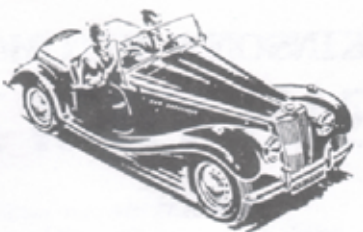


# The Spanner



*April 2013*



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## FROM THE EDITOR

The Spanner has turned a corner. This issue marks the end of an era. Steve Diggins has passed the torch to yours truly— Les Foster. Most of you will recognize my name. I've found-



ed and edited the Vancouver Coast Branch Roundabout for many years, been a Branch Vice-Chair, Oxo Award recipient, and contributed sundry articles to the Roundabout and the Spanner. If you don't know me for all that then you might remember that eccentric guy with the Ford

Thames pickup full of crates and barrels. Steve has set the bar high. I have always been impressed with the job he did on the Spanner. In addition to the Branch reports which have kept us in the loop on all things OECC around the province, Steve has had a way of shedding light on the most interesting aspects of our hobby, particularly the early history of British vehicles in B.C. He's been a real historian and researcher. I am happy (and relieved) to say that Steve intends to continue this valuable contribution to the Spanner.

So here I am, like a deer in the headlights (weak Lucas ones, perhaps)! What do I do? If I have a mission here at the vast headquarters of the Spanner, it is to help weld our six Branches into one Club, stronger in the whole than each Branch alone. We are going to continue to span the Branches. "We"? How did it get from "I" to "we". Well, therein lies the crux of it all. Only "we" can make the Spanner and our Club work. When "you" contribute your article, photos, ideas, discoveries, et al, to "me" it becomes "we" who are building and enjoying "our" hobby. Simple, eh? All of you have something to share. You may or may not feel comfortable writing. Don't matter! Send in your stuff to [oeccspanner@gmail.com](mailto:oeccspanner@gmail.com) or mail it to the address at the top of the page or slip it to me in a plain brown paper envelope when no one's looking and I'll make it happen. That's why they pay me the big bucks!

It has been twenty-five years since Ian Cox breathed life into the Old English Car Club & Registry of B.C. We still remain committed to the preservation and enjoyment of British vehicles of any type and age. We play with sports cars, ride motorcycles, drive trucks or toil in our garages on our dreams and some of us just plain dream, but we all share the same love of things that move and go and that intangible stamp that the British left on the things they made. Our vehicles are a part of history and through them we touch both the past and the present.

Like all things involving people, a Club is, above all, a relationship. Like all relationships, there are ups and downs, good times and better. So our twenty-fifth anniversary is a time to both look back at our history and plan for our future. With that in mind, we have recently added a new Branch, The Kootenay. Born out of contacts made along the route of the Brits Round B.C. Run, this new Branch is the epitome of how such events can build not only our existing relationships but also connect us with new ones.

Some branches are turning their gaze inward in this celebration year. The Vancouver Coast Branch has formed a Committee and distributed an online survey to gauge the mood and direc-

tion of their members. This use of the new and exciting technology to better connect members of a club dedicated primarily to keeping old things may seem contradictory but remember, our vehicles were leading edge once, too. Learn to use a new tool- like any other (even a spanner) it's there to make the job easier.

No better example of this can be found than in the newly revamped OECC Website. Under the very knowledgeable hand of Gerry Parkinson, the website is now packed with valuable information, is up-to-date, and easy to use. You can even check out your regalia through it. All you have to do is use it (as Gerry constantly scolds me!).

Getting back to relationships, all of the Branches should be working on improving theirs— with the other Branches, the Club as a whole, the public, and one member to another. That's were it really begins— one member to another. Smile at your fellows, greet new members, offer assistance, join in. That's why we are here after all— to join Together to have Fun! Attending the July AGM would be a great way to start!

I looked up the definition of "Club". It means a group dedicated to one particular interest or activity. It also means a heavy stick and in its verb form, "to beat". So don't make me use a big verbal stick to beat on you!

My own experience, and I speak as a shy person, is that of all the benefits that I have gained through membership in the OECC the greatest have been the friendships and camaraderie. Truly, this is what has kept me a member all these years. The fact that I have established relationships without which I could never have successfully restored my truck nor found the parts is a bonus. In the end, it's the people that make me smile the most. Sure, sometimes we annoy each other but remember that we all share the same interests and we all have something important to offer. We can't always be all things to all people. Come on out, be your self, and have fun. It's as simple as that. And, if you need a bit of help, don't be afraid to ask. You just never know who might come to your aid!



The best thing about needing help is that



it's a good way to meet people.

Ashleigh Brilliant (b. 1933)

Thanks to Borealis Press, Surry Maine USA



It is that time of year that we have eagerly been waiting for, some warm, sunny weather to allow us to get out and enjoy our cherished cars/motorcycles. We celebrate our 25<sup>th</sup> anniversary of the OECC this year and it is my hopes that each Branch has something special planned.

I would like to thank Ian Cox, the founder of the Old English Car Club. Without his desire, ambition and determination we would not have this incredible experience. I would also like to welcome the new Kootenay Branch to our club. This gives us 6 branches of the OECC throughout BC. Thank you to Les Foster for taking over as the editor for the Spanner. This newsletter would have been missed by many.

I would like to take this opportunity to thank the many volunteers that make things happen, from the executive of our Club and each Branch, to all the organizers of car runs, tours, banquets, events, road trips, etc. Without these volunteers, we would not exist. The more each member becomes involved, the more ideas come to life and create more opportunities of things to do. We become bigger & better.

I know that there are many who would like to sit back, pay their dues and only enjoy the fruit of the labor of others. I am seeing and hearing more & more of exactly this. Branches are having difficulty replacing their executive, members are reluctant to run for the Club Executive, organize car runs or help out with the events. It is a disappointment to hear and see. Please think, if everyone felt this way would we stay a vibrant, active Car Club?

