

The Spanner



1867

Dedicated to British Motoring in BC



1965



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THE OLD ENGLISH CAR CLUB
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From the Editor

We have a new collection of photos and related documents on our web site page of historical British motoring in BC. These are all to do with the Fred Deeley Austin dealership in the early 1950's. In 1950 Mr. Deeley had his building at 901 West Broadway upgraded to deal with only Austin sales and service. Previous to this the building was split between Austin on the east side (where you eat in an Earl's restaurant now) and the motorcycle business on the west side. As you can see by the picture this was a first class effort resulting in one of the largest Austin dealerships in the world and one of the finest auto facilities in Vancouver.

Our province has a rich and interesting history with British vehicles starting from day one. Thomas Plimley in Victoria was one of the first car dealers in BC, about 1902/03, along with the Stark brothers at the same time in Vancouver. Both these companies were in the bicycle business which was all the rage in the late eighteen hundreds and they started selling cars as a side interest. The cars sold were primarily Oldsmobiles, however in 1904 Plimley started to import a new British car called a Rover. He was the first British car dealer in BC and as far as can be determined the first in North America.

The Plimley auto business lasted for a good long time and I am not sure when they last sold cars but I am guessing sometime by the eighties. It would be great to see pictures of their business through the ages and auto related history recorded. This is a significant bit of local history and would be welcomed on our web site historic page. I wonder if anyone in our South Island Branch would have the time to do some research on Thomas Plimley and his auto business? There is a good picture of an auto rally in Beacon Hill Park in 1905 with four Rovers lined up with other early cars. Thomas Plimley probably sold Rover bicycles in the late 1800's.

Before the great war, 1914 - 1917, there were other British car dealers in BC which we know little about as well as individuals who brought in their own cars. There was a very successful Napier dealership in Vancouver at this time. This was a car which was the equal of a Rolls Royce and I have read

that in 1910 they sold a hundred and twenty of them. They also had a new fireproof building built that was three or four stories tall and could accommodate two hundred fifty cars.

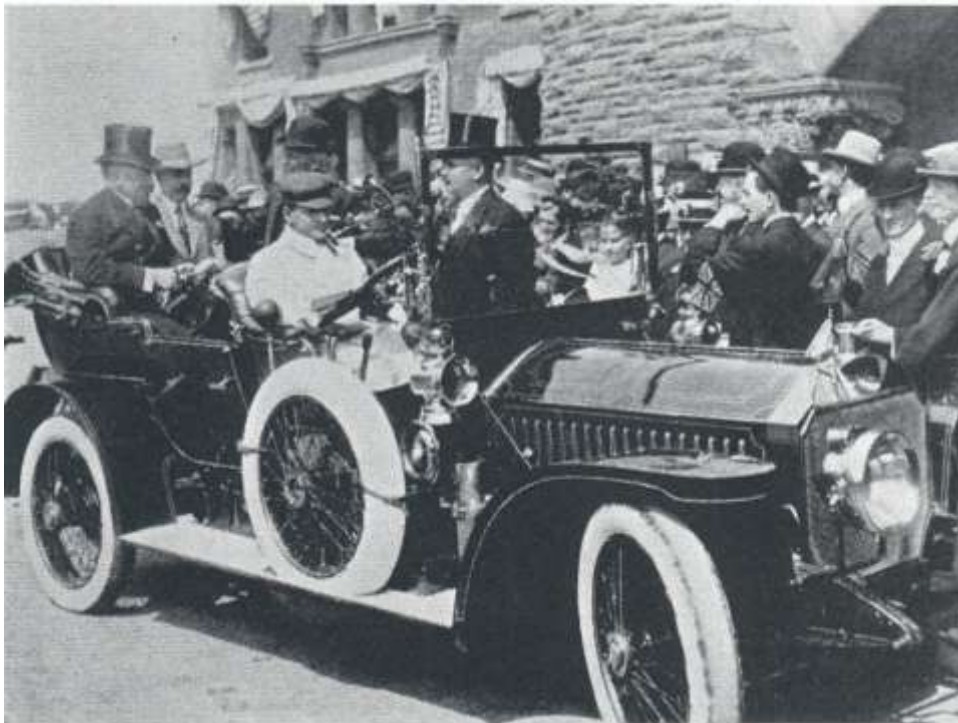
As I mentioned, there were other early British car dealers of note at this time such as the Vauxhall dealer in Vernon. Maybe someone in that area could have a look at that history. Not only were there British cars brought into the province there were also trucks. The first early large trucks, both steam and gasoline powered, were imported. Great names such as Foden, Mann, Thornycroft and Leyland were to be seen.

Out of all of North America we have the most interesting and special history with British vehicles. I think it is up to us to save and document as much as we can. Our club has decided to start a 'Pre War Registry' which is for owners of pre war 1940 British vehicles to get in touch and exchange information. I figure there are about 150 cars and

trucks in the province which are in this category and this is one way of helping with the history of these very special vehicles. You can see on another page regarding details of the Pre War Registry.

Hollow Tree Update...It has been decided by the Vancouver Parks Board to save and restore the Hollow Tree in Stanley Park. It is going to be propped up with an internal skeleton and the whole thing will be fixed up to look the way it should. It should be noted that none of this will use tax payer money. Money has been purposely donated for the cause. So there you go. If you don't preserve your history you lose it plus your own identity.

