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Greetings From Iowa!

This issue of the Roundabout was put together almost entirely "on the road" while Celia and I are on a six week holiday in BC, AB, SA, ND, SD, NE, KA, OK, AR, MO, IA, WY, ID, OR, & WA. We especially enjoyed the first week checking out the BRBC 2008 route and think we found several things participants will enjoy. Thanks to Alan, Chris, Ken, Les, Pat, and Walter for emailing me great content within the narrow windows of opportunity when I had Internet access. This morning (9/30) we'll stop at a rest area with WiFi on I-80 in IA to email this issue to Richard and post it on our website. Then we start home. We hope to see many of you on the Ladner-Bellingham Run on Sunday, Nov. 4!

Steve Hutchens, Editor

The Young and the Restless: Episode 1 - "Feeling the Pressure"

Les Foster

On the road to reincarnation one must occasionally pause to take care of the infrastructure. Such was the case this summer with the ongoing and ever-painful rebirth of my Thames pickup truck.

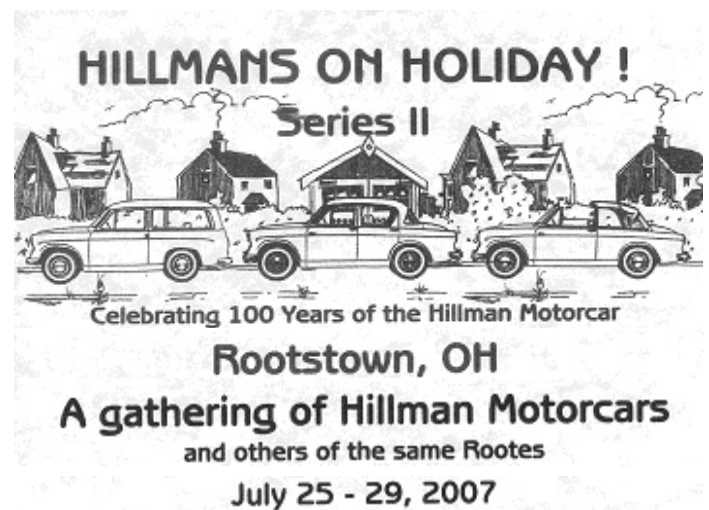
After many weeks of cutting, welding, shrinking and grinding, the replacement cab called out for sandblasting. My first

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Hillmans on Holiday - Series II

Alan Miles



The year 2007 marked the 100th anniversary of the Hillman car. The Hillman Motor Car Company was formed in 1907 by William Hillman, a millionaire who had made his fortune mainly in the bicycle manufacturing business. In 1905, he decided to enter the motor car business and, with Louis Coatalan as his designer and chief engineer, he launched the first Hillman car two years later under the company name Hillman-Coatalan. In 1910, Coatalan, who was married to one of Hillman's daughters, left the company to work for the Sunbeam Car Company. He sold his shares back to his father-in-law and the name of the company was changed to the Hillman Motor Car Company.

William Hillman died in 1921 at the age of 72. In 1928, the Hillman Motor Car Company merged with the Humber car and the Commer commercial vehicle companies. The Rootes brothers, William and Reginald, who had been the British and overseas distributors for these concerns bought all three companies in 1929 and went from distributing automobiles to manufacturing. Thus began the Rootes Group of companies.

Fast forward to early 2006 and a discussion is started on the Hillman discussion group I belong to on the Internet. One of

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"The Young and the Restless" - Continued from page 1

intention was to cart it off to one of the blasting specialists for them to clean it. I did have some reservations, however, as the "new" cab and also the pickup box (slated for future attention) had been in bare metal for about thirty years and would need exceptional attention to detail to give a good result. Would a commercial enterprise be able or willing to make this effort? Would they avoid damaging the wooden structural members in the back of the cab? Would/wood??? I was full of questions and anxieties!

Of course price was a big factor, too. How much would it cost in comparison to equipping myself with the means to do it? I admit that I was unpleasantly surprised by the cost estimates that I obtained from shops for blasting the little cab. Perhaps I shouldn't have been, as several trips to blast-it-yourself businesses had taught me that sandblasting is a slow and tedious exercise.

When the projected costs of cleaning the frame and box were added to those of the cab, I was entering the realm of DIY! After all, I reasoned, I would be willing to spend more time and effort to do a really thorough job than a shop could be expected to expend. Then there was the "future factor." Once acquired, the equipment would always be there for the box, frame, and all my other part cleaning needs and even for possible future restoration projects. New air equipment would allow for painting, too. These thoughts were, of course, egged on by enthusiastic friends who like bright shiny tools even more than I do!