I've been member for just over 10 years now. I believe that the more you contribute to the organization you belong to, the more you get out of it. This has proven true in any organization that I have belonged to. I have had many fantastic experiences and made many lasting friendships in the OECC. Take it from my experience and those before me, devoting some of your valuable time to the OECC is more than worth it.

I am looking forward to attending the events planned for this year, visiting with

old friends and meeting new ones. Hopefully many of you will be attending "The Weekend at the Beach" OECC AGM. There are lots of activities planned for the entire weekend.

May the season hold many sunny warm days to enjoy and your days be filled with lots of fun, friends & laughter.

Candy Francis  
OECC President

**SHOW THE FLAG FOR OUR  
25TH ANNIVERSARY!  
OECC REGALIA  
-Judy Unia**

This year we are celebrating the 25<sup>th</sup> anniversary of the Old English Car Club. To celebrate this, I have added two anniversary items to the regalia inventory. The first is a 25<sup>th</sup> anniversary pin similar to the anniversary logo Gerry Parkinson put on the O.E.C.C. web site. These will sell for \$4.00, although if you attend the annual general meeting you will receive one for free. I would like to thank Ian Cox for suggesting we have a anniversary pin.

The second item is an anniversary license plate. Ken Tanguay is working on designing the plate. I will email the design to each Branch when it is finalized. I am going to do a one time order, so will ask each Branch to take orders from their members and send me the total number of plates they want. I will send



out more information on this to the Branches as soon as I have it. I would like to thank Dave Whitworth and the Comox Valley branch for their suggestion of the license plate.

Gerry Parkinson and I have been working on the regalia page on the web site and hope to have it up and running by



the end of April. Members can email me at [77rxj6c@telus.net](mailto:77rxj6c@telus.net) if they have any questions or want to place an order directly.

Once again, car show season is upon us and I will have regalia at as many events as possible. I will ask that each branch supply people to help sell regalia at their branch events. In the past I did this on my own and as a result never got to enjoy the show. This year each branch will be responsible for selling regalia at their event, with some help from me, of course.



Beef bouillon, Easter eggs, OECC chocolates and OECC tea. Most wonderful of all, generous donations of hundreds of bottles of home made OECC wine. Picnics, potluck suppers, medieval banquets, Christmas parties never to be forgotten, invitations to tea in members' houses, AGM dinners, mystery drives ending at wonderful restaurants and pubs, Canada Day parties, barbecues, incredible pig-roasts, the list goes on.... This club loves to socialize and to eat!

Vancouver Coast Branch. He's an enthusiast, and a great writer. I'm certain that he will serve and entertain us well. Les is one of the many good things that have come into my life through the club. He has been a stalwart supporter and his name comes up frequently as I read through our collected archives. I've been reading because I needed inspiration to write this article, but guess what, there is just way too much inspiration there! What a wonderful collection of newspaper clippings, event posters and reports. It would be folly to try to condense it into a couple of pages.



I will try to draw on some of those news paper items to weave a thread through this story.

1969 -The Province, Classifieds.  
*Triumph Van, 1963. \$450. Ph 643.....*

1985 – The Western Advertiser  
*Wanted: Information leading to contact with other British vehicle owners. Phone Ian.497....*

1988- The Western Advertiser  
*Old English Car Club and Registry. Free registration. Free membership. Parts, service and advice. Help. Meets. Help to buy and sell, sway etc. Call Ian soon 497....*

1990- The Penticton Herald and The Western Advertiser

*First ever British Car Field Meet to be held in Penticton.*

Owners of British cars came to Penticton at the invitation of the Old English Car Club and Registry. Representatives from Kelowna, Sicamous and Kamloops decided to form local branches of the OECC&R. The Penticton, Kelowna and Sicamous branches leaped into being.

1990- July. Victoria Times Colonist reports-  
*Owners join club to*

*indulge passion for funny little cars.*

1990, July, Murillo Ontario

*Old English Car Club vehicles delight to eye.*

1990, July, Guelph Ontario

*Old English car collectors get together in club.*

The three preceding articles were references to the then recent event on the lake shore in Penticton.

Even the CBC was intrigued. We were interviewed on The Morning Show

The process was held up for a while in the Thompson Valley, but-

1993- Kamloops Today

*New car club brings out the British in Kamloops*

1991. The Okanagan Cox's moved to Vancouver.

Owners whose names were in the registry were called together and very soon there was the Lower Mainland branch of the OECC&R.

In February of 1993 the Cox family moved on to Victoria and ditto, a group of enthusiasts from the registry formed the South Island Branch of the club.

1993- July-Victoria Times Colonist, Drive section.

A two page illustrated spread "Ye Old English Automobiles"

*The Old English Car Club and Registry is turning it's attention to Victoria.*

Members from Nanaimo attended the first South Island meetings (remember Ma Miller's?) and very soon I was invited to

OK you say, but why did the list begin with bouillon and Easter eggs? It's because this all began with a van named Oxo. That's looking back to 1969. I'll explain that later. I'm writing this over the Easter holidays of 2013. Easter is spring. It is looking ahead with eager, confident anticipation to what lies ahead. Life is full of promise. Looking back it's been very good for the OECC, too. Who would have thought that we could accomplish so much in 25 years!

If you'd like to know most of what there is to know about the development of the Old English Car Club you can read about it, as published in the July 2008 Spanner magazine, on our Club web site. Find "The Little Van That Did" in "About Us" on the sidebar. I think you'll find that entertaining and informative.

( [www.oecc.ca/about\\_us\\_history.htm](http://www.oecc.ca/about_us_history.htm) )

My excellent friend, Les Foster, is presenting The Spanner now. This is his first edition. I met Les through the OECC and that was very early in the history of the



Nanaimo to organize the Central Island Branch. Not much later, we were surprised to learn that enthusiasts in Courtenay /Comox were forming the North Island Branch. Wonderful!

Registry members in Prince George were invited to get together, and Viola! The Interior Branch was formed.