In the last issue of the Spanner, I mentioned that by 1916 the Vancouver Parks Board leased the rights to the 'official Stanley Park Photographer'. That was to Frank Gowan. However, I have since found out these rights were first leased out in 1908.



1910 and Prime Minister Sir Wilfred Laurier arrives in Vancouver to be driven out to officially open the new Vancouver Exhibition at Hastings Park which is now called the Pacific National Exhibition. The car is a Napier which has all the 'bells and whistles' of the day. Napier by this time already had a racing heritage and you can see it with the engine mounted low in the chassis. It also has the optional centre lock wire wheels mounted with white tires which are the forerunner of white-walls.

Vancouver Coast Branch Report by Walter Reynolds



Picture of Elaine Lafontaine and Pat Jones receiving the Bovril Award for the members of the year.

October 7, 2008: Branch regular monthly meeting, held at the Nu-Brite Industries wheel and metal finishing plant in Surrey. This was an ideal meeting place for car buffs like us. Nu-Brite repair and sell wheels for both the automotive industry and to heavy trucking customers. They also do restorative work on diamond plating and repair diesel fuel tanks for heavy trucks. Through the tour, which lasted almost three hours, we were given numerous lessons regarding wheel history, repair and restoration. As several of the Nu-Brite processes were proprietary, no photos were allowed until the end.



Nu-Brite premises after dark. Photo by Walter.

November 2, 2008: London to Brighton Commemorative Run, reported on separately in the Spanner.

November 4, 2008: Branch regular

monthly meeting, held at the Teamster's Truck Museum in Port Coquitlam. Lots of old commercial trucks, some restored and running, others being restored and still others not running. Fred Bennett organized this visit, our first here in three years. Thanks, Fred.

Ed. Note—The oldest truck in the collection is British. It is a 1913 FWD which was used by BC Electric to tow broken down buses

back to the repair yard. Thankfully this rare early large truck has survived to be saved.

December 2, 2008: Branch Christmas Party at the Roma Hall, New Westminster. **The annual 'doo' held back at the Roma Hall for the first time in three years. Lots of people came out for our annual 'shindig', some of whom I'd not seen for a while. Ken and Pat Miles gave us an impromptu talk on their trip to Australia (along with details of their experience of shipping their Morgan to Australia).** Thanks to Italo Cirillo for organizing the Hall and meal.

January 6, 2009: Regular monthly meeting, Held at the Rainbow Station, home of several ride-on sized steam and diesel/electric model trains. We continued watching Steve Diggins' 1930's Austin factory promotional DVD's. (We viewed the first five January '08.).

Ed.Note—The rollover demonstration of a 1937 Austin 10 Sedan was most entertaining.

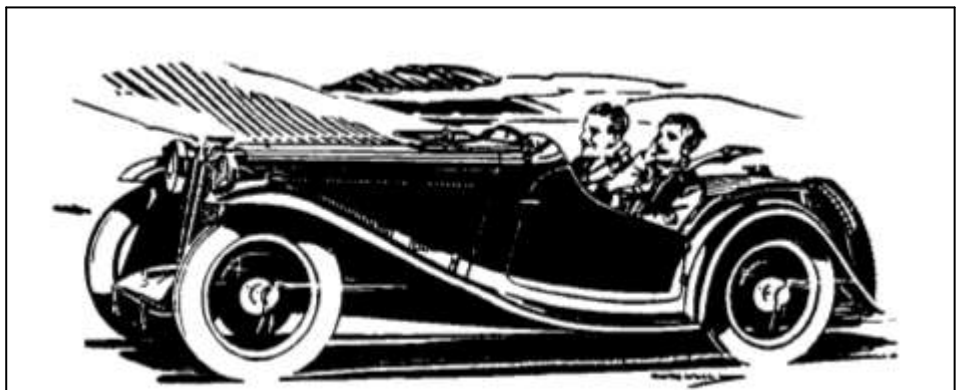
Well, that's it for now from the Vancouver Coast Branch but coming up for 2009 are:

February 3: Regular monthly meeting, at Roma Hall to view Vintage Car Race Documentaries and to have our annual Magazine Swap.

February 14: Valentines Day Run. Details TBA.

March 3: Branch AGM and Elections at Roma Hall.

March (date TBA): Third Annual Garage Tour, details TBA.



The July Picnic at HMCS Discovery

Members of the OECC and all owners of pre 1940 British Vehicles are invited to our picnic at HMCS Discovery on July 12. This is an all day event where you can arrive and leave at your discretion. Please note this is not open to the public. Non OECC members must be on a guest list. There is a large parking lot for our use plus first class barbeque facilities in a park like setting. We hope to see you there.

South Island Branch Report

The Great Race

Provided by Susan Jones

A dozen cars gathered in the Clover Point parking area, with the participants chatting and wondering what Bob and Wendy Tibbo had in store for us. Apparently they are **known for putting on "wicked"** events. I was pleased on this occasion that my trusty Sunbeam Rapier was back on the road, after recovering from a blown head gasket and assorted other ills.

Promptly on time, Bob gave us our instructions. We were all told to **"run" to the middle of the field** and pluck an envelope from a basket, **"run" back and immediately take off** to a destination somewhere in Victoria. We were informed that locals would have no problem finding the destination, or the fastest route to it. And so began the great race that **had us looking for "OECC Tack Shops"** in various locations around Victoria including the Harbour Air Terminal, China Town, Mount Tolmie, Broadmead Shopping Centre, Commerce Circle, Thetis Lake, and Florence Lake. Luckily, the weather was most favourable for driving on Sunday!

