxies Grill. My son's '76 MG Midget came from Plimleys as well as a few cars here on the field today.

Jamieson Motors was the Rootes dealer – selling Hillman, Sunbeam, Singer. They were in the 700 block of Courtney Street. Apparently they took over a funeral home premises. They had quite a showroom – all in tile and with a fountain as well. **Jamieson Motors is where Susan Jones' Sunbeam Rapier was sold from close to 50 years ago.**

English Ford Centre was operated by Peter Pollen Ford. They sold Cortina, Prefect, Anglia 105E – **hey that would be Harry Potter's car.** The English Ford Centre was on Yates where the Market on Yates is now.

TVR The TVR sports car was sold from a shop across from the Memorial Arena owned by Jack Hilliard. The TVR name was derived from the owner's name – Trevor Wilkinson. The TVR came with engines from Coventry Climax in the 50's to Ford V8s and in more recent times the Rover V8.

G B Sterne Motors Ahh, the Morgan. I used to own a 63 Morgan 4/4 sold by George Sterne who first opened his Morgan dealership in the building on MacDonald Park Road in Sidney which is now Coyote Canvass. He moved the garage to the very visible site on the Pat Bay Highway for many years and then moved to Vancouver. By the way, my old Morgan is alive and well and in the hands of Dave Collis of Pitt Meadows. He has owned it since I sold it to him in 1969. **No, he won't sell it back to me.**

1893 — 1962

**PLIMLEY**

ON YATES

**SERVING VICTORIA WITH DISTINCTIVE  
AUTOMOBILES FOR NEARLY 70 YEARS****We Join in Celebrating the 100th Anniversary  
of the City of Victoria**

Nearly seventy years ago, the late Thomas Plimley arrived in Victoria from Birmingham, England, and started in business as a bicycle dealer. About the turn of the century, he became the first automobile dealer in the city. Thomas Plimley Limited has enjoyed continued success and steady progress to become the large, modern organization it is today.

Plimley's are proud of the association of the many fine friends and customers who have made the growth and success of the firm possible over nearly seventy years. They are also proud of the record of better than 300 years' service of their fifty employees — providing the trained and experienced staff necessary to sell and service the automobiles of today.

★ Austin ★ Jaguar ★ Rambler



Pictured above is the building occupied by Plimley's in 1905 at the corner of Government and Superior Streets, which is now the Provincial Government carpenter shop. Then, as now, Plimley's dealt exclusively in finer automobiles and, just as they do now, imported the best in British motor cars.

*Growing with Victoria Since 1893***THOMAS****PLIMLEY**

LIMITED

**1010 YATES STREET****VICTORIA, B.C.**

by Steve Harris—Winner of the Montague of Beaulieu Award (see Cover Photo)



**"SUPPORT OUR PASSION BY DRIVING YOUR BRITISH MOTORCAR"**

British Car Friendship..... Why British ? In the Automobile History in North America the cars seemed to me to be Cookie Cutter in production. In 1967 on Fred Deeley's lot and at the Annual Bayshore Inn British car show.... something different. My first car that year was from Fred Deeley on Broadway, a 1950 Morris Minor and the race was on. Today I look back and recall about 132 British cars, bought and sold usually to get a better one. My first Classic was acquired in 1971 ... a 1939 Humber Imperial drophead, coach built, and I still have it today. In the 70s and 80s I drove and self taught /repaired many Bug-eyed Sprites, Morris Minors, TR3s TR4s, Austin Healeys, RR, various Austins, Vauxhalls, an XKÉ 1961 Coupe, Mini Woodie, MK5 Jag, XK140, and more. I acquired a 1929 Austin 7 in 1980 and still have it. By the early 80s I bought a 1930 Rolls Royce Landauette in need of lots of work... Then a 49 Bentley in 85 and still have that one having covered some travel distances with great success, also a Coach built. Over 40 years I have repaired transmissions, fixed brakes and sorted out problems for friends and those in need. The first car I totally restored was a 59 Bug-eye, this car was tricked for Slaloms and Gymkhanas in the early 70s... Many others 50% rebuilds. Then with the cars came the people and the

tours. Each year for the past 22 years I have hosted a Spring or Fall Tour for the Rolls Royce Club taking them to most weekend corners of Vancouver Island.... And the Open House / Garage Tours of our 1896 home and car collection.... Mostly B.C. Clubs Antique and British. In May of 2009 Barbara and I hosted a Tea-Stop at Faulty Towers for the International Bentley / Alaska Tour, being an Oasis in their long drive. These cars were mostly Pre-1936 open Bentleys from the four corners of the World including a blower from

the UK that has toured on every Continent with a Road, Great Bunch !