It began differently in the Kootenays since the Registry had been closed. In 2012 Cliff Blakey was re-building a Hill-

short while, a magazine called Britcar was published in Sidney B.C. It was well done and seemed to have good prospects. We were there.

From early times the OECC&R was publishing it's own in-house news. The Leaky Gasket in the Okanagan, The Dynamo in the South Island, The Roundabout for the Lower Mainland and The Beano for the Central Island. If you want entertainment just read over the back

ware to the club, and we may well have been the first car club in Canada to use the technology. The Registry in data base form paid our way quite successfully for many years by allowing us to print lists of registry vehicles for sale. We sold these list at shows and by mail for \$2 each and not only covered our expenses but acquired many new members too. As the year 2000 approached, the Registry, which was by this time maintained for us by Jack Keyzer, could see the prospect of attaining it's 2,000<sup>th</sup> registration. Around that time the Club executive questioned the value of continuing with it, and subsequently it was discontinued. A few years later "Registry" was removed from our name. It had served us well.

I've tried to be brief, yet I've hardly begun to tell the tale. Still I know that I've exceeded Les's allotment of two pages. I must end.

Another time we'll have to review the wonderful list of annual car events initiated by the club and catering to all British car enthusiasts.

The Club began because of a Triumph van that brought smiles to peoples faces. Cars are a vehicle which brings us together. A great diversity of cars and people with smiles on their faces- these are the source of our strength and our success. The OECC was magic from the start. It has become a great club with a unique character. We can look back with pride. If we continue to smile, evolve, and keep doing what has made us uniquely successful then our bright future is assured.



man Husky and wanted to meet others with similar interests. We gently coerced him into calling a meeting, and the rest is history.

Those are a few references to the beginning story of the club. If I were writing a book I'd include all the detail of those newspaper reports— really interesting reading. Next, I'd go on to talk about the important contribution of Steve Diggins' Western Classics magazine, which for the OECC&R was in effect our first "Spanner". It was our first regular publication of club wide news which was distributed across BC, and Alberta too I think. The Old Car Trader carried our half page advertisement for several years and that was very effective in drawing attention to the club. Western Classics became the Western Driver and we maintained a regular presence there, too, for a while.

It is worthy of a mention that, for a very

issues of those publications— fascinating, informative and inspiring reading. I have a strong feeling that the North Island branch published a few newsletters too. I hope we have those in safe keeping somewhere.

Some readers will be wondering why we no longer have the "R" of The OECC&R.

Well that may be because we were a victim of our own success. The Registry was the core of the early club. It provided names of people to be drawn into forming new branches. Early on Buttonware contributed a full version of their data-base soft-



**OXO**

The New Year is getting underway and it promises to be just as fun-filled as ever!

As you may already know, Nanaimo is hosting the AGM this year and most of the arrangements are already finalized. The theme for this year's AGM is "Weekend At The Beach". These festivities start on Friday, July 12<sup>th</sup> and continue throughout Saturday, followed by Brits on the Beach on Sunday, July 14<sup>th</sup>. As an added attraction to Brits on the Beach this year, we have arranged for a pancake, sausage and eggs breakfast to be served between 9 and 11 a.m. Coffee and tea will also be available throughout the day, followed by our regular BBQ at the horseshoe pits.

On July 27<sup>th</sup> the BETI tour (Brits Enjoying The Island) will start and head off around Vancouver Island, stopping at several scenic points of interest until August 10<sup>th</sup>. Everyone is encouraged to take part in either, all, or just part, of the run.

**Some of the other CIB events so far planned for the year are -**

- Empire Days parade - May 19th.
- After April, Steve Harris is putting on another tour of his garage.
- A tour of the 2 Triumph Spitfires being restored at Kwaiicum College on April 28<sup>th</sup>.
- We are participating in two Father's Day events - the regular picnic at Beacon Hill Park, Victoria, and the other at the Qualicum Car Show
- John Thomson will be the wagon master for a run to the Black Goose Pub on Aug 18th



**"BEAR LEGS" COMPETITION FOR THE FOURTH ANNUAL POLAR BEAR WALK IN JANUARY**

**HAPPY 25TH OECC!**



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OF BRITISH COLUMBIA  
ANNUAL GENERAL MEETING**

*hosted by*

**The Central Island Branch**

*Join us for a*

***"Weekend at the Beach"***

**Nanaimo B.C.**

**July 12-13-14**

**Friday July 12<sup>th</sup>-** Welcome & Kick-off Party at the Longview Brew Pub

Free with appies served for registered AGM attendees!

**Saturday July 13<sup>th</sup>-** Royal Canadian Legion

11am- Official Meet & Greet

12pm- Lunch

1pm- AGM (free 25 year pin for attendees!)

2pm- Mini-Monte starts

6pm- Happy Hour

7pm- Dinner & Awards Ceremony

8pm- Dance

**Sunday July 14<sup>th</sup>-** Transfer Beach, Ladysmith B.C.

9am-11am Pancake Breakfast \$5

10:30am-3pm- ***"Brits on the Beach"*** British Vehicle Show

[www.oecc.ca/event\\_ads/2013\\_oecc\\_agm.pdf](http://www.oecc.ca/event_ads/2013_oecc_agm.pdf)

The Comox Branch usually winds down after our Filberg's "All British Show" (The Upper Island's largest show of British vehicles and bikes held at the Filberg Lodge & Park in Comox August 19th -Editor). Usually the next event is the Fish and