The navigators (or drivers) were kept quite busy at each location finding the Tack Shop, remembering to ask for a tack, putting the tack on a card (once we actually got the card), and not getting stuck by the pin in the process. What we found most helpful as we approached a destination was to look for the other participants as a faster way of finding these tack shops. This was most useful when my navigator and I were going around and around on Commerce Circle.

We also learned some interesting bits of trivia like the cost of one half a B.B.Q. duck at Don Mees, which day Café Mexigo is closed, and that India Gold Bars are to be found in the bushes of Thetis Lake! Actually, I was so busy driving **most of the time, it wasn't till later I** even knew what my navigator was doing at each stop. Drivers were required to pass a driving test at one stop, which included a request **to "stop on a dime" (you had to be there to understand this one!).**



South Island Branch Report

What I liked most about the race was the varied outcomes at each of the destinations. How else would we discover about the new dock on **Florence Lake, although we're still waiting for our "skill testing question". It seems that a lot of imagination** went into planning this event. But all great races do come to an end, and for this one it was at the Chequered Flag in Langford. I think everyone was as pleased as we were to relax after dashing all over town. Beverages (like coffee, coke and beer) were ordered and consumed along with some great food. After evaluating the results (and **finishing first didn't necessarily mean you won**), Bob Tibbo announced the winners of the event: The Atkinson family won first prize (a bottle of bubbly and lottery tick-



The Fall Classic

Provided by John Beresford

A perfect fall afternoon saw a dozen teams vie for the prestigious Faryon Trophy on the fourth running of the OECC Fall Classic. As usual, there was a wide variety of vehicles participating, ranging in **age from the '34 Bentley of Nick Northeast to the late model Jaguar of the How's. Also on hand were** examples of Austin, Bedford, other Jaguars, Mini and Triumph.

Participants began at Camosun College and proceeded to the first of two checkpoints, while noting points of interest along the way. On Ocean Boulevard in Colwood, teams exchanged their first sheet of directions for the second.

The route then took teams around Metchosin to the second checkpoint. It was noted there that drivers and navigators were still speaking with one and other, which is always a good sign on these occasions.

Eventually, nearly all the participants reached the finish at Mychosen Cafe. One team, who will remain unidentified, was forced to retire, due to shortage of petrol. While refreshments were enjoyed, run organizers Roy and Susan Pullan tabulated the scores. It turned out that no less than four teams were tied, and a tie-breaking quiz was required. In this, Team