I began to research the subject by catalogue, telephone and Internet. What I found was a confusing variety of opinions and very few definitive facts. The one thing everyone could agree upon was that size does matter!

That was the crux - how big of a compressor would I require? It soon became obvious that there are two levels of participation in this game: professional and hobbyist. It also became obvious that the cost of a truly professional-grade system would negate any advantages to doing it myself. On the other hand, a system that was too under-powered or poorly made would be virtually useless. A balance needed to be found. Many trips to view equipment were made, many opinions sought, and many frustrations experienced. With a head full of "PSI," "recovery time," and "duty cycles," I was really feeling the pressure! In the end, I would have to decide.

The day came to go out and get the stuff. Carl Knorr and I set out for Langley in his truck, intent on bringing home a compressor from a well-known purveyor of equipment. Alas, the salesperson waxed so negative about my intended machine that we left in frustration and confusion after buying only some of the ancillary bits.

Having previously seen a prospective contender in Vancouver, we headed that way. It was hot, we were tired and stressed, and I could feel my anxiety building with every mile that brought the decision closer. By the time we reached the store, I was actually feeling ill! Somehow I got through it all, purchased the big red machine with quivering credit card and, after having it loaded onto the truck by a forklift, we were off to home.

My neighbours are, by now, somewhat used to rather dramatic arrivals at my garage so this one only attracted mild attention. Some thought that I'd got a new water tank.

More or less recovered from my draining shopping experience, I had the bright idea of skidding the unit down a ladder onto a dolly to unload it and move it into the garage. It actually worked and no OECC members were harmed.

That was only half of the infrastructure story.

My son once described my workspace as "the Amazon of garages." That was quite an accurate description. In order for the bright new equipment to be installed and work to progress,

a lot of things would have to go. Compounding this requirement was the dim realization that sand and machinery don't mix. Somehow I'd never really thought about that. It's always disturbing when you want to shoot the messengers!

To isolate the compressor from the ravages of flying sand (not to mention my cars and parts), the actual blasting would have to take place in the tent building at the other end of my yard. A great reorganization and painful purging of all my prized collections would be needed. That only took three weeks and three trips to the dump.

Eventually, though, the jungles were cleared and a new order imposed on my fiefdom. My quick estimate of a hundred dollars for hook-up costs dissolved into a seemingly endless appetite for new fittings and more piping. I became acutely aware of the rising costs of copper and steel.

Then came a day, finally, when it was time to flip the switches and open the valves!

I stood garbed in my best work clothes, safety goggles and ear defenders on, giving the odd professional-looking tap to the face of the air pressure gauge as the house gently vibrated to the throb of my new compressor. I found myself leaving the garage door up a bit so that I could bask in the admiring stares of lesser individuals caught in traffic on my street whose obvious compressor-envy only fueled my satisfaction with the primary-coloured assortment of metal and rubber now adorning my shop!

Was it all worth it? Who knows? My sales pitch to my wife sounded like the government selling the Olympics - lots of mention of infrastructure, legacies, etc, etc. When I proudly inflated my first tire she simply pointed out that air was still free at the gas station.

Hmm ... well at least I've got that neat pleather blasting hood!

DUES WILL BE DUE SOON!
THEY ARE \$20 ON OR BEFORE
DECEMBER 31
THEY ARE \$25 1/1/08 OR AFTER

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the members suggests that we should do something to celebrate the 100th anniversary of the Hillman car. As our members are scattered all over North America (as well as many other countries), it was suggested that we try and find a central location for such a meet. It was soon discovered that no one willing to help organize this event lived anywhere near the central U.S. They were either on the far east or west coasts of the continent. It was then that D Zimmerman, a Hillman Husky owner in Ohio, stepped forward and offered to organize the event but it would have to be in Streetsboro, Ohio, near where she lives. Since D had organized the first Hillmans On Holidays in 2005 and it was deemed a success by those who



Goin' Down The Road

attended, it was decided to take D up on her kind offer.

I was very keen on attending this event as there are very few Hillmans or Sunbeam Rapiers in this area plus I was inter-



Series II Rapier, Tiger, and '53 Alpine

ested in finally meeting many of these folks I had been "talking" to on the Internet for the last three or four years. Once the actual itinerary was posted online, I was hooked. D knows how to put together an event! I then set out to figure a way to get one of my cars out to Ohio in 2007.