Today our collection is mostly coach/hand built cars, each of a different body style IE: Boat-tails... Sedanca... Tickford... Drophead... Saloon... Pillarless Coupe. These have come from the USA, India, The UK, and Local.... As examples of Rolling ART.... Ten in all plus three British Production built cars.

Occasionally we go to the UK visiting the Beaulieu Autojumble and Car Museums in England and Scotland and some Car Club



meets.... That really gets the blood moving!  
... And if I could not acquire the real car, I would collect a scale model with this collection being about 700 examples... (Wish they were all real).

The last car restored is a 1961 Morris Minor Traveller AHHH ! ... and the current one is a 1933 Humber Vogue Coupe. The next will be the 1930 Vauxhall Hurlingham Boattail.

I really enjoy studying all aspects of Coach-Built styling, correct trim, colour, accessories, motors, finished look and balance. The hunt for rare parts is fun and trading or supplying another Collectors car under restoration some rare part or information gets more of the Pre-War cars back on the road.

I am an opportunity Collector, that is till I win the Lotto and then it will be time to build more Garages. The one thing I regret in the last 40 years is that the prices have risen a lot making it hard for a young first time enthusiast to enter this passion. As I grew in it, learning as I went, fun and scraped knuckles. Now has led to some very high -end shops willing to help , BUT this has led to some very nice cars and work "On The Road" and many Reproduction parts being made available. So All in All ... The British Car Hobby is in very good shape. As I work on my 1931 Standard, I recall the original body was a competition Won by the very young Jensen Brothers to design and build a Sports Style on a Standard STD chassis, but would win the crowd at the Olympia Motor Show, This Body was constructed in their fathers garage beside the family home..... AHHH for those days.....

I wish to thank the club for nominating me for, **and winning the 'Montagu of Beaulieu' award** for 2010. I recognize good company with the other names on this trophy.

Historic preservation of our cars has long been a passion and the good people we have met along the road. I would like to bring to all members a thought. As I belong to 5 car clubs, I see very few young members. As we restore and enjoy these motor machines we will need some one to carry on after we cannot. Try to get young people involved with the skills and driving interest, out to club events, preservation etc. It is harder to enter this hobby due to costs and a high bar/level of many very clean and well presented club cars. It is the respect learnt now that will ultimately keep these machines on the road for generations to come.

I make a plea to all to support Marque Clubs to share knowledge, parts and fun.... And support The Annual All British Field Meet at VanDusen Started by Steve Diggins and Doug Lupton and Carried on by the Dedicated Wonder Pair Joan and Patrick Stewart.... It a Huge Undertaking, they need your help....



34 cars on the Bentley Alaska Tour stop for Tea at Steve and Barbara's home.

Next ..... When you go to England ... seek out the small Motor Museums like Mouldsworth near Chester and The Cotswold Motor Museum at Burton-on-the-Water, these are packed with mouth watering cars and Tons of Vintage Toys, Signs, Parts, Picnic Baskets

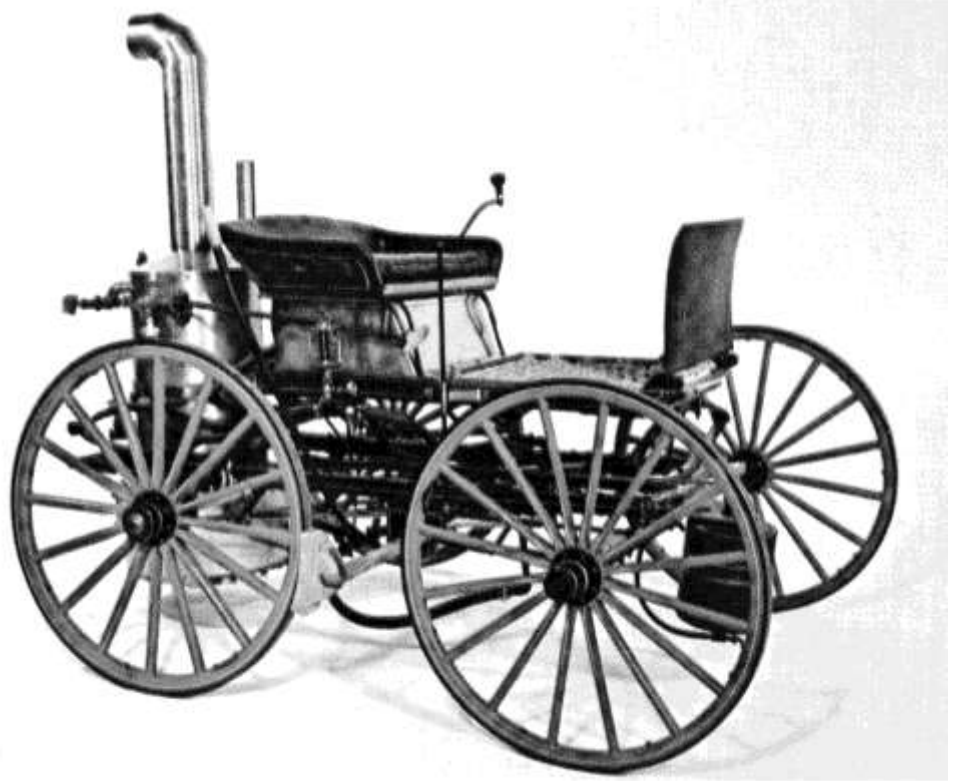
Etc..... Again - DRIVE IT.... SHOW YOUR MACHINE BY GRACEFULLY PASSING THOSE DARN HOT RODS"  
Many thanks for the fine bit of silverware"  
Steve & Barbara Harris