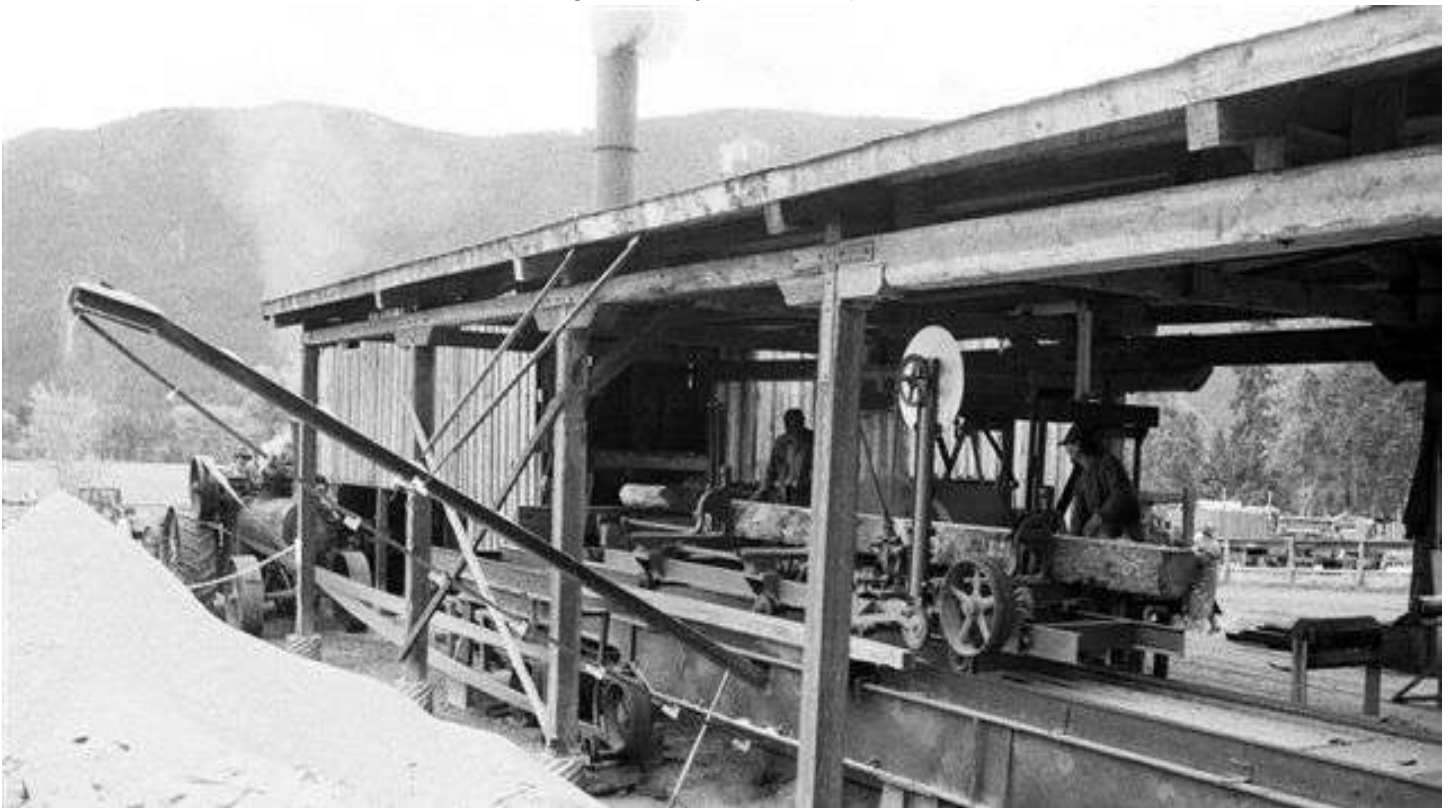


Spritely, Susan Jones and Katherine Trayner, were triumphant and were duly presented with the Faryon Trophy. It was noted however that Team Spritely, whose driver has no less than four English vehicles from which to choose, selected her domestic car on this occasion. We expect to hear more about this puzzling turn of

events in due course.

Everyone seemed to enjoy the beautiful afternoon drive and our thanks go to organizers Roy and Susan (and also Jim Morrison who assisted in the planning). Also to the checkpoint volunteers.

High Country Branch Report



THE PRINGLE STEAM EQUIPMENT SHOW
(by Tony Bradwell, bradwell@telus.net)

The Pringle Ranch is host to an annual steam equipment show each fall on the Sunday following Thanksgiving. In addition to an operating steam sawmill and a wide variety of steam equipment, the event also attracts a black powder gun club, bakers and bannock makers cooking over wood fires and stoves, and an increasing number of vintage, street rod and British car clubs. This show is a feast of sights, sounds, smells and tastes.

For the past several years the High Country British Car Club (Thompson Branch of the OECCBC), has held its final run of the driving season to coincide with this event. Francis Barnett organizes this run for HCBC and is also our club archivist. This means we not only get a great run to a great event, we also get some great photographs. We usually invite the president and sole member of the Kamloops 1937 Dodge Club (who happens to be the spouse of one of our members) to bring his car along on the run with us.

Pringle Ranch is located along Douglas Lake

Road about 3 kilometres west of Westwold off Highway 97. The 30 kilometre drive from Kamloops includes the twisty bits of Barnhartvale Road east of Kamloops where we get to dodge the odd cow and, on one occasion, snowflakes. The ranch straddles the road with the sawmill and hay fields to the south and the farmstead and shops to the north. The Pringles set aside an area for parking and display of the various cars that show up from Kamloops, Salmon Arm and Vernon areas.

The sawmill is the center piece of the equip-

ment show. A large wood-fired boiler drives the mill and provides steam to various locations around the mill for demonstration of other equipment. Long canvas belts run from the steam engine to drive the various saws. The mill processes logs from the property into various sizes of timber for use on the ranch or for custom orders. Volunteers from various steam equipment clubs operate the mill and do an incredible job of turning large logs and water into a great deal of steam, noise, sawdust and some fine looking lumber.



Large equipment operating at the show includes a couple of steam tractors, Case I believe, and a Marion steam shovel. The tractors are usually working transporting logs to the mill or drawing hay wagons. Sometimes they are operating other portable equipment via drive belts. It is quite a sight to see one of these monsters lumbering down the road or lane with a driver who is at least as old as the tractor. The tractors seem to have a turning radius of about 200 feet and require about thirty turns of the steering wheel to get around **a corner. It's fair to say they are not quite as** responsive as our British cars but it is awe-inspiring to see them operate.



The Marion Steam Shovel was restored from pieces located at a former logging site in northern BC. It is usually operating at the equipment show excavating and piling dirt. Elsewhere at the show are portable logging and milling saws, threshers, balers and steam engines of various sizes bubbling and popping away contentedly.



Internal combustion engines are represented in the vintage logging truck owned by the Pringles and in the specialty vehicles on display. The logging truck has been working on the property since it was purchased from the **Chevrolet dealer in Kamloops in the 1930's. (I don't have the exact make, model or vintage but could obtain that information if someone is interested.)** The number of vintage and specialty cars on display at this event has increased significantly over the years. This year, in addition to the six or so British cars from our club, there were about 30 other specialty cars on display from other clubs in Kamloops, Salmon Arm and Vernon.



This is standing event on our club calendar and is definitely worth seeing at least once. We would be happy to have OECCBC members from other chapters join us on the run. If you will be in the Kamloops or north Okanagan area area next Thanksgiving, send me an e-mail and we'll get information about the event to you.

Comox Branch

October in the Comox Valley saw a quiet end to an active summer. Our December annual banquet, held at the Glacier Greens Golf Club was a success with everyone enjoying a fabulous meal, with challenging questions developed by our membership chairman, even the old experts missed a few multiple choice questions. We had a small auction to raise money for the Salvation Army to go along with a food hamper, that all the members gave most generously to. The evening ended with a slide show, of all the events our club attended and actively took part in.

