



IT'S DUES TIME!
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Get a colour Roundabout at
www.oecc.ca/vcb/ra0701.pdf

February 25

1:00 PM - Garage Tour!
 Meet at Gerry Parkinson's,
 5211 10A Ave, Tsawwassen, for a
 tour of three or four garages.

March 6 AGM

7:30 - Roma Hall
 940 Ewen Avenue,
 New Westminster
 Participate in planning the year!

April 3

7:00 - TBA

See www.oecc.ca/vcb for updates.

Volunteer Needed - See p. 10

VCB Christmas Party

Steve Hutchens, with photos by
 Bill Grant and Chris Walker

What a wonderful evening - great in every way - and a large turnout, too!

The food and planning committee (Jackie Chatterton, Pat Miles, and Chris Walker) prepared a great dinner that included an excellent ham along with all of the other things it takes to make a first class feed. A large u-shaped table was set up in the centre of the main room of Sullivan Hall. The whole hall was filled with holiday spirit. Every seat at the table was occupied. It was nice to see so many there, including several members we hadn't seen in a while.

Socializing is always a major part of such an event, and this was no exception. Before, during, and after dinner, conversations were almost constant.



Bart Shaw, our esteemed chairperson, handled the awards ceremonies and presented professionally prepared OECC name tags for members who had contributed to the Branch during 2006. These name tags attach with a small magnet, and have quite a nice bit of class.

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My First Cars

Walter Reynolds

My first experience with cars was when I was 15 and the Mini had only been out a short time. Of the cars in the Mini range, the panel Countryman was the one that fit my bill, simply because it was the cheapest and, because it was considered a commercial vehicle, the Road Tax was less. All important considerations to someone who wasn't old enough yet to drive!

I wrote to the Austin factory at Longbridge (across Birmingham from where I lived) to get a copy of their sales brochure for the Mini. I expected to get something back in the mail. Little did I know that Austin salesmen made house calls! While we were having dinner one night, there was a knock on the door (and you think telemarketing calls at dinner time are a new phenomenon). My sister went to the door. She came back to the dining room and with the kind of smirk that only older sisters can conjure up announced, "There's someone from the Austin Company asking to see Wally Reynolds about buying a car."

Dad looked at me and told me to, "Stay put", then he went out to tell the person exactly how old Wally Reynolds was and that he was in no position to consider, let alone buy a car. I did, however get my brochure, along with a warning to not write off for any more brochures!

As in life, there is always a work-around. Following this event, if I wanted a brochure on a car, I went to the dealership - fast study, eh what?

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What Was I Thinking?

*Or the Restoration of a
 Demon Sunbeam Imp - Part V*
 John Chapman

We are now into December 06 and it has been one year and one month since I became the proud owner of a very rusty 1966 Sunbeam Imp, affectionately known in our house as "the incredible rusting hulk." If this Imp were in England it would have been crushed years ago and turned into something more useful like a washing machine or an oven. I sound very bitter, don't I? Well, the only reason that I am still persevering with this project is because of its rarity on this continent. Oh, and almost forgot, because I'm deficient in common sense.

After all the rust was cut out the extent of the repairs was far more extensive than my worst nightmares. In fact, it was quite demoralizing. But sheer stupidity kicked in and I carried on. As I am writing this I am looking at replacing both rear lower fenders plus the inner panels behind them. Replacing half the rear box section under the rear seat that holds the suspension in place. Half of the back seat pan, two rear floor pans, both outer rockers, half of a front fender, both lower front fenders, and a rear parcel shelf. I will also have to patch both front floor pans and weld up various holes in the body around wheel arches and window frames.

Under normal circumstances I would repair the body shell first, paint it, underseal it, inject rust protection into

Continued on page 4

Print Your Spanner or Roundabout on the Cheap!

Steve Hutchens

If you're like I am and prefer to read newsletters on paper rather than on a computer monitor, here are four tips on how to do it "on the cheap" or, more properly, accomplish your printing in a very cost effective manner. You can do any one of them independently, of course, and might well choose to.

• **Tip #1: Print in "Draft" or "Fast" mode**

To print the Roundabout or Spanner (both in pdf format) in "Draft" or "Fast" mode, click on "File" then on "Properties" then on "Draft." The output will be much lighter in colour (requiring much less ink) and will print much faster.

• **Tip #2: Set your printer for "Black Ink Only"**

I sometimes use this mode separately if I want darker print and don't care about the photos. To print the Roundabout or Spanner (both in pdf format) in "Black Ink Only Draft" mode, click on "File" then on "Properties" then on "Advanced" then click on the box to the left of "Black Ink Only."

• **Tip #3: Use the back side of paper**

You can really save trees with this tip. All you have to do is save paper that has one good side and use it in your printer.

• **Tip #4: Buy "clone" or "remanufactured" inkjet cartridges or learn to refill them**

Back in the early 1980s when I bought my first inkjet printer (a first generation HP InkJet), it cost \$600. It was black only, and new ink cartridges were about \$35. I discovered that I could refill the cartridges with common Parker pen ink for pennies. Over the eight years that I used the printer I probably bought only three or four cartridges. Finally the HP got so slow (actually new printers got so fast) that I wanted a new one. Colour, something I initially considered a frill, became desirable and the trusty old HP went off to Goodwill.