## Two Very Special Specials

Hats off to Henry Seth Taylor, who in 1867 **built our country's first car**. The 1800's were the exciting age of steam and the first mechanized transportation. By the mid 1800's the first trains were running steam ships began plying the oceans and even some experimental road going vehicles were being tested.

Henry decided to make one of his own. In 1865 he started with a four wheel buggy configuration with side by side seating for two. He used a vertical boiler which could be used on steeper inclines than a horizontal boiler. He placed this at the back and put the water tank at the front to even the weight out. The engine he built to a British design was a two cylinder under the floor boards. He designed rack and pinion steering for it which must be the first of its type on a car.

Henry was a jeweler and master watch maker and it shows in all the beautiful components of his car. This well thought out and built car weighed just five hundred pounds and is a good twenty years older than some famous **German cars which claim to be world's first**. Cheers to Henry Seth Taylor!



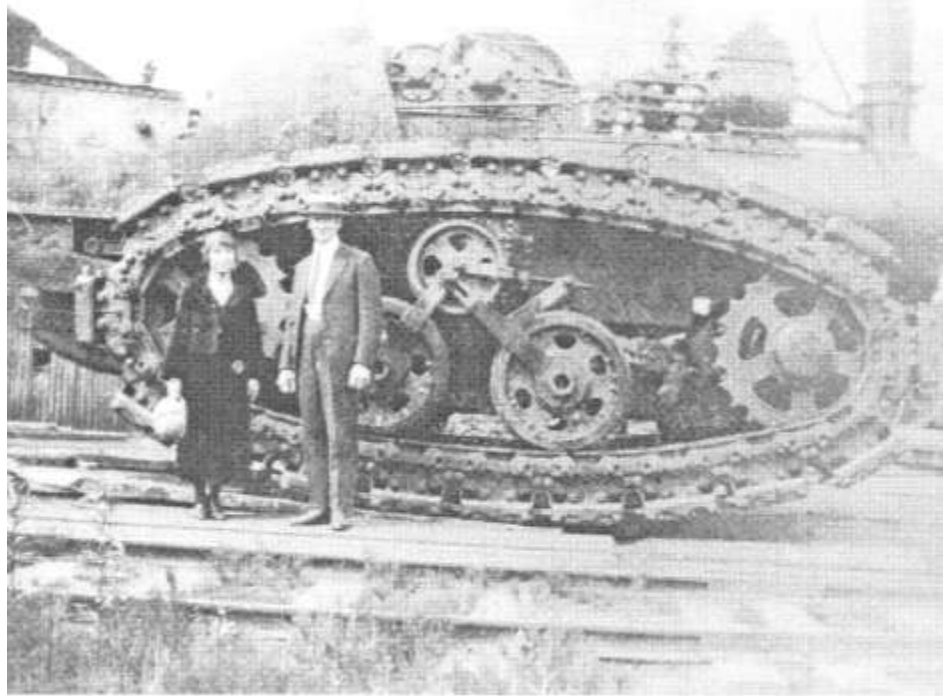
Taylor Steam Buggy, 1867. Built by Henry Seth Taylor of Stanstead, Quebec.

### The Hornsby Crawler

This unusual piece of machinery was purposely built for logging in northern BC. In 1913 there was a major international recession however the timber market was booming. In 1914 this was one of the first tracked vehicles to be built and the only one to be steam powered. Even though the first World War started that year wood for the war effort was in high demand and this British built machine was put into action.

Unfortunately the Hornsby Crawler turned out to be a bit of a flop due to one design feature. You will notice in the picture the tracks are in an oval configuration instead of being flat along the bottom from front to back. This caused it to be less stable over rough terrain and to go nose up when towing a load of logs. Thankfully this became another unique feature of this early machine.

During World War One both sides became bogged down in trench warfare and something new had to be devised. The British decided to introduce a new tracked vehicle called the tank which would run right over the trenches. With lessons learned from the Hornsby Crawler in northern BC the first tanks went to battle and were quite successful.