The first meeting of the year, was attended by 19 members, outlining what events will be taking place within the next month or two. Dennis Broad gave a great demonstration and lecture on how to get your little **British Car ready for the New Year's activities**. Checking out the Battery, Oil, Gas, the ignition system, fuel system etc.etc. We have been fortunate in that the Elks Club in Courtenay has offered us a great room for our meetings on the third Tuesday of the Month at 7PM for free!

To start the year off Sunday Jan 25 the club will celebrate Chinese New Year, by having a typical Chinese Dinner at Frank De Carlo's place and all the club members are invited for a great get-together.

A treasure hunt run is scheduled for February 22 with a short run where the teams will be expected to find items along a route,



bringing them back to the finish line, which will be the Griffin Pub for a good lunch.

Work on our annual "All British Meet at the Filberg" has started, and we hope that it will be as successful as in years previous. One of the major hits is the free bottle of wine as each entry leaves, along with the products donated by local business people. Last years label had Bill Sterns Morgan as the feature car, This year who knows? Keep the Date of August 16/ 09 marked on your calendar to drive to Comox's Filberg Park and enter the "All British Meet"



The Vancouver Coast Branch welcome new member Al Reich to the club. Al provided this great photo of him and his little brother sitting on the running board of their 1936 Austin which is taken in Vancouver in 1947. The car is a Colwyne Cabriolet which is quite a rare version of the Austin 10



The restoration of a Triumph TR 250 by Ken Hedges

I sat down and started to write this article of the restoration of our TR 250, and got a bit bogged down with the content. I started to write the usual restoration article, of things that went wrong, the search for parts and the final results of time spent.

I then thought what about the human side of a restoration.

First there were curses against the DPO who made **some terrible "botch ups" and wondering why someone** would do such things, when there is only one way to tackle any problem, and that is to do it properly.

I then thought of the people who helped me to the finished project:

Friends that helped me with their knowledge, and spare parts; coming to the rescue when things did not go quite right.

Friends that took time out to come to our place to show me the way welding should be done.

A friend who came to our house several times to adjust, **"Those damm Stromburg Carbs"**.

Neighbors who helped with the heavy lifting.

My wife Adele for listening to me over the 3 years it took me to rebuild the car and keep me motivated, sometimes she had more confidence in me than I did in myself.

Comments from club members and questions complete strangers when we were out on runs asking about the car.

All of these people really helped to restore the car, and I thank them all.

I won't bore you with detail, but for those who wish to know:

- The TR250 sports all the Michelotti body of the earlier TR4 and TR4A but equipped with the running gear and the 2498 cc engine found in the future TR6. It was a stopgap car for Triumph, as they needed a more powerful car for the North American market, but the TR6 was still in the development stage.
- In Europe the car was badged as a TR5 and was equipped with the first Lucas fuel injection system which gave the car an impressive 150 HP rating, but due to Californian emission controls, the re badged TR250 was shipped to North America with twin Zenith Stromberg carburetors which reduced the power rating to 110 HP

Thanks to all those who helped me along the way.



As Bought. Is it as good as I think it is? What surprises lay ahead?



Off comes the body. The point of no return.



New bits going back on including the new wiring loom. Joseph Lucas would be proud.



The finished product. Definitely worth the all the effort.

English Car Affair in the Park 2008 by John Beresford



Saturday Run & Dinner

Nearly three dozen teams participated in the Saturday afternoon run, which departed from the Church of the Advent parking lot in Colwood. After receiving their route instructions (and quiz!) from Peter and Daphne Lee, the group proceeded in a northerly direction, through Central Saanich, around the tip of the peninsula and ended near the **airport at the RC Grillhouse 'n Lounge on Macdonald Park Drive.**

A lavish buffet dinner was provided, featuring prime rib and a number of side dishes. **The shepherd's pie seemed to be particularly popular** and empty serving dishes were quickly replenished. No one went away hungry! A variety of desserts were on **offer for those who didn't overindulge in the first course.**

Door prizes continued to be drawn, with the effective team of Larry Hildreth and Kelly James in charge.

Our thanks to Peter and Daphne for organizing the afternoon and finding such a good place for the reception. And thanks to **the staff of the RC Grillhouse 'n Lounge** for their fine food and service.

Sunday at Fort Rodd Hill

In contrast to the previous two years, the weather for the Sunday show at Fort Rodd Hill turned out quite nicely, with no precipitation falling on the field. However, a less

than promising forecast and the Snowbirds aerial acrobatics show over Clover Point resulted in fewer of the public attending. Parks Canada reported some 696 people through the gate.

Participants in the show however all seemed to have great time, judging by comments on the day, and those received since. The featured marque, MG, filled the centre of the field with fine examples of nearly all the post-war variants. We were **particularly pleased to have Sue Fraser's Y-Type and TC on display, as they had been the "poster cars" advertising the show.**

New this year was our MC Wayne Watkins, whose wide knowledge of English cars was evident in his remarks throughout the day.

Thanks Wayne, for adding this informative element to the show.

The day began with a performance by the Saanich Peninsula Pipe Band, whose **stirring music drew everyone's attention.**

The first of the competitions, the Inner Tube Relay, eventually drew quite a few teams, after some initial coaxing by MC Wayne. Several heats, throughout the day, resulted in an OECC team, with guest Frank Bailey, winning the title for 2008. Robert Atkins presided over the relays in his usual **effective and amusing manner ("The rules are there are no rules").**

The Andrew Slade Trio performed early in the afternoon; many people remarked on how good they were and how well their



music fit the occasion.