Over the years I've acquired several printers and have developed economical strategies for each of them.

My favourite every day workhorse printer is an Epson Stylus C84. Soon after buying my first cartridges for the Epson I started looking for ways to reduce printing costs. Based on what I read, the C84 cartridges weren't refillable. Then I discovered "clone cartridges." Skeptical of clones, I surfed a bit and found several sources. I cautiously ordered one black cartridge from www.ldproducts.com and, much to my surprise, it actually worked fine. Their price, \$7.95, beat \$25 at office supplies. To make a good deal even better, LDProducts has a pack of 10 cartridges (4 black and 2 of each colour) for \$59.95 with free shipping. You'd normally pay that for two OEM cartridges.

Clone cartridges are also available for my Brother MFC 210C (print, scan, copy, and fax) and the prices are similar to those for the Epson except that they don't have a multi-pack deal available. This printer is a real bargain and works well.

LDProducts says their cartridges are guaranteed, but I've never had a need to test them because the cartridges have always worked. I gave them my email address and several times a year I get a coupon good for another 10% off of their already low prices.

An HP PSC 1210 (print, scan, copy) ultimately replaced my first HP. Though much faster (especially in draft mode) and printing beautiful colour, I couldn't seem to master refilling the cartridges and, since clone cartridges aren't available for HP printers, I resorted to "remanufactured" cartridges (someone else refilled them). LDProducts has refill kits which are guaranteed, so maybe I'll try one of these next.

I've saved a significant sum over the years - I must be cheap!

Your Rootes are Showing

David LaChance

(from Hemmings eWeekly, 12/14/2006)

It may still be a few months off, but it's never too early to start planning, when you're looking at what may well be the largest North American gathering ever of Hillmans, Singers, Sunbeams, Humbers and Commers, all products of the Rootes Group, once a major British automaker.



The gathering takes place on **July 25-29, 2007 (note change of date)**, in Rootstown, Ohio, in celebration of the centennial of the Hillman Motor Car Company. The show will be here soon, so now's the time to finish the restoration of your Talbot 90 or Imp Californian. Own a Plymouth Cricket? Those will be welcome, too—these rebadged Hillman Avengers were developed after Chrysler acquired Rootes, and sold in the U.S. market.

Advance registration for the entire event is \$50, which covers admission for the car, driver and navigator. The first 50 registrants will get a dash plaque. The show is sponsored by the Brotherhood of the Three Spires and Rootes of Cleveland. To learn more about the show, write to D. Zimmerman at 811 South DePeyster Street, Kent, OH 44240-3627, or shoot an e-mail to mg-rootes@sbcglobal.net. To learn more about these interesting cars, see www.hillmanminx.us.

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OECC-BCTR Challenge Rally

Dennis Nelson

Correction: Steve and Liz Blake actually won the questions part of the event by submitting the most correct answers. Editor's error!

AT THE WHEEL

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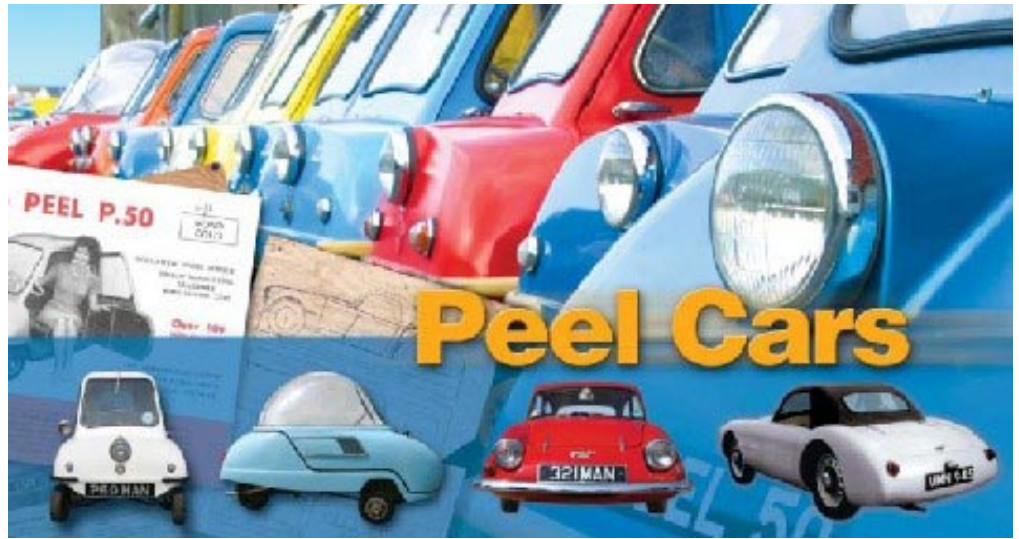
Peel Cars

Les Foster

I received a Christmas card from my cousin, Mrs. Jean Ford, who lives on the Isle Of Man. The Manx stamp on the envelope intrigued me. It showed a Mini with the caption "Peel Cars," "GRP Mini." I googled "Peel Cars" and found their interesting website then went to the post office site which gives a basic history of Peel Cars and shows the set of Peel stamps now in circulation.