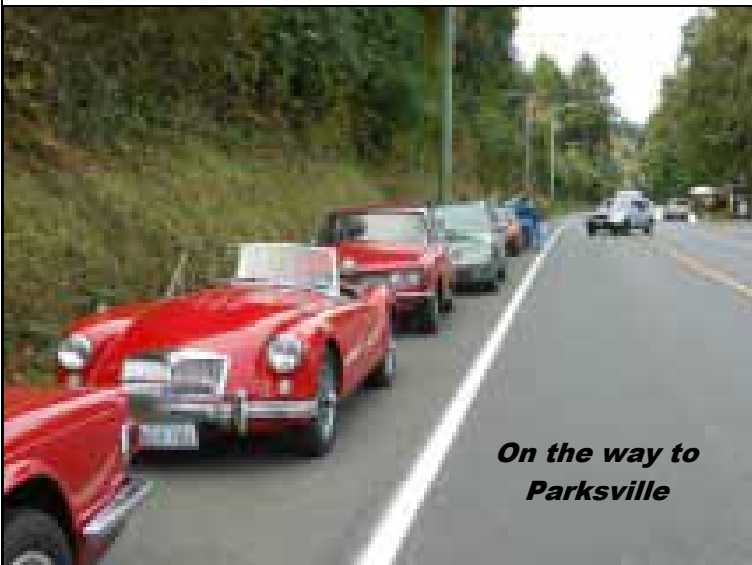


**Dues!**



**Filberg 2012**

Chip Run in early October. This year we drove down to Parksville to the Rocking



**On the way to Parksville**



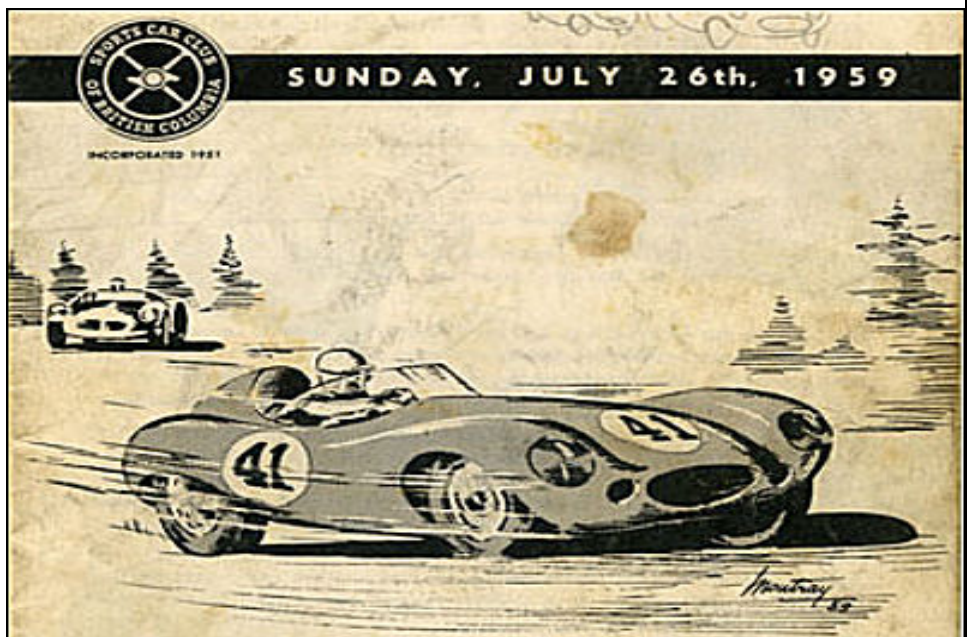
**Comox Valley Christmas Banquet**

Horse Pub. It is a quaint, old English type of pub set on a farm with horse corals and barns.

In November we had our elections and this year, as usual, most of the executive was reinstalled by acclamation. Only the President was changed. Gordon Beech took the wheel for 2013.

In December we have our annual Christmas Banquet with gifts and a year end Slide show.

Our branch in the Comox Valley, is not a very active group over the winter mainly because some of our members spend six months in Arizona. That leaves only a few that are active enough to drive and see the odd car or one that is for sale until Spring arrives!



We held two events in September. First our 'Fish 'n Chip Run", a morning drive out to the Shuswap Lake with a stop at the Motorcycle Museum in Tappen where we held an impromptu short car show – picking up two new members. From there we drove to the lakefront for a fish 'n chips lunch. The afternoon was completed by a social stop at one of our members' homes overlooking the lake.

On September 22<sup>nd</sup> we drove up to Sun Peaks for the Classic Car gathering, accompanied by our friends from LAMB and FVMBC from the Lower Mainland. We brought 20+ cars of the approximately 40 cars participating. Apart from an Austin Healey which become stuck in 4<sup>th</sup> gear on the way up (and was limped back to Kamloops at the end of the day), the weather co-operated and a great time was had by all. The Calgary Vintage and Sports Car Club, who also participated in this event, will not be returning in 2013. The event has been renamed "Run to the Sun" and invitations extended to other car clubs to participate in what may become a weekend event.

In October we participated in the annual Pringle Farm Steam Day at Westwold. Weather did not co-operate (rained all day) but that did not dampen our turnout which included a 1968 Jaguar E-Type, just unearthed from under a tarp for 12 years. It was in surprisingly original condition!

Our final driving event for 2012 was the multi-



**Sun Peaks Run**

was off again and another quick stop and free ice cream hosted by a hidden hot rod car builder in Enderby before a drive home on winding roads.

Winter weather kept us inside before our Punctually Challenged Christmas Party held in March 2013. We again participated in the Kamloops Vintage and Classic Car Easter parade which attracted a record 129 cars on a good weather day.

We have a number of driving events already

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**Advertisements from the Sports Car Club of B.C. "Pit Pass", 1968**

**Fish 'N Chip Run**



club Pumpkin Run to the small town of Grindrod. Fifty cars started from Kamloops and in true Monte Carlo fashion, the event ended up with about 200 cars from all directions at the destination! We had an informal car show, pub lunch and socialising. Then it

planned for 2013, along with a Spring Tune up and a visit to the 1954 Austin Ambulance (originally owned by the City of Kamloops), restoration of which is nearing completion as a club project by the local Vintage Car Club Chapter with the bell donated by OECC.





**Cliff**

It all started when the MG club of Calgary had their annual "Brits Best" car show in Radium, which I attended as in other years. Realizing that the Kootenays had a few British cars, there was no reason why we couldn't have a

British car club of our own!