The Win-a-Ride draw proved as popular as ever. Thank you to participants Larry Hildreth (DeLorean), Tom Rivers (Morris Oxford) and Robert Atkins (Austin Mini Cooper).

Throughout the proceedings, draws were made for the many door prizes generously donated by our sponsors. Winners of the early registration draw were Doug and Judy Unia.

And precisely on schedule, the major awards were presented just after 2:00pm. Standing in for Bill Vance, Andrew Timmis described the challenge of picking the "First Choice in British Motoring Award" from so many deserving contenders. Andrew's selection was the 1962 Land Rover of Vic and Marg Gerwin of Duncan. This beautifully restored example of the marque has been owned by the one family since new. Andrew noted that the basic vehicle is still in production today and represented the start of 4-wheel drive development.

The Long Distance award went to club members Michael and Lynn Bellamy of Spruce Grove, Alberta who came to the show in their 1976 Jaguar XJ6.

The best MG, as chosen by the ECAIP Organizing Committee, was the 1962 MG A of Neil and Lorraine Fawdry of Sooke. The Chairman's Choice, as selected by our Chairman Jim Morrison, was the 1968 Triumph TR 250 of Jim Mills of Sidney.

Representing the Mayor of Colwood, Councillor Dave Saunders selected the Jaguar XK 140 of Michael Pettie as the Mayor's Choice

The day ended with a match of the Italian Job, in which the superior experience of the OECC team defeated the valiant effort of the MG Club. The Andrew Slade Trio returned for a final performance while the first of cars began to leave the field at 3:00pm.

The general consensus was that the 14th edition of The English Car Affair in the Park was one of the best. The organizers were delighted to see the level of support from other clubs, notably the Victoria MG Club, plus the Jaguar Club and representatives of several others.



London to Brighton Commemorative Run 2009

By: Walter Reynolds and Several Participants



Saturday, November 1, 2008 was a rather nice day, weather-wise. **Too bad it didn't** hang around for Sunday, for the first running of the London to Brighton Commemorative Run.

Little did we know that the weather at the start and during the run was only the overture for the rain that was to come for the drive home!

Registration was in the lobby of the Delta Town & Country Inn and was looked after by Alan & Mary Lou Miles who did a commendable job. Each participant received a package that included a London-Brighton Commemorative Plate and a dash plaque, as well as pins and travel information from both Delta and Mission.

The Grand Marshall this year was yours truly **who started the Driver's Meeting a few minutes late**. Bart Shaw read an email message from Chairman Ken Miles who was gallivanting around Australia with Pat in their Morgan, along with 130 other Morgans.

To end the meeting I read *The Little British Car's Prayer* (reprinted on page 5, with permission of the author).

The travelled route was through the "Cow Tunnel" by Burns Bog then into Surrey, Langley and Aldergrove. From there the route took the cars through Abbotsford, old Matsqui and then into Mission. The destination of the run was the Mission Springs Restaurant and Brew Pub for what turned out to be a very enjoyable lunch.

There were 24 cars on the run, 18 of OECC Vancouver Coast Branch members. The remainder of the cars were from the Langley

Area Mostly British Club, the Rolls Royce Club, one member of the TVR Club, and two guests.

We had a few breakdowns, restricted thankfully to only two vehicles, one of which broke down several times, each time saved by Patrick Jones.

The London to Brighton Commemorative Run for 2008, 2009 and 2010 replaces the Ladner to Bellingham Run which was started several years ago by Roy Wilkins. The future of the event (that is, to remain as the London to Brighton Commemorative Run or revert to the Ladner to Bellingham Run format), will be decided following the 2010 run.

At the restaurant, I heard several people saying that they had never driven through the portion of Matsqui that the run went through.

The Organizing Committee for the 2008 event was Steve Hutchens, Italo Cirillo, Bence McIntyre, Bart Shaw and myself. The Committee will be meeting later to wrap up the 2008 event and start the process in preparation for the 2009 committee.

Although all participants were requested to complete a Comment Sheet in their package, the following are extracts from emails I received from participants following the run as well as contributions of OECC members.

David Austin (OECC): **'Thanks for a very good run.** Leah, my six year old daughter, had a great time and was able to successfully read and navigate the route. Can you give me a copy of the prayer that you read at the start of the event?



David Birchall (Guest): I participated in **today's run and, despite the weather and despite my 1953 Aston Martin DB2 breaking down for a while, I had a great time!** I wonder if you can put something in the newsletter from me to thank the people who stopped to help, especially the couple in the Wolseley who stopped three times [Pat Jones and Elaine Lafontaine]! Bless 'em! The car ran perfectly all the way home.

I forgot to fill out the comments-suggestion form so if I could pass on my comments through you. I would suggest a staggered start (thirty second intervals?) so that proces-

sions are avoided and make more of a rally of it. Perhaps a quiz or a TSD aspect? But nothing too complicated as they can be very hard on relationships. My own co-driver, a former RCAF, pilot would have had us bombing our own air base if it were WW2 again!