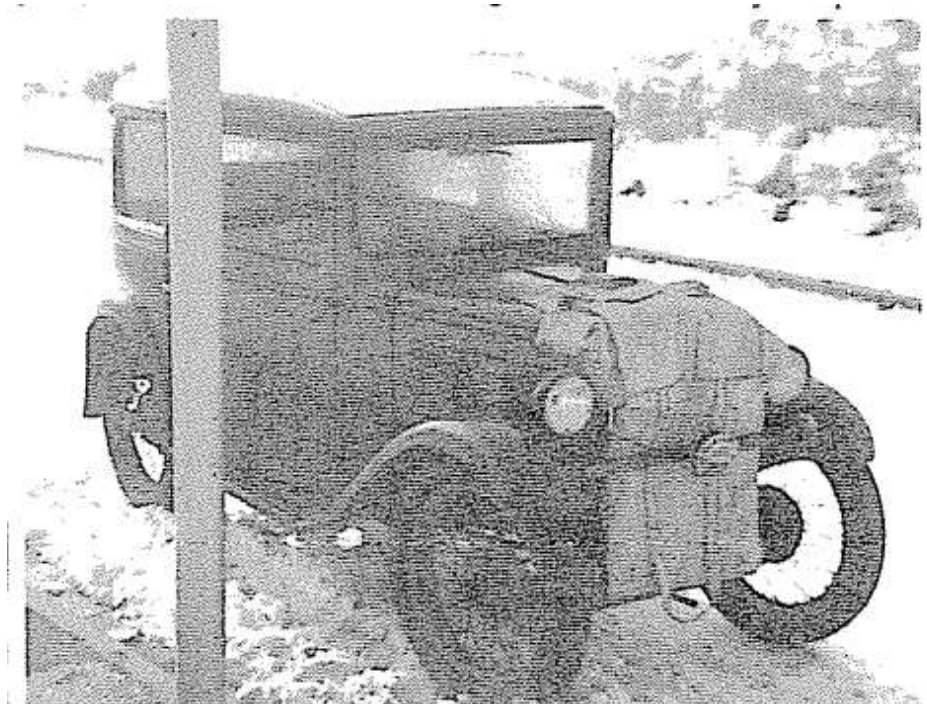


The Hornsby Crawler is now considered by many historians to be the primary prototype of the military tank. Remains of the crawler still exist and it is being restored somewhere in the lower mainland. I am told that major museums and collectors from the US and Europe have been trying to obtain it. However the owner understands what an important historical item it **is and won't sell. Good for him and us.**

In answer to the editor's request for articles about a person's first car, I could not resist the temptation.

Being born and raised in England my first car was of course English made, and small. During the winter of 1955/56 I was an impecunious engineering student who was passionately interested in motor racing, and somehow had to acquire something with an engine and wheels. After considering a motorcycle, and even obtaining a provisional license to learn to ride one, I decided that had enough money in my piggy bank to look for a car. A friend told me about a house in the country where someone fixed up small cars for sale. We went out there one Saturday morning, and sure enough he had a couple of cars for sale. The one that was within my budget (thirty pounds sterling) was a blue and black, 1931 Austin Seven, tow door sedan. A ten minute demonstration by the owner convinced me that it all worked, so I bought it for twenty eight pounds. It was delivered to my friend's house whilst I organized licensing and insurance.

The next Saturday I collected it and had to learn how to change gears without the benefit of synchromesh. To my surprise it was not that difficult so I set off home. Unfortunately it had snowed so I had an



interesting journey, but no mishaps. Being rather cold I had to drain the radiator each night, and refill it with warm water when I wanted to go out. The 747 cc, 10.5 hp engine, was a side valve or flat head design, and it was a simple matter to remove the head to decarbonise and polish it on my mother's kitchen table. By experiment I found that it could reach

55 mph, as shown by the drum speedometer. It was a bit noisy and the brakes – cable operated on all four wheels – were not the strongest. The little car, however, got me to Brands Hatch, which was part of the reason for buying it. I discovered roll oversteer when I tried to corner quickly and the cantilevered rear springs did their thing, as the outside spring flattened, it got longer and as the inside spring arched, it shortened. At the right speed I could straighten the steering and still keep turning. My father, who did not drive, did not appreciate my demonstration.

The only dramatic event to occur was the loss of the battery. The battery box was under the front passenger seat and acid spillage over the years finally ate the support away. It was not too difficult to put a piece of wood across the hole above the rotten box and to dispense with the passenger seat's cushion and a front passenger!

After a year I decided that as a student I could not afford the running costs, and with much regrets sold it for twenty-five pounds.



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