Peel Cars & Products is a scrap-book for anything connected with the historical products and inventions of the Peel Engineering Company, of the City of Peel, in the Isle of Man. A Peel Register is maintained by The Register of Unusual Microcars. Here you will find a definitive history and excellent photos of the marque. Please contact them if know of a Peel or of any Peel remains, parts or memorabilia. The Register is at www.rumcars.org. Visit groups.msn.com/PEELCARSandproducts-IsleofMan for more information and lots of photos of Peel-designed cars. Roundabout may find this interesting!

For information on Peel Car stamps, visit www.gov.im/post/stamps/Issue.aspx?productid=454&categoryid=134. For pictures of "Peel Cars at Peel," visit www.pbase.com/mikecaine/image/46700074. Fascinating!



What was I Thinking? Continued from page 1

the inner panels and then start to restore the rest of the parts to attach onto the finished body. However, in this case workload in the factory where I am employed has been somewhat slow this year. So I took advantage of this by using my spare time rebuilding various parts in the machine shop. I have a very understanding Boss who is also a car fanatic. All be it for Chrysler muscle cars from the 1970s. No accounting for taste.

So by mid December 2006 I'm at the stage where I have a bare body shell with lots of ventilation in it and lots of rebuilt shiny parts ready to bolt onto it, including the engine and transmission.

Out of the two engines I had, only one was serviceable. The other was so badly chewed up and rusty inside that it ended up in the company scrap bin. I had the crankshaft reground. I honed the bores, which were still in good condition and fitted new rings. I also converted the flywheel to take a MK2 Imp clutch, which is slightly larger than the MK1 that I had. As luck would have it, when we had our club meeting at Coast Import Auto Supply on Mitchell Island in the summer I came across two MK2 Imp cylinder heads in very good condition. They were located on the top shelf of a tall rack. I walked past the rack and just by chance looked up and saw a familiar aluminum cylinder head just overlapping the shelf. I could hardly contain my excitement as I grabbed a ladder to climb up there for further investigation. And, there they were, not one, but two MK2 cylinder heads resplendent in several years of dust complete with their camshafts. Oh Joy. A deal was struck for both of them. These cylinder heads have slightly bigger valves, which increases the power by a whopping 2 bhp and also gives better flexibility. 2 bhp represents 5% increase in power from a heart stopping 37 bhp of the MK1 to a frightening, gut wrenching 39 bhp. So you can understand why I was so excited. (I really do have to get a life). As a comparison, the Smart car with a 700 cc gas engine produces 61 bhp. 50% more power from a smaller engine in 40 years. That's technology for you.

As a side note, this little 875 cc Coventry Climax engine was way under developed in the sixties. Racing versions of this engine achieve up to 125 bhp. In Europe the Rootes Group marketed a "sport" version to compete with the Mini Cooper. It sold very well and quite a few still survive in England This had slightly larger valves, a sportier camshaft, twin Stromberg carburetors and a four branch exhaust manifold. Max output for this was 50 bhp in standard form. A 25% increase over the standard sedan for not much effort and cost. In their day they were little road rockets and were a heck of a lot of fun to drive.

Now, back to my little engine. I decarbonized the heads, reground the valves and seats, and fitted new springs. As the

engine is relatively high revving I took the precaution of having it all balanced before assembly. The engine is now fully assembled with a new Solex carburetor and ready to be mated to the transaxle before being fitted into the engine bay.

I'm hoping that in the next instalment I will be able to report that the Imp is well on it's way to having new metal welded into the gapping holes that are prolific throughout its body. I'm not very capable with a Mig welder on thin sheet. So I have, after much harassment on my part over many months, enlisted the enthusiastic services of our fellow club member, Pat Jones. I'm confident that the project will move along more smoothly now because after Pat stopped laughing when he first saw the car he said that he had repaired worse cars than this. This was very reassuring because at this time I was on a bit of a low. So hey! Maybe the first outing could be Fort Rodd Hill in September? For sure VanDusen Gardens in 2008. OH! What am I thinking?



On the ladder at Coast Import Auto Supply on June 6, 2006. Two dusty Imp cylinder heads were on the top shelf!

Triumphs in Competition

David LaChance (from Hemmings eWeekly, 1/22/2007)

R.W. "Kas" Kastner, familiar to Triumph fans as the man who directed the marque's successful U.S. competition efforts in the 1960s, has released the latest in his series of Triumph books.

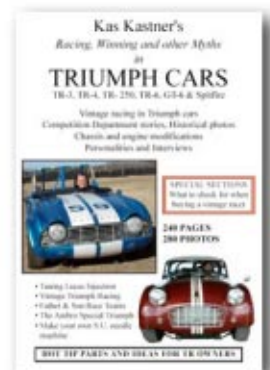
Like its two predecessors, Racing, Winning and Other Myths in Triumph Cars is part memoir and part how-to, providing invaluable tips on chassis and engine preparation for vintage Triumphs as well as memories from his years in international competition.