Les Foster (OECC): Attempting a 120 mile roundtrip in driving November rain in a '51 Thames with 30 HP, no heater or defroster and one tiny vacuum wiper is, perhaps, a tiny bit mad. Nevertheless, I was quite confident at the outset and my faith was only slightly shaken when the motor coughed and stalled briefly just through the cow tunnel - I thought it had just swallowed some water. The presence of Elliot Sclater in his almost-as-challenged Prefect and Elaine and Patrick watching over us in their Wolseley was reassuring.

Our little convoy motored on at a steady 30 MPH. There were some really tough hills - 168 St. was a double-clutch down to first gear!

Finally reaching the high and level ground of Aldergrove was a relief but then disaster struck. A nagging noise from up front escalated into an ominous rattle. It could not be ignored and I pulled over. The others stopped to help and Patrick pronounced it a bad rod bearing. At least I was first back (is there a prize for that?) albeit on the back of a flatdeck!



Lorna and John Hoare (OECC): We had a great time on the run, but got a good soaking as we have no windows or wipers (good old Lucas!). Lorna was the window wiper person! We enjoyed it all, but would like to have the distance between turns next time. It is hard

London to Brighton Commemorative Run



to read a wet paper in the best of times. I had the directions on my lap under the dash. Thanks for the LARGE PRINT instructions!

our first! The only drawback in driving an English car is the defroster. Unless we kept the defrost on full blast, the windows fogged so badly that we couldn't see. Due to the Lucas effect, the only heat setting on defrost is blast furnace, so we had a choice of going blind or frying. Sort of like those warnings our mothers used to give us? Super event. Super people. Great choice for brunch location. We'll definitely be back next year.

Malcolm and Barbara Tait (OECC and Rover Car Club of Canada): Great route and good location for lunch.



Alan and Mary Lou Miles (OECC): Loved the route, but not the weather. We left our form in the car and preferred to stay dry so we decided to email our feedback. Here are a few recollections and anecdotes from the London-Brighton Commemorative Run.

It was a great route, although Mary Lou and I took a wrong turn and ended up missing a chunk of it. I do think Walter could have done something about the torrential downpour of rain. I mean, what type of event organizer is he anyways?

The funniest moment was when I went up to John Chapman at the pub after the run and asked him if his Morgan leaked at all. "Does the Morgan leak?!", he exclaimed and proceeded to show me his right pant leg which was drenched from the knee down. I guess it was a silly question.

Great job by everyone involved.



John Walkden (LAMB): Other than the weather, I felt the run was well organized and as far as I'm concerned staying in Canada is a plus. I didn't enter in previous years as I had no desire to deal with the border issues. Please pass on my kudos to the rest of the committee.



Ian & Doreen Newby (LAMB): Great event,



The Pre War Registry

This new registry is for owners of pre 1940 British vehicles in our province. This would include cars, trucks and service vehicles. The idea is to let the owners of these vehicles know there is a keen group of enthusiasts within the club who welcome all owners to get in touch. In this way we can exchange information, history and enthusiasm for these special vehicles. The whereabouts of parts or complete cars that need saving would also be of interest. There is no **charge for this registry. You don't have to be** a member of the OECC and your information will be kept confidential within the club unless you give permission otherwise.

Our province has a strong and interesting history with British vehicles since the very **early 1900's. Dealerships were established for some makes before WWI. In the 1930's** new dealerships were opened for a variety of British makes including Austin, Morris, Hillman, Singer, Standard, Triumph, Humber and others. It should be noted that these vehicles were made specifically for the Canadian market having left hand drive plus a hand brake which operated independently from the main braking system thus becoming the emergency brake.

At that time British car sales were not promoted in the US. However, they played



an important part for paving the way to a **North American market in the 1950's and 60's. So our pre war cars are historically** important to us and we would like to document the dealerships and what they sold where possible. Some of these vehicles in their Canadian specification are now considered the rarest of their types.

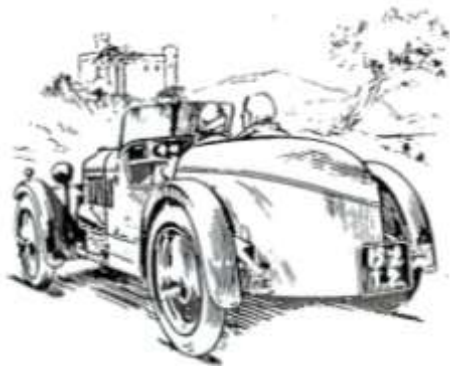
The other aspect we want to promote about the pre war vehicles is the enjoyment you can have with them. They are fun and relatively easy to work on primarily because they have a separate chassis and there are

interesting ways to make them go a little faster if you want. Most of them can keep up **with today's traffic so you can have the** pleasure of driving them too.

So, please get in touch. Steve Harris in Parksville will be looking after this registry and he can be contacted at mcharris@telus.net. Or you can meet us at our various All British events throughout the province.

This is Mr and Mrs. Galletly in 1906 with their Rover bought from Thomas Plimley. They are bundled up and ready to go on the Christmas Day run with other automobilists in Beacon Hill Park.