With that idea, I remembered seeing the OECC web site and proceeded to contact them about the procedures of starting a club here. They told me they were having a tour through the Kootenays in a few days which would give me a chance to meet some of the members.

After meeting them in Kimberley, plans were formed to start a club. We had our first meeting in October with five people in attendance which was our core group.

Through the next couple months we have added members so that, at the end of 2012, we had eleven members and plans to get-involved in a few local car shows in 2013 to promote the club.



**Clockwise:** Heidi and Reg De Young; Kelvin and Verna Woodall; Gerard and Annemieka Hengeveld talk cars at a Kootenay Branch get-together.



**Clockwise:** Alan Howie; Derek Broadhurst; Barb Blakey



**Above and Lower Left:** Gerard Hengeveld and his 1953 MGTD. Note the Ford Model A, one of many restored by Gerard!

**Below:** Alan Howie's green 1991 Jaguar XJS-C



Pappa's hobby shop



## ECAIP 2012

Following the successful Saturday "Sea Krooze" around Victoria and an enjoyable Saturday evening banquet, field marshals and gate registration volunteers were up early on Sunday morning. In fact, just in time to see the sun rise over the flag pole at Fort Rodd Hill. Fortunately the Lions Club was there too, with coffee and breakfast!

By 10:00am when the upper gate had closed and the public began to appear, the field was filled with English vehicles of all sorts. Master of Ceremonies Wayne Watkins introduced the Central Saanich Peninsula Pipe Band and the day was officially underway.

The perfect weather, neither too hot or cold, saw the largest turnout for several years, with 137.5 cars on display (the half being the Barrie's MGB trailer).

A great turnout of the featured marque, the MGB, was to be seen around the flagpole, with examples of most years and models of both Roadster and GT.

Without too much coaxing, Wayne was able to entice several teams to enter the Italian Job and two Mini's were arranged to accommodate the gold bars. Once again, the Mini Club were the overall winners. And again the Win-a-Ride competition was very popular and thanks go to participants Mike Baldwin (Lotus Elan), Geoff Cramb (Triumph TR6), and



John Gordon (Jaguar XK120) for their generosity in offering rides to members of the public and participants in the show.

At 2:15pm, the major awards were presented. The Bill Vance award, for a car displaying advanced engineering for the time it was introduced, was pre-

Jim Walters of Bristol Motors present this award on Bill Vance's behalf. The OECC South Island Branch's Chairman's Choice Award was presented by Roy Pullan to Ken Douch for his Lea Francis. The Mayor of Colwood, Carol Hamilton, chose Bruce Maycock's Morgan 4/4 as the Mayor's Choice and the

ECAIP Organizing Committee Chairman, Graham How, selected Tom River's MGB as winner of the Featured Marque prize.

With that, the day officially ended, but it was pleasing to see that many participants lingered for a while as the



sented to Malcolm Tait for his Rover 2000TC. We were delighted to have

volunteers began to clean up the field. And so ended the 18th annual English Car Affair in the Park weekend.

## WARBURTON WOODWORKS

Perhaps one of the most interesting "Sunday Runs" of 2012 actually happened on Saturday, November 24, 2012. And in addition to the unusual venue, the organizers even made the sun shine for the first time in many days.

The brilliant weather brought out a good number of proper motor



cars, considering the time of year, including one with its top down. At the Juan de Fuca Library starting point, rather simple route directions were handed out by organizers Daphne and Peter Lee and the group was soon off to the Otter Point area of Sooke.



Upon our arrival at Warburton Woodworks, we were met by owner Mike Warburton. Mike, a third generation tree faller, provided a short account of how he became the owner of the business. Mike told us about his feelings regarding the forest and its products, including his unwillingness (sometimes) to part with particularly nice pieces of timber. In these cases, potential customers must convince him to supply what they want! We were then led on a tour of the mill facilities.

First up was an old growth fir log, but a bit larger and older than commonly seen on logging trucks on Vancouver Island. From the Queen Charlotte's this one was between 600-700 years old and weighed 29 tons. Too large and heavy to be cut on the mill, Mike explained it would be quartered with a chain saw, believe it or not (a job that would take a day in itself). Only then is

the material moved to the larger of the two band saw mills to be cut into manageable pieces.

We were then taken into the wood storage area, where all sizes of cedar is available for purchase (there is no minimum quantity). Some 40 thousand board feet is kept on hand, from 1" x 2" to 10" x 12", in lengths from three feet up to 32 feet. Cedar is available for carvers, and many First Nations artists buy their material from Warburton.

The tour ended with a visit to their new woodworking shop where Mike showed the group the end product he is now producing, window blinds made from yellow cedar.

With some reluctance the group departed, but not before Peter presented Mike with an OECC coffee mug in appreciation of his generosity in showing us around.

### BC AVIATION MUSEUM

It has been a few years since the club has visited the British Columbia Aviation Museum and many members were surprised at the additions made to the collection since then.

The afternoon began at Hamsterly Beach where some 30 members were presented with rather simple route directions to the Museum. To keep bore-

ten (Beginning with "There once was a pilot called Billy" and incorporating one of participants first names). And when in the Museum itself, a few questions about the displays required answers.

All made it to the Museum without difficulties and our two tour guides each took a group around the displays.

New to many was the Henderson Hangar, built over the last few years and now home to the Vickers Viscount and other aircraft. Those who ventured aboard the Viscount remarked upon how much space passengers had back in the '50's and '60's.

The Restoration Workshop was opened for us, with several projects underway. Nearly all the aircraft are now under cover and in this area some which have been exposed to the elements for many years are undergoing refurbishment. Included are "Flyin' Phil" Gaglardi's aircraft, bought by the province for him to oversee road construction projects throughout the province. Also undergoing work is a variant of the Douglas DC3. The forward fuselage is being restored and will represent a wartime paratroop dropping aircraft when complete in about five years time.