For most of the next seven or eight months I considered different options. I could drive the car out there but at approximately 2,600 miles one way that would be a bit much for the old girl. I could borrow my friend's car trailer and tow it out. This would still be a long drive and I would have to take several

weeks off but we could make a bit of a holiday out of it I figured. I also toyed with the idea of renting a motor home and towing the car with it, taking three weeks and really making a holiday out of it. The final option I considered was shipping the car to Toronto and driving it down to Streetsboro, a five or six hour drive. In the end I decided that at about \$2,000.00 shipping it would cost me approximately \$650.00 a day to have my car there and that just didn't really make sense. In fact none of the options really made any financial sense. I already knew this, of course, but it took me a while to come to my senses and stop dreaming.

Having abandoned the idea of taking a car, we decided that we would attend without one. I had heard that one of the Hillman owners from Texas had done this in 2005. He, as well as several others, had encouraged us saying there would be plenty of cars for us to ride in. Several promised to let me actually drive their cars! Still, as the day of departure got closer, we were both a bit hesitant about travelling to Ohio and spending three and a half days with a bunch of people we had never met. In addition, we were attending a car meet without our car!

Ultimately, we decided to attend without our car and looked on it as an adventure. We flew to Akron, Ohio, and rented a car. Upon arrival in Streetsboro, we quickly discovered that any concerns we had were unfounded. We had a wonderful time and met some fabulous people. I don't know why we were apprehensive. After all, they were all Rootes car owners so how



Row Of Minxes At Car Show

could they be anything but nice?

We arrived at the hotel around 7:00 on Wednesday night, July 25th, just in time for the first night's parking lot party. There were only three cars there at first but three or four more came in before we retired for the night. Most of the other cars arrived throughout the next day. A total of 15 cars attended the event. On hand were two Hillman Huskys (a 1960 and a 1964), three early 60s Hillman Minx saloons (one with an Easidrive automatic), one 1961 Hillman Minx estate, two Hillman Minx convertibles (a 1959 and a 1962), a 1935 Aero Minx convertible, a 1959 Sunbeam Rapier Hardtop, a 1953 Sunbeam Alpine, a 1958 Sunbeam Rapier convertible, two Sunbeam Tigers and one Hillman Imp.

Thursday morning brought an early bird rally. The half dozen cars that had arrived the night before, took a scenic tour of the surrounding region. Mary Lou and I were both unfamiliar with this area of the U.S. and were very impressed with the lovely countryside and small towns we passed through. I spent part of the time riding in a Tiger and the rest of the time riding in an Easidrive Minx, so what could be better!

We stopped for lunch and a cold one and then headed back to the hotel as the rest of the afternoon had no planned activities. When we got back we saw that quite a few new cars had arrived. Since we had some free time, Mary Lou and I decided

to jump in the rental car we had and cruise up to Cleveland, about a 45 minute drive on the freeway, to see the Rock and Roll Hall of Fame. Unfortunately, it closed at 5:30 so we only got a few hours there. Not really enough time to see it all.

Thursday night brought another parking lot party after dinner at a local eatery. When I say parking lot party, bear in mind we were all middle aged or older so nothing too wild was going on! Just a few beers and a lot of Hillman talk I'm afraid. I can't understand why most of the women went to bed early. They missed some really informative and riveting conversations. Oh well, their loss.

Friday was an event-filled day to say the least. First, we visited the Macedonia Preservation Facility. This is where the Crawford Automobile - Aviation Museum of Cleveland stores vehicles not currently on display in the museum. This facility is also home to oversized vehicles that will not fit in the main museum and also where volunteers work on restoring some of the cars and planes. We were given a very informative and entertaining tour by the museum's curator.

There was only one British car there, a nice black MGA. The Crawford Museum itself is home to almost 200 antique, vintage, and classic automobiles and aircraft with a focus on early automobiles created in Cleveland. We all decided we would have to drive up to Cleveland at the next Hillmans On Holidays event and see the actual museum.

Our next stop was lunch at Quaker Steak and Lube, a car-themed restaurant where they have vintage cars and memorabilia hanging from the walls and ceilings (we sat under a Corvette). Lunch was followed by a lovely drive through Cuyahoga National Park. Dinner was at Swenson's Drive-In, a local landmark. Dessert followed at Stoddard's Custard Stand, yet another local landmark. I didn't realize

there were so many flavours of custard!