Want to know how to do a pre-purchase evaluation of a vintage race car, or how to build your own machine to make needles for your SU? You'll find that information, and more, here.

This 236-page, spiral-bound volume is a great addition to the library of anyone interested in TRs, Spitfires and GT6s, or, for that matter, any student of sports car racing in the 1960s.

You can get your copy direct from Kas's Web site, www.kaskastner.com, from Moss Motors at www.mossmotors.com, from the TR6 and TR250 club Six Pack at www.sixpack.org, or from our ubiquitous friends at Amazon.com. The list price is US\$34.50.

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My First Cars, Continued from page 1

In England, my first car was a 1950-something black Ford Popular with a 4 cylinder side valve engine. I learnt to drive in the Austin A35 of the dad of my friend Tony. No one in my family knew how to drive. The Popular was beat up, but still ran, albeit with a fiendish vibration when you got up to a certain (and not too fast) speed.

I had read that polishing the cylinder head ports of an engine improved flow through the engine and improved combustion. Although my Dad was a good sheet metal worker and detail carpenter and had repaired the wooden framework of an old Alvis after it had been rear ended, he was no mechanic. In fact, his engine/auto mechanics experience was nil. When I told him what I was going to do, he just raised his eyebrows - as he was want to do when he considered that something us kids (there were 4 of us) were going to do was beyond our means but he had no intention of interfering - and I got on with it.

We lived in a Council flat at that point of my life (circa 1965) and had neither garage nor car port. The Ford was parked on the street. Skipping the gory details, I was able to get the cylinder head off the engine and took it into the kitchen to do the decoking and "polishing." Mom was not impressed and Dad, after the obligatory eyebrow raising, asked if I wanted more newspaper to protect "Mother's floor." Even at 17, the nuance of "mother's floor" versus the "Council's floor" was not lost on me. "Yes, please" was my reply! Decoking completed, I think that my "polishing" of the head consisted of using metal cleaner to remove remaining particles from the decoking, followed by a good application of elbow grease. Who knows if it worked, but it felt good to do it.

Near the top of the clutch housing, close to where the housing mated to the engine, there was a hole - I remember the hole, but am not sure of its purpose; probably for timing checking. Anyhow, when I was putting the bits and pieces back onto the engine, and there weren't that many, I managed to drop a nut down into this hole. Oops! After the stomach came back into the position that nature intended, I looked under the car in case it had dropped out - it hadn't. I attached a magnet to a piece of wire and fished it down the hole - nothing. After fishing on several more occasions, still no nut.

I decided that it was either there to stay, or hadn't gone in there in the first place and that I'd failed to see it on the ground. I never did find the nut, plus everything seemed to fit back correctly on the car. So, with fingers, toes and other parts crossed, I started the engine: Nothing seized; no strange noises. I took the car for a drive - no problems. The car was mine for sometime after the nut went missing, however, the drives were always a bit stressful for fear that the nut was in the clutch housing and would let its presence be known. Thankfully, I was able to sell the car to a fellow who, like me, was starting out on his "automobile life".

My second car, which turned out to be my last car before I left England, was a 1950-something, light green Morris Cowley, with an external windscreen visor. This car was owned by the uncle of my



Photo from
www.motorbase.com

friend Tony (whose dad taught me to drive) and, yes, I did have more friends than Tony. Tony's uncle lived not far from where I lived, but a long way from Tony. (Tony and I lived on the same street in Great Barr until my parents uprooted the family and moved us across Birmingham to Castle Bromwich.) We both wanted the car and went to see it together. His uncle, not wanting to play favourites, but still wanting to sell the car, told us that whoever got the money to him first would get the car. I got the car; Tony chilled significantly to his friend for sometime after that. I had many adventures in that car; some good, some not so good.

One of the first things that I did was to drive the Morris to my aunt and uncle's place in Shrewsbury (on Pump Lane - named after the pump which supplied water to the five cottages on the lane). This was my first long drive on my own, in a car of my own. Shrewsbury is approximately 50 miles north of where I lived and I usually went there once a year. I rode there on my bicycle, stayed a few days and cycled back. Sometimes Uncle Ed offered to drive me back - Yes, please! Driving there in the Morris that first time was probably akin to a new pilot taking his or her first solo cross-country flight. So you can imagine the pure pleasure at being able to drive there rather than having to pump pedals for several hours.

While at Shrewsbury, I experienced something I never want to go through again - a bonnet latch failure. I was driving through the town when there was a bang from the front of the car. The next thing I knew, the bonnet was coming up and slamming into the external windscreen visor. The bonnet was bent just below the air scoop in a rather unnatural way, plus the visor was bent down onto the windscreen. I couldn't see where I was going, but managed to stop without hitting anything. Talk about panic city. Thankfully, a fellow motorist guided me out of the way of traffic plus helped me unbend both the bonnet and visor so that I could drive back to my aunts in a safe fashion. At my aunts, I was able to do more straightening work, and was able to repair the broken latch. However, the car carried with it a crease across the bonnet for the rest of my ownership.