The 1931 Standard Avon Special *by Steve Harris*

As time moves on it is important to remember where our thirst for British Cars came from as opposed to Continental or American. Why British? For this writer it has been a 40 year quest of how so many efforts and ideas were actually made to run and drive on four wheels. This is another example of a lost Classic—1931 Standard Avon Special Standard Big 9 chassis with body built by New Avon Coach Works...Standard had been around building consumer cars since 1903 started by R.W. Maudslay...In 1929 financial problems had most car manufacturers looking for Sales...Standard hired John Black to point the way...He hired Richard JENSEN, a young engineer on this first contract earned by building a homemade body for an Austin 7 chassis with his brother Alan in the family garage...So now the names of the Jensen Brothers ring a bell!...This was their start. The car body proto-type was a two seat, 'V' windscreen, separate wings and long tail. This was approved by Standard of Coventry and the body was contracted to New Avon of Warwick...Standard Works was very busy at this time also producing chassis and motors for William Lyons...The sister to this Avon Sports called the Swan, looks similar to the 'SS' Coupe of the time built by Swallow on the Standard Chassis with side valve engine used up to the SS90...Later in 1936 Jensen formed their own Company...At any rate the whole idea of this Standard Avon Special was to have something special to put on the Stands at Olympia and the Scottish Motor Show to attract buyers of daily use cars...Example being, a buyer could order a saloon, coupe or sports with Standard showing Avon, Swallow or even Wolseley Hornet to choose from....I found this car in Oxfordshire UK. Ten years ago when I won the door prize tickets to the UK, at VanDusen Gardens Annual All British ...The Avon Special was hand crafted by special order in small numbers and only a handful of the

three year offering have survived. This car is of the last year and improved to include brakes on all four wheels, a four speed box and bored out to 1287cc, thus Big 9...This larger engine was still a side valve and adequate for the country roads of the day...But!!!This Avon is Mobile but is on my list to upgrade a bit...Try a 1937 'SS 1 1/2 Ltr. Four OHV, Twin carbs and syncro in 3rd and top...OK...But not Stock you say...

However, the engine was built by Standard and modified by 'SS' to OHV...This will make the car drivable...Ps...How many Mustangs still have their original sixes in them?...So here is a Lost Classic with Historical Links...Much fun and NO Computer or cup holder on board...For that matter No roof either...Ahh, Driving History for the Brave...

This writer encourages anyone who has or knows of the whereabouts of a PRE-WAR BRITISH car to bring it out to the Vandusen All British Field Meet. These are very Special Important Machines of History...It is important to the other 600 cars on the field to know their Roots...Also I am compiling a list of Pre-War British Cars in BC...Not for Publication...For OECC information only, and please contact me with any information regarding leads...This is in no way a commercial venture...The possibility of linking some owners and an annual car picnic with parts exchange are also possibilities EMAIL...mcharris@telus.net or post to...Steve Harris, Cheers.

1016 Little Mountain Road
Parksville, BC V9P 2C3



“Standard”



—VAUXHALL HAVE COME— A LONG WAY IN 750 YEARS.

Vauxhall, 750 years old? Are we serious?

Yes, in a sense we are.

After all, if it had not been for a 13th century Luton landowner, Fulkes de Brealte, we wouldn't be who, or indeed



1903 STANDARD

where, we are today.

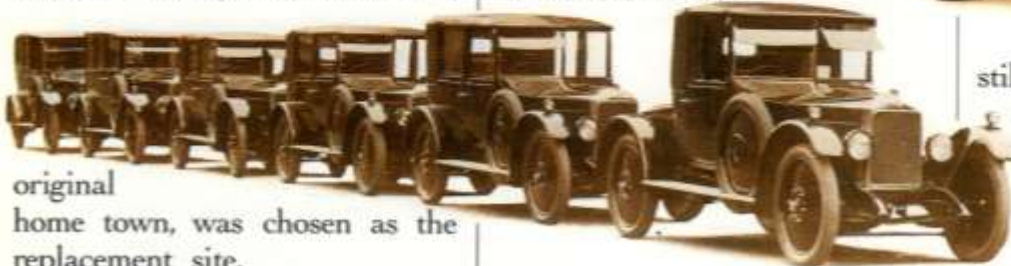
For it was his London house on the south bank of the Thames, Fulkes Hall, which gave rise to the area becoming known as Vauxhall.

And it was here, in 1903, that the Vauxhall Iron Works built its first car. (Downhill, and with a following wind, it topped 25mph.)

A griffin, Fulkes de Brealte's heraldic emblem, was taken as the company badge.

Then in 1905, fate intervened.

The factory was forced to move and Luton, Fulkes de Brealte's



original home town, was chosen as the replacement site.

Thus, after some 750 years

the griffin returned home.

Vauxhall flourished in Luton, building a reputation for fast, powerful machines such as the 1911 Prince Henry, arguably Britain's first true sports car.

Eventually, it became obvious, however, that the motoring future lay with more economical, family machines.

The 'H' models of the 30's, for example, were the first British built cars without a separate chassis.

Similar developments



PRINCE HENRY

helped to make mass production a reality. Then came the car boom of the 50's and 60's.

Evocative of this fast growth period for Vauxhall are cars such as the Velox and Cresta series.



1954 CRESTA

Today, our cars have never been more popular.

The Cavalier is one of the automobile success stories of the decade. Well over 500,000 have hit the road since 1981.

And in its latest form it's set to do even better.

The same can be said for our advanced Astra, 'Car of the Year' 1985.

Designed by computers, it offers increased economy, speed and interior space.

Thus showing Vauxhall is



THE ASTRA

still very much in the vanguard of car technology and design.

Clearly, some things are never meant to change.

VAUXHALL  

—Better By Design—