Finally evening found us again in the old parking lot knocking back a few cold ones and attending a very informative tech session on making margaritas out of the back of a Hillman Husky.

Saturday found us at the 21st annual British Car Day show located on the grounds of a local college. D Zimmerman, the organizer of the Hillmans On Holiday, had talked the car show organizers into letting us share featured marque status with Rolls Royce and Bentley. Pretty nice company I might say!

D and her husband Bob (an MGB aficionado) decided that we should all arrive about an hour after the show actually started and come in en masse with our horns a honkin'. The sixteen of us made quite an entrance! The show itself was

great, probably about the size of ECAIP at Fort Rodd.

When it came time for the prizes to be awarded we were all quite pleased that our very own 1935 Aero Minx Tourer had one

Best In Show. It was a great way to end a fabulous few days in Rootesmobile heaven!

That night saw us dining at another fine local establishment and, of course, ending up for one final parking lot get together to reminisce about the last few days and share car stories until a little too late in the night for some of us. The smart ones went to bed early. I'll let you guess which group I belonged to.

The next morning I awoke a little tired and bleary eyed and after breakfast we said our goodbyes to our new found friends and made our way to the Akron Airport for the flight home.

At the closing dinner the night before it had been decided that this would become a biennial event so we look forward to seeing many of the same folks, and hopefully more new Rootes-a-holics, in 2009.



Row Of Minxes At Car Show



Best In Show!



By now many of you will have heard of the problems Pat and I experienced on our last Morgan adventure. I refer to it as the "Trip from Hell" and one that we hope to never experience again.

We each drove a Morgan from Vancouver to Minneapolis where we met our daughter and her husband for a pleasant family vacation. Two weeks later, east of Moncton, our Plus 8 quit working and was impossible to start. After it was towed in, we determined the problem to be a blown head gaskets and decided to rebuild the engine. One car down for two to three weeks and 4000 miles plus from home.

Three days later, our 4/4 quit working and after several tests we determined the distributor had seized, tearing the teeth of the skew gear and cam shaft. Two cars down but luckily this one was in a town that we had lived in for eight years almost a quarter century ago.

We spent a pleasant two weeks here meeting old friends and making new ones. Thank God for the British car fraternity. Within hours of a phone call to a friend of thirty years ago who is one of the leaders in the British Automobile Touring Association of Nova Scotia, I had all the parts to repair Pat's car. My iron constitution was being tested.

Three weeks late, with a much-lightened wallet, Pat and I arrived home just in time to attend Itallo's picnic in the park. The atmosphere was great with those that attended sitting around enjoying a libation and some great conversation. In attendance were Itallo, Fred, Domenico and Settimia Cirillo, Water and Linda Reynolds, Alan and Mary Lou Miles, Elaine Lafontaine and Patrick Jones, Bence and Helen McIntyre, Richard Taylor, Ken and Pat Miles, John and Gerry Chatterton and Dave and Chris Walker. Eight of us decided to play some bocce and formed into two teams. Needless to say the team led by the Italians lost to the Brits and we will not go any further into this story.

The September meeting at the Museum of Flight in Langley was well attended by new members and some long time members who had never attended a meeting before. Wayne Peddie, the new president of the Society attended and gave us a few words of encouragement. It was a well organized event in an environment that seemed to be attractive to everyone.

The annual Whistler Run/Duffy Lake Road tour was attended by a compatible group affiliated with OECC, MOGNW, and the Rolls Royce Club: John Peirson, Chris Allen & Pamela Mahoney, Win & Christine Muehling, Bob & Judy McDiarmid, Bart & Audrey Shaw, Gordon & Elaine Jackson, and Ken & Pat

Miles for a total of thirteen people and seven cars.

All of us stayed at the Pemberton



Valley Lodge and all except John drove the Duffy Lake Road. The weather was pleasant, a bit chilly but ideal for those in open cars to admire the scenery of BC.

Saturday evening consisted of a party before dinner, followed by dinner itself. The OECC group enjoyed sharing the evening with the Morgan Club. The next day we continued with the Morgan Club and drove the Duffy Lake Road and enjoyed a picnic. Everyone joins with me in thanking the Morgan Club for arranging the before-dinner party and the picnic.

Don't forget that the annual Ladner to Bellingham Run is fast approaching. Get those British cars out and join the rest of us for a great day on Nov. 4th.