My Dad couldn't drive. I was the only one in the family who could drive. My eldest sister, Norah, lived in Tamworth, about 15 miles from where I lived and, like Shrewsbury, I used to cycle to her house to see her. This process was simplified when I bought the Morris, plus it allowed an increase in the frequency of visits. I convinced Dad to get a learner's license and I would teach him to drive. The car did not have self-centering steering, meaning you had to turn the steering wheel in the opposite direction to straighten the wheels after turning a corner.

Dad never grasped the concept! One Sunday I decided to give Dad a lesson in country road driving and drove him part the way to Norah's place. Part way there, I let him take over. Now, in the city, there are curbs to stop (or correct) Dad when he wasn't quick enough to straighten the wheels. In the country, however, not all places had curbs. In the instance I am regaling, no curb existed.

Dad drove around a corner and failed to straighten the wheels. The result was that he



Photo from
www.motorbase.com

drove into a brick wall (where's the privet hedge when you need it?). The wall wasn't very tall, but it was well built and didn't move. The Morris, however, bent. Had Dad straightened the steering wheel, there would have been no damage; as he didn't, there was. There ended the driving lessons! To the day he died, Dad never did learn to drive.

The Morris had trafficators, operated by a rotating switch in the centre of the steering wheel. The horn was operated by a cool-looking ring inside the circle of the steering wheel. I wanted to put flashing turn signals on the car, but use the trafficator switch instead of the bakelite dashboard switch that came with the turn signal set. Me, in my "I know everything" stage of life, even though I knew nothing about auto electrics, promptly undid a screw here and a nut there and shorted out the horn. I had no idea what I'd done, but the horn was blasting and I couldn't stop it. I had to disconnect the horn under the bonnet to get piece and quiet. Whatever I did also rendered the trafficators useless! End result was that I had to use the dash mounted bakelite turn signal switch, but, at least I had flashing turn signals.

As time went by, the sills of the Morris started to rot. Now, this was at the time when the Ministry of Transport (M.o.T.) required vehicles to undergo annual roadworthy testing. This testing

included inspection of vehicle bodies. These tests were administered by local garages authorized to conduct such testing. Testing standards were inconsistent between garages. The Morris came up for its M.o.T. inspection and I expected the sill to fail the car. Regardless, I took the car to my local testing garage and, yep, it failed due to the sills. This was taking place in the late '60s prior to personal and inter-garage computers and the like, plus, there was no requirement for the failed vehicle to be taken back to the same garage after being fixed. To remedy the sills problem, I first used some wide tape (similar to duct tape) and taped it to the entire sill, front to back and on both sides of the car. Then I painted the tape black. Once the paint was dry, I took the car to a different testing garage, and it passed. Go figure! I sold the car after that because I needed the money to go towards the cash I needed to get to Canada.

While I owned the Ford, and drove the Hardy Spicer Personnel Department's Mini, the Cowley was my favourite. When I went back to England for a visit in 1971 I rented a brand new Austin 1800 for six weeks and absolutely loved that car, but that's another story for another day.

So there you have a few experiences from my youth, all related to the first cars I had in England.

Happiness is Owning a Little British Car (LBC)

Walter Reynolds

At the time I paid for my first British car in Canada (1965 Austin A60 Cambridge), I had no idea how dramatically it would affect my life. The ups and downs, rewards and wonderment, all related to this materialistic symbol made mostly of metal, rubber, plastic and fabric.

In England, my cars (the first one a black 1950-something Ford Popular with side valve 4 cylinder engine, the second one also a 1950-something light green Morris Cowley) were a mode of transport, the latter car more reliable than the Ford. At the late teens age that I was, the cars were also ego-style symbols amongst my car-less peers. In addition, and after I had completed my Hardy Spicer apprenticeship in 1969, I worked in the firm's Personnel Department and got to drive the Department's green Mini. A great little car, lots of spirit and fun to drive, too.

Here in Canada, while I've had several vehicles, all have been working vehicles; something to get me and the family from here to there and to transport my radio controlled airplanes.

Since joining the old English car fraternity, owning a Little British Car (LBC) has brought many new non-physical dimensions into my life:

- **Emotional high when picking up the car and driving it home (both cars - Austin and Rover).**
- **The joy of seeing the sign Linda made up welcoming the Austin when I brought it home and realizing that the car is the family's, not just mine.**
- **The excitement when bringing the Rover home and several neighbours were outside cheering me on and wanting a test drive.**
- **The surprise when Linda didn't want to turn the left seat back over to me the first time she drove the Rover.**
- **The realization that these old cars can keep up with traffic, most of the time.**
- **The sense of accomplishment when you go from home to a destination and then get back home without any problems.**
- **The frustration when the "Prince of Darkness" strikes.**

- **The sense of accomplishment when you've completed some work on the car and everything not only works, but there are no bits and pieces left over.**
- **The proud feeling you get when someone comments, "Nice car, what make is it? I've never seen one before."**
- **The pride when you step up to collect the award your car has just won.**
- **The anticipation of going on a drive with no destination in mind, just to see where the road takes us.**
- **The hole in the pit of your stomach when something breaks and you wonder, "Now where on earth do I get one of these wiggity-things?"**
- **The camaraderie of being on a drive with people who also like and own LBCs and of belonging to Clubs consisting of fellow enthusiasts.**
- **The feeling of being special because of your LBC.**

Although these emotions were new at the time of owning the first old LBC (Austin), they continued to be present each time I drove in it, and have continued with the Rover.