The tour concluded in the Memorial



dom at bay, a quiz was included; some roadside landmarks needed identification and a short limerick was to be writ-

ten. Room, where our tour guides were presented with OECC mugs in appreciation of their efforts.

*Restoration Fair*

The 8th annual Restoration Fair, April 14th at Heritage Acres in Saanich, built upon the success of the previous editions, adding a record number of English cars displayed during the day and the most visitors ever.

Final numbers are still being tallied, but some 140 English cars graced the field and in excess of 800 people came through the gate. In fact, it was difficult to accommodate public parking, with vehicles having to park along Lochside Drive at times during the day. The largest contingent of vehicles for sale were on offer this year, with 21 cars looking for new owners.

must go to the trio of main organizers: Roy Pullan, Derrick Sparks and Peter Carney. In addition, many South Island Branch members volunteered to help in the setup on Saturday, during

return next year. And it appears that Old English Car enthusiasts in the area have indeed made the Restoration Fair the start of their "season". We once again pay tribute to Robert Atkins for the idea and for his efforts over the previous years to make the event the success it has become.



the day on Sunday and the cleanup later in the afternoon.

We were very pleased to welcome OECC members from other Island Branches and the Lower Mainland. Fortunately, while not quite as fine as previous years, the weather cooperated to make the trip from distant points fairly pleasant.

Exhibitors from the trades and suppliers, as well as swap meet participants have all indicated they would like to

Five were sold on the day, and one later in the week. Credit for the success of the event



The Vancouver Coast Branch of the OECC is enthusiastically in building mode! After some hesitation at the November AGM, a second meeting held at Rainbow Station in Burnaby, this past January, resulted in a strong group of elected leaders: Chairperson, Gerry Parkinson; Vice Chairperson, Gil Mervyn; Membership Secretary, John Chapman and Treasurer; Colin Crabbe.

Lorna Hoare continues as our Events and Meeting Coordinator.

We concluded the meeting with an excellent presentation by Dennis Nelson on the 2012 Monterey California historic races, auctions and street events.

In January Gerry asked for volunteers to serve on a Task Force to help develop a calendar of activities that would meet the needs of the membership. Six members volunteered assist Gerry (Lorna Hoare, Steve Hutchens, Gil Mervyn, Alan Miles,

March saw us return to a venue that had not hosted our Branch for quite a few years, Hugo Ray Park Pavilion in North Van. It was a bit of a dark and stormy night and the lack of heat added to the wintery feel! It was a good meeting, however, with Gerry Parkinson delivering a very interesting and educational Power Point presentation on his MGB fuel injection conversion. The results of the Membership Survey were also discussed and will form the basis of the Branch's future planning. We finished up having a look at new member, Dave Pledger's, awesome rally Mini. We had three cars representing us in the annual St. Patrick Day parade in Vancouver on the 17th.

The April Meeting was hosted by BMC Motorworks in Vancouver. Owner, David Gilmour, showed us around his restoration and service shop. He brings more than thirty-eight years experience in service, restoration and racing to his customers.

David explained his restoration philosophy and methods and showed us one of his current projects, a Jaguar XKE. It was a very interesting tour!

To recap the 2012 Vancouver Coast Branch meetings and events since the last Spanner, we begin with our David Cohen Collection

tour. Late in August, 2012, Steve Diggins received an invitation for our Branch to visit the David Cohen Collection of some of the finest cars ever built. The



**Cohen Collection-  
1932 Invicta S-Type**

collection includes about 16 cars, several of which were at David's house for us to enjoy: a 1929 Bentley 6.5 Litre, a 1929 Morris Shooting Brake, a 1932 Invicta S Type Low Chassis, a 1933 Alfa Romeo 6C-1750, a 1937 Bugatti Type 57, a 1938 Bentley 4.25 Coupe, a 1952 Bentley Continental R, a 1956 Mercedes Benz 300 SL Coupe, Mr. Mallard, a 50's racing special and the 1936 Alta racer. This was one of our biggest turnouts of the year!

The September was a busy month! It began with the monthly meeting which featured a return to Eye Kandy Kustom in Delta. Aaron Wilson gave a great tour complete with coffee and goodies. Some really spectacular customs were viewed, the most unusual of which was a custom Bookmobile! The British connection was a 1951 Morris J Van being totally restored. Its metalwork was beautifully executed! Suitably impressed, our mem-

**David Gilmour®, shows VCB members  
around BMC Motorworks**



Ken Miles, and Bart Shaw). This group has met three or four times to put together a strong program. With Gil's leadership, we surveyed the membership and received an enthusiastic response. Following a meeting to evaluate the results of the survey, Lorna Hoare developed a varied calendar of events for the 2013 year that excited the Task Force. The Branch is poised to move forward!

A social evening at Ocean Park Pub & Pizza was enjoyed for our February Meeting. Good food and drink gave us an opportunity to catch up on each other and learn about the new directions of our Branch. Some members joined the MOGNW types for the Valentines "Hearts and Tarts Run later in the month.

**Cohen Collection- 1938 Bentley 4.25**



ber, David Smith, has since put his '49 Austin pickup in Aaron's care for restoration.

Some of our members participated in a run, organized by the Hoares, to Dickens Sweets in Chilliwack on the 8<sup>th</sup> of the month. Routed via Langley and Aldergrove, there was a stop-over in Abbotsford for a visit to Granny and Grumpy's Antique Barn. The group had a lot of fun exploring the antique barn and later, Dicken's British Museum (after the High Tea, of course). Five cars made the trip.

The English Car Affair in the Park, Sept. 9<sup>th</sup>, hosted by the South

Island Branch and one of the premier events of the OECC, saw just three Vancouver Coast Branch cars attend. The Miles (MGB-GT), Chapmans (new Mini Cooper) and Tait's ('70 Rover 2000TC) represented us. It was a small group but they made an impression!! Malcolm and Barbara Tait scooped the coveted Bill Vance Award for "advanced concept and/or engineering for the time..." with their beautiful Rover. This is an awesome event and it is worth every penny of the travel costs!