Photos from the Museum of Flight Meeting

Chris Walker



Quilts and Cars 2007

Les Foster with photos by Chris Walker

The 2007 Ladner Village Annual Quilt Walk and Classic car show was held on Sunday, August 19th. The day began with showers and the participation in the popular event was down somewhat from previous years but certainly enough vehicles



were present to line the main streets of Ladner with an eclectic and interesting selection of vintage cars and trucks, hot rods, and even late model super cars. There was even a locally owned Dusenberg on display! Most local businesses were open and

catering to the crowds that arrived when the sun broke through around noon and transformed the scene to a very pleasant day. Vendor stands and a stage with entertainment added to the atmosphere. It's really a great event that truly has something for everyone. There's all types of vehicles, the beautifully crafted quilts on display, food, music, shops and it's all set against the friendly and historic backdrop of old Ladner Village.

Quite a number of British cars were entered, mainly sports cars, but only three hailed from the Old English Car Club. John and Gerry Chatterton entered their bright yellow '79 Mini which drew lot's of interest, especially from children who were fascinated by a display in the Mini's boot of a series of model yellow mini's in progressively increasing sizes. John told them this is how they grew! Les and Trisha Foster brought their '51 Thames pickup, accompanied by Woolley the Sheep. Dave and Chris Walker entered their lovely 1929 Austin 7 Chummy. The Chummy's diminutive dimensions are always a source of wonder to the public. All three vehicles brought back fond memories for many people attending the show who shared their recollections and experiences with us.

In the end the peer voting system resulted in the Walkers' Austin 7 scooping the Best Import award and the Fosters' Thames taking Second in that category.

Guests of the Fosters were Brian and Janice Marks who brought their Sunbeam Tiger. Roy Wilkins had been booked

to enter but illness kept him home. We made sure he got a Marilyn Monroe portrait in his prepaid package as a consolation! It really was a fun day!



Steve Hutchens & Celia Obrecht, BRBC 2008 Wagonmasters

BRBC 2008'S MAIN GOAL: FUN!

In a word, we are out to put together a week full of fun! We want BRBC 2008 to be a tour that's so outstanding that you will remember it for years to come! Our key objectives:

- Modest driving distances (156 mi/251 km average) to allow ample opportunity for activities and socialization
- Comfortable, pleasant lodging and enjoyable evening dining with interesting choices, all at modest prices

Celia and I spent a week in late August and early September checking out part of the 2008 route and it is great!

DAYS FULL OF ADVENTURE

Participate in as much of the tour as you choose. There will be interesting loops or you can do the whole tour. Our schedule is still tentative, but here's a peek:

Day 1, Friday, June 27: Tsawwassen to Comox - Lunch in Victoria with the South Island Branch. Tour on to Comox for the evening and a possible pig roast with the North Island Branch. (161 mi/258 km)

Day 2, Saturday, June 28: Comox to Nanaimo - OECC AGM. Though plans are still being developed, we anticipate that the Mini Monte will be Saturday morning with lunch in the Nanaimo area. We are hoping that the AGM and dinner will be Saturday evening. (69 mi/110 km)

Day 3, Sunday, June 29: Nanaimo to Lillooet - Ferry to Horse-

shoe Bay for lunch with the Vancouver Branch, then tour to Lillooet and dinner at a great Greek restaurant. (145 mi/233 km)

Day 4, Monday, June 30: Lillooet to Williams Lake - Spectacular route, then a short show 'n shine of our old English cars at the impressive Williams Lake Visitor Centre. We dine at a cool pub downtown. (171 mi/274 km)

Day 5, Tuesday, July 1: Williams Lake to Prince George - We anticipate meeting the Northern Interior Branch. (150 mi/240 km)

Day 6, Wednesday, July 2: Prince George to Jasper - This is our longest day, but it's scenic and there's a convenient stop for lunch or a mid-day picnic. A heritage hotel is our destination and there will be several dinner options. (233 mi/374 km)

Day 7, Thursday, July 3: Jasper to Lake Louise - We'll tour the fantastic Icefields Parkway with time to stop for scenic vistas, tours and hikes (we hiked several, some as short as 20 minutes, all with awesome vistas). (146 mi/234 km)

Day 8, Friday, July 4: Lake Louise to Revelstoke - Another scenic day with scenic and historic stops of interest. (141 mi/226 km)

Day 9, Saturday, July 5: Revelstoke to Kamloops - Yet another scenic day, plus a possible tour of an English car restoration. We'll stay at the Riverland Motel and enjoy dinner with the Thompson Valley Branch. (133 mi/214 km)

Day 10, Sunday July 6: Kamloops to Tsawwassen Ferry. The last day. You should be home in time for supper. (213 mi/342 km)

NINE MONTHS AND COUNTING

Nine months and counting. It sounds like a long time off, but BRBC 2008 is just around the corner. Now is the time to start:

- Put in a request for holiday time
- Get your car ready. Do the long-ignored maintenance. Repair anything necessary to have your car ready to tour on BRBC 2008!