What I was not prepared for is the immense feeling of stress release when I get into the car and drive. Throughout the drive, regardless of how short or long it is I feel the stresses sloughing off of me and being replaced with a feeling of contentment. At the end of the drive, I feel refreshed, rejuvenated and ready to face the world again.

Sometimes when work is slow, I find myself thinking of the next drive in the Rover; the anticipation of the drive gets my motor running. On good-weather days, I will plan a drive after supper, but sometimes the drive is spontaneous.

With the daily driver, its use has to have a purpose; that is, to get to work, to get groceries, to go see mother, etc. But, with the Rover (as with the Austin before it), a destination is not a prerequisite for starting the engine and backing down the driveway. Just going for a drive anywhere provides untold satisfaction. The bonus around here (Pitt Meadows) is that the twisty country roads are but a few minutes drive from home.

With everything we do, we are told that there has to be a purpose. With an old English car, "no purpose is required." Life without our Little British Cars simply would not be the same and probably may not be as gratifying.

Oil is Killing Our Cars!

Keith Ansell

Keith Ansell is President of Foreign Parts Positively, Inc. in Brush Prairie, Washington (www.foreignpartspositively.com), 18 miles from the Portland International Airport; Submitted by Malcolm Buffum, MOGNW Member, Portland, OR.

The article is from the Columbia Gorge MGA Club's MGA Announcer; Their disclaimer: "Contents, including technical advice, are the views of the author and do not necessarily reflect the views of the organization. Application of this advice (and all advice in technical articles) is at your own risk."

The Editor thought OECC members might find this interesting.

About a year ago I read about the reduction of zinc dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant at assembly was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly.

This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: It's today's "modem" API (American Petroleum Industry) approved oils that are killing our engines.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel-rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products." They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible." Sounds stupid, doesn't it, "New-Approved" but inferior products, but it seems to be true for our cars.

To top this off, our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphate are causing very early destruction of cams and followers." They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. Their statement: Use diesel-rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had

a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes, The second surprise was that he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding.

Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts." They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the shelf oil."

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam): "Use oils rated for diesel use," Delo (Standard Oil Product) was named. About the same price as other quality petroleum-based oils. They are not API formulated and have the zinc dithiophosphate we need in weights we are familiar with.

From the camshaft manufacturer (Crane): "Use our additive" for the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil; it's only about \$14.00 for each oil change for an 8-ounce can (this problem seems to be something GM has known about for some time!).

From Redline Oil: Use our street formulated synthetics. They have what we need! [Malcolm Buffum note: recommend 10W-40]

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are diesel-rated, 4-cycle motorcycle oils and other specified diesel oils. [Malcolm Buffum note: or GTX 20W-50]

Last question: So what are we at Foreign Parts Positively going to do?

After much research we are switching to Redline Street rated oils and stocking the Castrol products that are diesel-rated. This is a difficult decision as we have been a dealer and great believer in all Castrol products for over 40 years. We have been using Castrol Syntech oil in new engines for about three years so the cost difference is minimal on new engines. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended! Yes, it is a long change interval but with lowered sulfur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel which is the major contributor to oil degradation. We will continue to offer the Castrol products but will now only stock the suggested diesel oils that they produce.

Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved," or even products we have been using for many years, destroys our cars as it isn't the same stuff we were getting even a year ago.

If you have any additional input let us know. We need to let every flat tappet engine owner, i.e. every British car owner, know that things are changing and we MUST meet the challenge.

Oil is Killing Our Cars, Part 2

Last month's report on this subject is turning out to be just the

tip of the iceberg! Many publications have had this subject of zinc-dialkyl-dithiophosphate (ZDDP) covered in varying depths over the last few months. Some publications have even had conflicting stories when you compare one month's article with their next month's article! They are all ending up supporting our report.

I have had the good fortune to have the ear of quite a few leaders in the industry including some wonderful input from Castrol. We have been very reluctant to "dump" Castrol as it has been such a great supporter of our cars and industry over the years. Castrol hasn't really abandoned our cars, just shifted to a more mass marketing mode. Many Castrol products are not appropriate for our cars today, some still are.

Now for the latest report:

#1 Castrol GTX 20W-50 is still good for our cars after break-in! 10W-40, 10W-30 and other grades are NOT good. Absolute NOT GOOD is any oil (any brand) that is marked "Energy Conserving" in the API "Donut" on the bottle; these oils are so low with ZDDP or other additives that they will destroy our cams. Virtually all diesel-rated oils are acceptable.