October's Meeting was a social one at the Billy Bishop Pub in Kitsilano. As usual, it was a pleasantly nostalgic venue for an evening get-together and discussion of upcoming events, etc.

The November Meeting was our Branch AGM held at Rainbow Station. In the absence of volunteers to run for Chair and Vice-Chair, our outgoing Chairperson, Steve Diggins, agreed to carry on in the interim and we would try again in January 2013. An appeal was made to the membership and the AGM Commit-

tee was reconvened. The concept of a Membership Survey was developed and Gerry Parkinson and Gil Mervyn agreed to stand for the executive contingent on a mandate for change based on the outcome of the Survey. Happily, as described earlier, the mandate was ob-

TVR which refused to start. The efforts of Les, Don, and others (including one of the railroaders from Rainbow Station) could not coax the car to go out in the rain. Les could understand that! Actually, though the weather started wet, it turned out to be quite acceptable by the time we arrived at our destination. The excellent event was organized by Steve Diggins and followed the route of the 2011 run with a start at Rainbow Station and finish at White Rock. The celebration at the finish was attended by Mike Baldwin, Mayor of White Rock, and Steve McVittie of Celtic Treasure Chest who organized the reception.

The annual Vancouver Coast Branch Christmas Dinner on

December 4 was attended by 34 members this year. Held at the Sundance Inn in Delta, all the participants enjoyed celebrating the start of the holiday season and an enjoyable windup to the Vancouver Coast Branch's year with good food and companionship.

Nine OECC cars joined about that many Morgans, members of MOGNW, for the

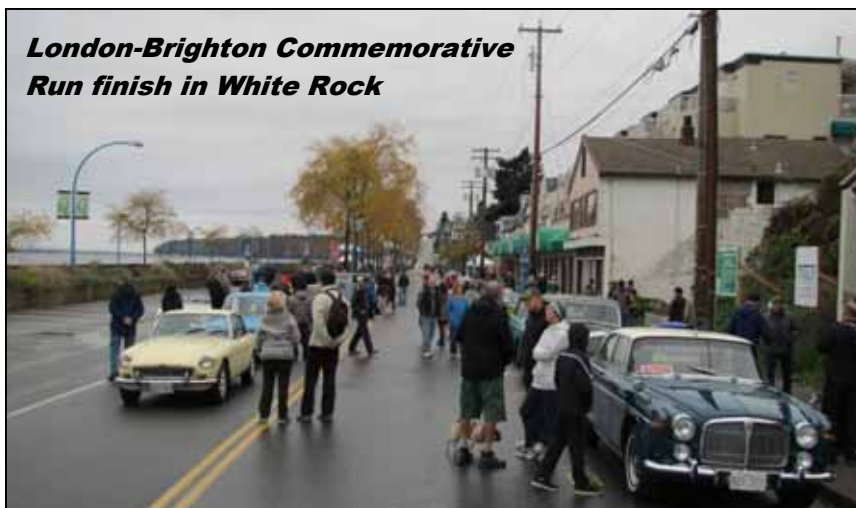
Mike Powley Memorial Run on January 27 to remember Mike Powley, a long time member of both clubs. Many of the OECC members were driving Morgans and belonged to both clubs. Mike Powley was a guy who loved to have fun and was a driving force behind MOGNW as well as a member of OECC for many years. David Powley, Mike's son, drove Rosemarie in Mike's Morgan 4/4. The

event started at Tim Horton's on Nordel Way and ended at Sharkey's Bar and Grill in Ladner. John Clark, a member of OECC and MG/Jag reminisced about Mike's escapades back in the '60s, including Mike's first MG, a TF in 1963. Mike and his wonderful sense of humour will be sorely missed.



**Tait's win the Bill Vance Award at ECAIP**

tained and in January we had newly elected Chairpersons and all of our Branch's leadership positions were filled. David Ballantine very ably presided over the election process at the two meetings. The first Sunday in November found about 30 English cars registered for our Branch's flagship event, the annual London-Brighton Commemorative Run. Les



**London-Brighton Commemorative Run finish in White Rock**

Foster served as the 2012 Grand Marshall, wearing the requisite (and way too large and bright) shirt. Although he did not drive in the Run this year (due to his Thames being in bits for restoration) his post-start plans to stay dry and huddle near the fireplace, scotch in hand, were thwarted by the likes of Don Bartlett's

JULY, 1960

# WESTWOOD OPENS THE SEASON

## 10,000 On Hand For April 17 Event

By Ted Langton-Adams

The racing season got off to a roaring start at the Westwood Circuit on April 17th. Though not a conference event the rather large entry was watched by almost 10,000 spectators. The sports car fraternity from south of the border was well represented by several Corvettes and some lesser pieces of machinery including a Dauphine that became slightly bent when car and driver missed a turn.

A really startling machine, a Porsche RS Spyder driven by Bill Toews from Seattle, put on a fine performance whenever he appeared on the track until disaster struck in the over 1500 cc modified race. For the first few laps of this race Bill pushed the Spyder hard and was a constant threat to Jim Rattenbury's D Jaguar. Coming out of turn three Bill was crowding the D Type in preparation for an attempted pass. By the top of Deer's Leap he had jockeyed into position. According to Bill, at this point he was pulling close to 120 mph and was almost in position to pass. Then things happened. The rear deck of the Spyder came loose. Bill and car became airborne landing about 150 feet below and to the side of the track. Bill escaped from this with only a shaking up — another living reason for good safety equipment. The Spyder was badly bent but with a little hard work it will race again another day.

The really big news of the day was a first in class for Ed Grossman driving his very much modified TR 3A. As the saying goes out here Ed has gone about as far as he can go on mods to this machine.

The pall of bad luck still seems to be surrounding the MG Twin Cams out here on the Coast. After blowing his engine a few weeks back at Shelton, John Hall repeated the performance on Sunday Ken Finnegan in another TC swallowed a valve. This is the second time for Ken too. Last year there was a continuous battle raging between these two top drivers whenever they managed to get on the track at the same time. Ken appeared to have the edge on John for a time last year but as Ken says this was due to a weight differential.