August OECC Picnic

Walter Reynolds with photos by Chris Walker

The annual Club picnic was held at Ryall Park in New Westminster on Sunday, August 26, 2007. The Park is conveniently located next to Roma Hall and participants were allowed to park in their parking lot. A short walk through the fence took us to the site of the picnic. Itallo Cirillo was the event organizer and he did a tremendous job, including having a fired-up BBQ waiting for us to use to cook our dinners.



As has become a tradition in the three years that Itallo has organized the picnic, bocce ball was the day's main organized event. This year the bocce "tournament" was especially challenging because it was held on the Roma Hall's legal-sized bocce pit rather than on the rambling, pot-holed lawns of Queen's Park. In other words, there were boundaries within which the game had to be played. The tournament started before dinner, had an officially-sanctioned dinner break and concluded after dinner. As participants were at both ends of the pit, a First Aid Attendant was on hand to deal with any injuries that may have arisen due to inaccurately thrown or ricochet balls. Consensus has it that the tournament was a draw.



Due to the nature of the day, it was not possible to take a head count because people were arriving and leaving all day. That said, when the Reynolds' arrived (circa 4:30 p.m.), there were twenty plus people present.

Wine was provided in an orange juice carton by one of the Roma Hall group. Dom handed out samples of his home made garden salad as well as samples of cake and meat.

The weather prognosticators had predicted not nice weather for the day, but, once again, they were wrong. The day was sunny with cloudy periods. Mind you, when the sun went



behind the clouds, the temperature dropped - sweater anyone?

Chris Walker, Unofficial Club Photographer, provided the camera skills for the official event visual record.

By 8:00 p.m., the sun was down sufficiently to call "Time" and all those remaining gathered up their gear and drove their trusty British steeds into the sunset.

Thanks again to Itallo for organizing the day and to Fred and Dom Cirillo for their assistance. This location works well, and hopefully will be the site for next year's picnic.



Friends Don't Let Friends Drive ... ECAIP 2007

Les Foster

Ford was the Featured Marque at the 13th Annual English Car Affair in the Park sponsored by the OECC South Island Branch. The show was held, as usual, at beautiful Ft. Rodd Hill National Historic Site in Colwood, near Victoria. The historic harbour defence fort and the Fisgard Lighthouse made a wonderful backdrop to the English vehicles ringing the great open field at the centre of the park. Even the weather was English - rain showers were featured again this year. It seems ECAIP has enjoyed ten good years since its damp beginning but hopefully the last two years are not the start of a different sort of ten year run! Such is the enthusiasm of the truly obsessed, however, that spirits were hardly dampened and it was, as always, a great event.

It was double happiness for me as my Ford Thames has enjoyed "Featured Marque" status two years running. Last year "Commercials" were featured. The icing on the cake was having a rendition of my truck appear on the official ECAIP T-shirt and the event poster! Trisha and I came over on Saturday morning with Trisha following in the "real car." I wasn't intending to do the run to Sooke this year as I had family visiting to do (no wisecracks about hills, please!).

It was just as well, as a few miles off the ferry I noticed that the Thames' floor mat seemed rather slippery. I looked down into a puddle of anti-freeze. It was then that I discovered that my right pant leg was speckled green. The fan was blowing a bit of leakage from the radiator tank through the pedal holes, and onto me.

At this point I must give a completely unsolicited endorsement for Denver Hayes Stain-Resistant pants. When we arrived at the home of South Island Branch members Rob and Elaine Brodie to park the truck overnight, I wiped my dripping slacks with a damp cloth and they were magically restored! For the balance of the weekend I inserted my right leg into a plastic garbage bag to ward off the flying glycol. I hear that the Run went very nicely without me (hmm...) and the Saturday weather was

certainly great for it.