#2 Castrol HD 30 is a very good oil for break-in of new motors. This oil has one of the largest concentrations of ZDDP and moly to conserve our cams and tappets.

#3 Only an unusual Castrol Syntec 20W-50 approaches the levels of protection we need when we look to the better synthetic lubricants. We are attempting to get this oil but will be using Redline 10W-40 or 10W-30 as these are lighter weights for better performance, flow volume, less drag and has the additive package we need.

#4 The trend today is to lighter weight oils to decrease drag which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

#5 Redline oil and others are suggesting a 3,000 mile break-in for new engines! Proper seating of rings, with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will just burn a lot of oil and the engine won't run as well as hoped.

#6 The "Energy Conservation" trend was first lead by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. We don't have catalytic converters and the mileage gains are not that significant for most of us.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metal of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in diesel engines.

The second part of the equation is molybdenum disulfide (moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems, lack of this material reduces the effectiveness of the ZDDP. The percentage by weight is from .01% to .02% (not much, but necessary).

Latest conclusions:

> Running our older, broken-in engines on Castrol GTX 20W-50 is OK.

> Break-in a new engine for 3,000 miles on Castrol HD 30.

> New engines (after break-in) and fairly low mileage engines will do best with the Redline 10W-40 or 10W-30 synthetic.

We'll keep you apprised of any new findings. Happy motoring for now!

World Record Garage Sale

Otis Chandler auction brings \$36 million!

David Edwards at

www.cycleworld.com/article.asp?section_id=4&article_id=209

In life, Otis Chandler was a man who appreciated a good headline. He would have appreciated the news emanating from his Vintage Museum last weekend, then, as his collection of 90 cars and motorcycles went under the hammer and at the end of the day brought in \$36,094,250, a record total for a one-day automobile auction. The previous record stood at \$21 million.

Chandler, publisher of the Los Angeles Times from 1960-80, died earlier this year at age 78. A strapping "man's man" with matinee-idol good looks, Chandler indulged in many passions, including surfing, big-game hunting and sports-car racing, but his later years were devoted to various vehicle collections. He started with blue-chip classic cars-Duesenbergs, Packards and Cadillacs of the 1930s-but those gave way to American musclecars. When he had amassed the world's finest collection of Mustangs and GTOs and Camaros and 'Cudas, et al, he moved on to motorcycles. At one point, Chandler had more than 130 housed in his Oxnard, California, facility. Fifteen of his bikes were part of the Guggenheim Museum's landmark "Art of the Motorcycle" exhibit.

Highest-priced motorcycle was a 1907 Harley-Davidson "strap-tank" Single (main photo), gaveled down for \$352,000. Cycle World talked to Chandler when he purchased the bike several years ago for \$320,000, thought to be well over market value, especially for a bike in need of restoration. "Well, at least one other guy didn't think so," he responded, referring to the underbidder. "Besides, I've got the money and I'm not getting any younger."

Caption under photo: One expensive toy box: Housed in a nondescript Southern California industrial building was one of the world's great private car and bike collections. Six months after owner Otis Chandler's death, it's all been auctioned off.

Lately, Chandler had culled the motorcycles to mainly early American examples and had turned his attention once more to classic cars. One of those, a 1931 Duesenberg J Special Phaeton fetched the highest price of the auction, \$2.64 million.

All British Meet at Filberg

Nancy Whitworth

Plan: Mark Saturday and Sunday, August 18th and 19th, on your calendar! The Old English Car Club in the Comox Valley has a special invitation to everyone to come to their great All British Meet at the Filberg this year for a fantastic two day event.

Saturday: August 18th, Dennis and David put together a super fun "DRIVERS CHALLENGE" in the parking lot of North Island College on Ryan Road starting at 1:00 PM. Saturday evening, join us for a BBQ (details tba) and a Meet & Greet.

Sunday: Enjoy the day at our car show while parked in the beautiful seaside Filberg Gardens. All cars are judged by one impartial judge, and awards are given out around 2:00 PM, which gives plenty of time to get home. Those who come only for the Sunday show miss half of the fun, so we encourage you to come for both days.

Accommodations: Stay at the very reasonable at the Anco Motel on Cliff Ave. in Courtenay.

For more information: Visit our branch website at oecc-comox.com or phone Karen Whitworth at 250-338-0026.



But that wasn't all. The organizing committee provided after dinner entertainment in the form of a karaoke machine. More than a few stepped up to the chal-



lenge. I had to leave early, but before I left I noted that Dave Walker and John Chatterton appeared to be both experienced and proficient. I noticed Roy Wilkins crooning away with admirable vitality and intonation.

In summary, this year's event hit a new high for our Branch Christmas Parties.