A Mercedes 300 SL driven by Dave Troffer, one of the boys up from Seattle, found little or no opposition as he drove to an easy win in the ABC production class race



*Once an NSU Prinz — now a very fast Formula Jr. from MacKay Motors New Westminster.*



*Arlagh Pitkey's very hot Climax Powered Special*

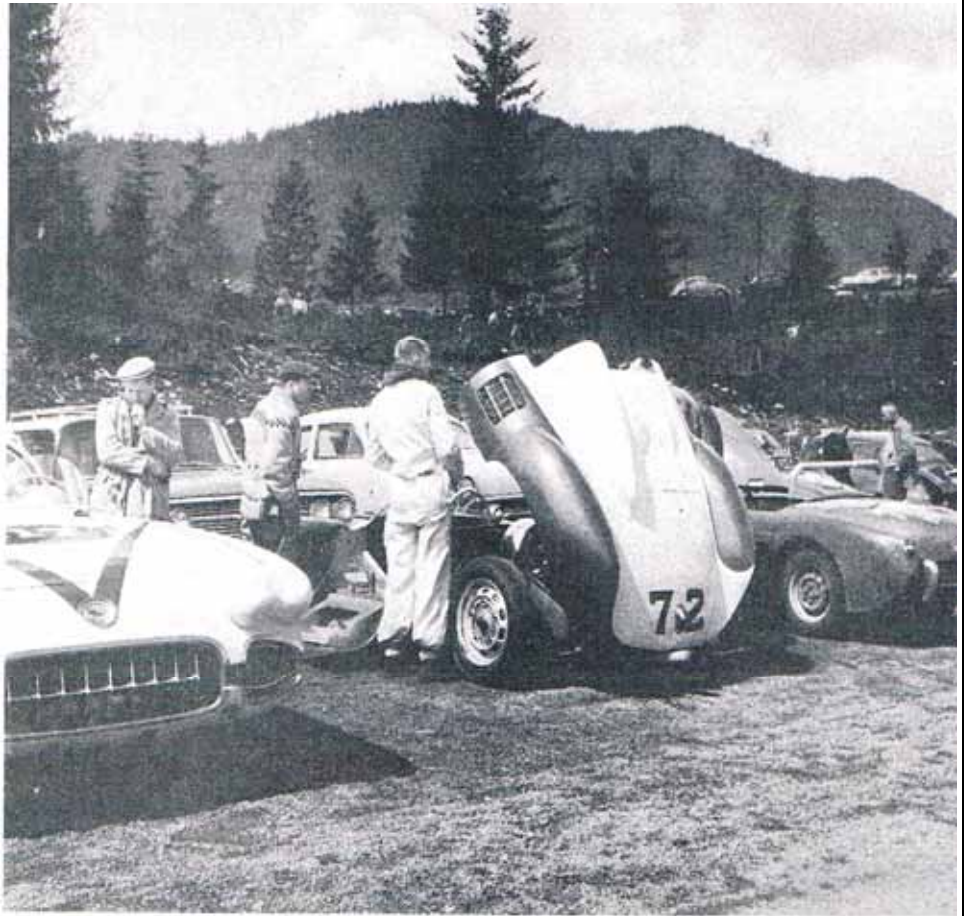
Star Calvert put on a good show by winning the fast Le Mans in his Corvette. However, he was given the meanie tag for the day for his blocking tactics on Troffer's 300 SL.

Jim Rattenbury in the D Jag set up the fastest lap time of the day with an average 76 mph. This rapid circuit of the track is only 2.8 mph over the lap record. When Jim gets this machine going a little better later in the season it looks like the lap record may fall.

The overall programme was perhaps the most varied that has been seen at Westwood since its inception two years ago. A large entry of motor bikes put on a daring display of speed and driving skill. Tony Duffy riding a BSA Goldstar was the overall winner.

In addition to all the other events the organizer decided that for a piece de resistance a go-kart race would fill the bill. Several of these little fun-karts made two laps of the circuit. It was a long drive for them but they did make it all the way around. Some of the karts stalled on the hill coming out of the Hairpin but with a push assist by the marshalls made the hill all right.

So went the first racing day of the season at Westwood. From the samples that were displayed it looks like a big year. The first big conference event will be held May 28-29. ♦♦



*Bill Towes and his RS Spyder — Before.*

In the late 50's and into the 1960's, there was a motoring magazine for Canadian enthusiasts called "Track & Traffic". It covered various aspects of interest to the enthusiast including reporting on motor sport across the country. As the preceding reprint from a period issue of Track & Traffic shows, there was a strong interest in motor sport on the West Coast.

There was lots of action at Westwood circuit in Coquitlam and if the weather was good, large crowds would come out to watch the races. All types of interesting vehicles were on the track in the various races. It is amazing how many racing specials were built and raced locally. Every year new and faster cars would appear which was quite exciting!

Formula Junior was the entry level for aspiring race drivers. The NSU-powered car pictured in the article was locally constructed. Note the Jim Rattenbury D-type Jaguar in the background. Some very good sports-racing specials were brought out to Westwood and Arleigh Pilkey built some of the best. One of his cars is pictured here. The sleek Porsche sports coupe next to it looks quite expensive!

One of our OECC members, Ken Finnegan, is mentioned as the driver of a new MGA Twin Cam. Ken has quite a racing history and he has been recognized with tributes to his early involvement with sports car racing. Unfortunately, the MGA Twin Cam had lots of promise but too many problems!

***Thanks to Steve Diggins for submitting this great period article and for his comments on the 60's racing scene at Westwood.***

***Westwood opened on July 26th, 1959 and the 1.8 mile circuit, which was the first purpose-built sports car track in Canada, hosted many famous names and exciting races until it closed in 1990. -Editor***