Sunday the show went on. There were eleven Fords gathered in the place of honour beneath the Union Jack at centre field. No less than four of these entries hailed from the U.S. thanks to the tireless efforts of the EFONA

(European Ford Owners North America) Director, Michael MacSems, of Olympia Washington. Intrepid Van Coast member, Fred Cirrillo, braved the Colwood F.D.'s aerial ladder truck for to get the great shot accompanying this article. Starting with the '54 Consul at about 9 o'clock in the circle of Fords and proceeding clockwise are: '69 Cortina estate (Cliff Jones), '60 Zephyr (Peter Synders, San Mateo CA -Long Distance Award), '60 Zodiac (Michael MacSems Olympia WA.), '72 Cortina L (MacSems', driven by Kevin Strilcov & Judy Berrian, Olympia WA), '67 Corsair 2000 (Glenn Holt), '66 Cortina GT MK.I (Fred Cirrillo -Chairman's Choice Award), '55 Thames 500 van "Shark Bait Surfing School" (Butch Holmberg, Oregon- Peoples Choice Award), '69 Cortina GT (Lyle Foster), '59 Zephyr convertible (Norm Scott), and '51 Thames E83W pickup (Les Foster). Ford owners not only took some key awards but also acquitted themselves well in the inner-tube races versus the South Island team.

The total number of cars broke the one hundred mark, and was only slightly down from previous years. Besides myself in my '51 Thames, other Vancouver Coast Branch members attending were: Steve Diggins, who rode with Gerry Parkinson in his newly acquired blue '67 MGB-GT, Fred Cirrillo ('66 Cortina GT), Itallo Cirrillo ('60 Vauxhall Victor), Elaine Lafontaine and Patrick Jones ('61 Wolseley 6/99), Cliff Jones ('69 Cortina estate), John Chapman (Morgan) and Robert Smith ('74 Jensen Interceptor). If I've overlooked any members, I sincerely apologize. I admit to becoming more than slightly distracted by the machinery at these events!

My personal favourite at this year's ECAIP was a gorgeous but delightfully unrestored 1947 Lea-Francis roadster. Its loving owners had kept it original and over its long life the paint had actually worn thin in places from polishing! I enjoyed the old Bristol Lodekka open top bus, too.

ECAIP always surprises with its different mix of English vehicles than those seen on the mainland and this year did not disappoint. So mark your calendar for next September, enjoy an escape to Victoria, the best British car show around, and then sit back and recap the weekend with friends over the buffet on the ferry home! I guarantee you will be glad you did!



Who Invented the Windshield Wiper?

Walter Reynolds

Question: Who invented the windshield wiper?

Answer: Mary Anderson in 1903, patented in 1905.

History: In 1903, it rarely occurred to anyone that rain on a moving vehicle's windshield was a problem that could be eliminated. It was something drivers simply accepted and dealt with in their own ways, usually by stopping every once in a while and manually scraping off the windshield moisture that was causing them to see poorly while they were driving. A young woman named Mary Anderson changed all that with her invention of the windshield wiper, an idea that leapt into her mind as she traveled from Alabama to New York City.

Little is known about Mary Anderson, except for the incident that inspired her infamous creation. When Anderson got to New York, the weather was rather sloppy, and she saw drivers constantly stopping their cars and getting out to remove snow and ice from the windshields. Anderson decided this method could be improved. She began to draw up plans for a device that could be activated from inside the car to clear the windshield.

The following year, in 1904, Anderson applied for a patent for a swinging arm with a rubber blade. The device consisted of a lever that could be operated from inside a car by the driver. The lever caused a spring-loaded arm with a rubber blade to swing across the windshield and then back again to their original position, thus removing droplets of rain or flakes of snow from the windshield's surface. The patent for the device was issued in 1905. Similar devices had been made earlier than Anderson's was, but hers was the first that actually worked. Additionally, the device could be easily removed if so desired, after winter was over.

At the time she applied for her patent, cars were not very popular. Henry Ford's Model A automobile had not even been manufactured yet, and he would not create his famed Model T vehicle until 1908. Anderson, meanwhile, was teased and laughed at by many people because of her idea for the windshield wipers. Many felt the movement of the windshield wipers would distract the drivers. However, that laughter did not last long. By 1913, thousands of Americans were driving their own cars, and mechanical windshield wipers were standard equipment. Now, a century later, it's almost impossible to imagine what drivers would ever do without windshield wipers.

The first automatic windshield wiper was invented in 1917 by Charlotte Bridgwood of New York. Charlotte Bridgwood was born in 1861 and was president of the Bridgwood Manufacturing Company of New York. An entrepreneur and inventor, she was also the mother of the silent screen star Florence Lawrence who was herself an inventor. Bridgwood manufactured several of her inventions. In 1917 Bridgwood patented her electric "Storm Windshield Cleaner." Bridgwood's wiper used rollers rather than blades and was electrically driven. This instrument was not a commercial success. This, in part, was due to the introduction, by Trico, of an automated windshield wiper using a rubber blade. The Trico-style became the industry standard.