2007 OECC/VCB CALENDAR

Plan ahead for another great year - visit OECC/VCB online for the latest updates: www.oecc.ca/vcb

Feb 25	Sun	1:00 PM: Meet at Gerry Parkinson's, 5211 10A Ave, Tsawwassen for a tour of three or four garages!	www.oecc.ca/vcb
Apr	TBA	Ft. Langley Run	
May 18-20	Fri-Sun	OECC AGM & VanDusen ABFM (more information will be available soon)	www.oecc.ca/vcb
Aug 18-19	Sat-Sun	All British Meet at Filberg Gardens	
Oct	TBA	OECC-BCTR Challenge	
Nov 4	Sun	Ladner-Bellingham Run	
Dec 4	Tue	Annual Christmas Celebration & Awards Dinner	

IT'S DUES TIME!
\$25 after 1/1/2007 - For those who haven't paid, this will be your last Roundabout!

AC Ace Roadster

en.wikipedia.org/wiki/Smart_Roadster



Project Kimber has bought the tooling for the Roadster and will restart production of the car in 2007 in South Wales. The reborn Smart will wear the famous AC badge and is named AC Ace. It's been confirmed that the lightweight machine will be designed and engineered by some of the UK's most accomplished automotive experts. Gordon Murray, the South African-born designer responsible for the McLaren F1 road car, is involved, as is John Piper, who helped build the JCB Dieselmax land speed record machine. But while Project Kimber has revealed the names behind its new model, the exact specifications remain secret.

However, it is set to be available as a Roadster and Coupé. The newcomer is expected to have a fresh Mitsubishi powerplant and gearbox, plus a distinct original style created by Keith Helfet, who also worked on the Jaguar F-Type concept car. Production is due to start in 2007, and the maker hopes to build 8,000 examples of the AC Ace every year.

Prices have not yet been discussed by the company, although speculation has suggested a figure in the region of £13,000 (C\$30,244). The use of the AC name will not affect production of the AC Mk V heritage sports car, assembled in small numbers.

Classic Cars Website

www.classiccarsmagazine.co.uk via email

The Classic Cars website is about to get even better. We're working on a new site with better content and more user-friendly functionality. While the scaffolding is up there's a temporary site at the old address, where you'll find the latest news. You can also use the forums to let us know what you'd like to see on the new website.

Practical Classics Website

Practicalclassics.co.uk Announcement via email

Dear Practical Classics readers,

As you might have noticed we've decided to switch off the old Practical Classics website for some serious restoration work. Our plan is to complete a nuts and bolts restoration as fast as possible to produce a gleaming, roadworthy website that will be a pleasure to use. While the rebuild takes place we've set up a temporary site with a forum at:

<http://practicalclassiccars.blogspot.com/>

Autojumble

English Cars For Sale

AUTOJUMBLE VOLUNTEER NEEDED!

We need a volunteer to compile a list of English car classifieds from OECC websites and other sources for the Roundabout. Your assistance would be appreciated. Please contact the editor for info!

Cars For Sale

1970 Triumph Stag. Soft top and hard top, original V8. RHD, manual with overdrive (rare in North America). Engine in pieces, transmission and drivetrain out of car. Great 2+2 blue body. Stored dry. Manuals. Selling at cost. Offers considered. Jurgen, jpeterat@hotmail.com or 604-737-8065.

1971 Triumph Stag. V8, automatic, yellow. Soft and hard tops. Looks and runs good. Offers. Ivan, 604-270-1096.

1973 MG MIDGET RWA. Rolling shell with rollbar. Just a body on wheels. No drive train or interior. Much work done using new panels but still a bit more to do. Ideal if you have a rusty Midget that you can use as a donor. It has papers and is registered as a 1973. \$600 firm. John on 604-290-1537. Car is in Surrey and will have to be trailered. (RWA = round wheel arch = rare!)



Parts & Tools For Sale

Tools for sale. Early 1950s and some prewar tools for Jaguar and other early English cars, including wrenches by Shelley, Snail, and Super Slim plus through-the-floor jacks and miscellaneous items. Steve Diggins, 604-294-6031.

Body parts: 4-door Austin/Morris 1100/1300. All in very good condition. Both left doors. Both bumpers. Hood and trunk (bonnet and boot). Grill & some moulding bits. CDN\$125 for all.

Engine Bearings, Rods and Mains in all sizes from standard to 002, 010, 020, 030, and 040 to suit the following:

- Morris Minor, side valve, 39-52
 - Morris Minor/A30, ohv, 52 to 56
 - Morris Oxford MO, 1250, 48 to 54
 - Morris/Austin/MG/Wolseley, 39 to 52
 - Ford Consul MK2
 - Ford Zephyr MK1 and MK2
 - Ford Anglia 105E
 - Vauxhall Velox/Cresta E Model, 52 on
 - Vauxhall Victor, 57 on
 - Hillman Imp, mains only, all sizes
 - Hillman Minx, ohv, 1955 on
 - Sunbeam Alpine/Rapier 1725
- CDN\$30/box to car club members.

Head gaskets and gasket sets to suit some of the cars listed above, including a complete engine gasket set for early Jaguar V12. Contact me for more information. Bill Grant, 604-936-6454 or bshed@telus.net.