It was not till 1923 that automatic windshield wipers became standard features on cars and Bridgwood is generally not remembered as having pioneered the idea. She died in 1929.

While on the subject of the impact women have had on the automobile, in 1923, of the 345 inventions listed under "Transportation" in the U.S. Women's Bureau Bulletin No. 28, about half were related to automobiles and another 25 concerned traffic signals and turn indicators. Among these inventions: a

carburetor, a clutch mechanism, and electric engine starter, and a starting mechanism.

During the 1930s Helen Blair Bartlett developed new insulation for spark plugs. A geologist by training, her knowledge of petrology and mineralogy was critical in the development of innovative uses of alumina ceramics, including spark plug insulation. After receiving her Ph.D. from Ohio State in 1931, Bartlett went to work for AC Spark Plug, where she stayed until her retirement in 1966. She was unusual in her field, because she held several patents. In addition, at AC Spark Plug, she was the first woman to achieve a high technical status in General Motors, AC's parent company. She was also one of the few female members of the American Ceramic Society. Bartlett died in 1969.

Sources of information: Internet (Google search: windshield wiper inventor).

Silver Reef Casino Show Photos

Chris Walker



Q&A from Castrol.com

Steve Hutchens, Editor

Q – How is the reducing the amount of zinc in the new motor oils effecting older vehicles with flat tappet cams?

A – Lower levels of zinc are a problem for older vehicles. Technology and change in current production automobiles have created a vacuum in the oil specifications going backwards for older vehicles. As oils in the market today were "improved" for current standards, removal of certain additives, zinc among them, was required.

[Editor's note: Castrol has Tecton Extra 15W40, specifically labelled as containing ZDDP. Go to www.castrol.com and search on "flat tappet."]

2007 OECC/VCB CALENDAR

Plan ahead to attend the last events of the year! Visit OECC/VCB online for the latest updates: www.oecc.ca/vcb

Nov 4	Sun	Ladner-Bellingham Run	Bill Grant	604-936-6454	bshed@telus.net
Dec 4	Tue	Annual Christmas Celebration & Awards Dinner	Bill Grant	604-936-6454	bshed@telus.net

Autojumble

English Cars and Parts For Sale & Wanted

More Autojumble ads are available at

www.oecc.ca/Society/classads.htm

English Cars For Sale

1970 Triumph Stag. Manual transmission with overdrive (rare in North America). Original V8 in pieces. Transmission and drivetrain out of car. Soft top and hard top. RHD, great 2+2 body in dark blue. Stored dry. Manuals. \$4,500. 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.

1978 MGB. Dual SUs. Electronic ignition. Runs great. Some rust. \$3,000. Bob, 250-537-8352.

1987 Jaguar XJ6. Mechanically very good. Body and paint very good. Interior fair. High mileage. \$5,500 OBO. Brian, 604-599-0733 or b-iris-lees@shaw.ca.

English Car For Wanted

1957 Austin A-55 Cambridge (or similar vintage of the same body style). Drivable restoration project preferred with minimal rust. Bill & Edith Taylor, Mayerthorpe, Alberta. Phone: 780-786-4911 (let the phone ring for answering machine); Fax: 780-786-0197.

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. \$125 for all. Bill Grant, 604-936-6454 or bshed@telus.net.

Engine Bearings, Rods and Mains. All sizes from standard to 002, 010, 020, 030, and 040 for 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. Bill Grant, 604-936-6454 or bshed@telus.net.

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

Welcome Our New Members!

Steve Hutchens, Editor

This issue we have three new members to "Welcome to OECC!"

John and Lorna Hoare
11456 Royal Crescent, Surrey, BC V3V 6V6
604-584-2564
lornahoare@shaw.ca
1953 MG TD



Stuart and Sheila Martin
11022 Shelley Place, Delta, BC V4E 1G5
604-590-2729
pentland@dccnet.com
1966 Jaguar MkII 3.8S
1953 MG TD
1973 Triumph TR6
1967 MG BGT
1985 Jaguar VP

Pat and Lorrie Murray
17025 Greenway Drive, Surrey, BC V4N 5C5
604-574-5490
1956 Bentley SI (below) & 1969 MG Midget

