



THE *Spanner*

DEDICATED TO BRITISH MOTORING IN BC

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*** *Season's Greetings* ***
From our new President, Trevor Parker and The Spanner



THE SPANNER: Editor, Les Foster,

101-210 11th St. New Westminster, B.C.
V3M 4C9

oeccspanner@gmail.com

OECC MAIL: The Old English Car Club
of B.C. Secretary,
5181 Polson Terrace, Victoria, BC V8Y 2C4

OECC Email:

oecclink@yahoo.com

OECC WEBSITE:

www.oecc.ca

CENTRAL ISLAND BRANCH

Chair: Catherine Gislason

cath@island.net

HIGH COUNTRY BRANCH:

Chair: Stephen Way

stephenway2014@gmail.com

KOOTENAY BRANCH:

Chair: Cliff Blakey

cliff@westernwireless.ca

SOUTH ISLAND BRANCH:

Chair: Kelly James

k.m.james@shaw.ca

VANCOUVER COAST BRANCH:

Chair: John McDonald

sirjohna@hotmail.com



From the Editor

Seasons Greeting, already! It's been a remarkable driving season in more ways than one. We've all shared in some great events and as they say, time flies when you are having fun! If you have been following The Spanner this year, you will

have a good idea of what all that Old English Car Club fun, all over our province, was.

It's for exactly that reason that The Spanner exists- to let all of our far flung Branches keep abreast of what their fellow members and enthusiasts are doing and to encourage all the members to participate both locally and in other Branch's events. To that end, your Editor has, as have my predecessors, strived to constantly improve the delivery of the Club's activities and other information of interest to the readership. Continuing in this quest for improvement, The Spanner is looking to future changes to better fulfill its mission.

In the new year, the boffins behind the scenes will be donning their white lab coats, hefting their clipboards, and sharpening their pencils to investigate a radical re-design for The Spanner.

I can't tell you exactly what we have in mind because we don't actually know that yet. What can be said is that it is the intention to share the Club's news in a manner that is more up-to-date both in format and content. Exactly how this can be best accomplished will be the subject of much research and consultation. It is hoped that the result will be more timely, more interesting and easy to access anytime, anywhere. It should, also, lighten the load for members in the Branches to report their activities or articles. If we find that we can't deliver those goals then we won't go ahead on the project.

The Spanner will live on, in one form or another. You might say we're just trying to emulate those British automobile engineers who were constantly trying to "improve the breed"! 

The Spanner Welcomes the incoming 2016 OECC Executive:

President: Trevor Parker SIB

Vice-President: Stephen Way High Country/Thompson

Treasurer: Anita Parkinson VCB

Secretary: Patricia Sparks SIB

Regalia Officer: Michael Speke VCB

Front cover photo: Trevor Parker, President-elect of the OECC, pops through the floor of his '54 Austin Healey 100.

At The Wheel: President Ken Miles



Iron Man in a Wooden Car

To me, this past year seems to have passed quickly. Maybe it is because I am getting older, maybe because it is the last year of my presidency, or maybe because it was a great year with lots of car events.

The Kamloops' AGM was a lot of fun with many great events all connected to the car world: shows, driving and museums. However, the rest of the year also had some great shows including Vandusen ABFM, Fort Rodd, the Resto Fair, Brits on the Beach and some great drives, (especially for Pat and I, being away for two months in a Morgan!).

Last weekend was the last executive meeting of the year and it was a good one. Look for what we hope will be a better Spanner next year, with lots of new and relevant articles and more frequent editions. Maybe (and keep your fingers crossed), we have an answer to our regalia problem and this should be confirmed in the near future. { *Breaking News: Michael Speke, VCB is now our new Regalia Officer -Editor*}

The gavel has been passed to Trevor Parker and I am sure you will join with me in wishing him the best and supporting him as OECC President during the next two years.

I presume that you will have put your car(s) away for the duration of the cold weather and will be working on your winter maintenance routines. Remember, BRBC will be in 2016. The route has been approved and early in January the list of places we are visiting, along with hotels, will be announced. I hope to see a lot of you on this biannual drive. The objective of the trip is to visit a great car museum in Wetaskiwin, AB. The route will begin on June 5th after the Vancouver Branch's annual car show at the Two Lions Pub in West Vancouver.

Below, is a list of the 10 members of our club who met the targets for the Long Distance Award.

Congratulations and keep up the good work in years to come and hopefully we will have more next year!

To all members of the OECC, thank you for the support given to me over the past two years.

Merry Christmas and a Happy New Year to you and your families.

Ken Miles

OECC LONG DISTANCE AWARD 2015

High Country Branch

Darrell and Cathy Price	1973 Triumph Stag	3041 miles
Stephen Way	1970 Jaguar E-type	3528 miles

Central Island Branch

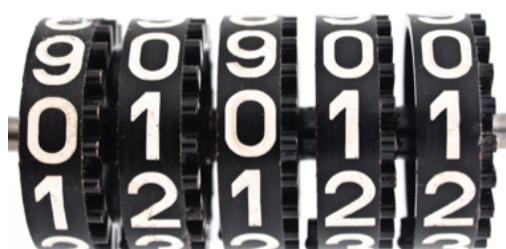
Bill Grace	1980 Triumph TR7	7439 K.
Paul Mansell	1973 MGB	5478 miles
Bob Nelson	1975 MGB	2848 miles
Len Smith	1956 MGA	3465 miles
Len Smith	1958 MGA	2370 miles

South Island Branch

Trevor Smith	Austin Healey and Austin A90	4237 miles
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Vancouver Coast Branch

Ric MacDonald	1965 Morgan 4/4	6341 miles
Ken and Pat Miles	1969 Morgan +8	6725 miles



Lord Montagu 1926-2015

Les Foster

Edward Douglas-Scott-Montagu, 3rd Baron Montagu of Beaulieu. Most of us knew of him as simply, Lord Montagu. Most of us never met him but we know that he was, like us, a "car guy" albeit a very wealthy and well-connected one.

His father was an early enthusiast of the automobile and has his place in history for commissioning the iconic "Spirit of Ecstasy" mascot for his Rolls-Royce. It was his father's car collection that formed the nucleus of Lord Montagu's most famous contribution to motoring- The National Motor Museum, which he founded at his Beaulieu, Hampshire estate in 1952.

Lord Montagu was a complex and colourful individual, sometimes drawing considerable controversy, but always making an enormous contribution to his nation and to the preservation of motoring history, in particular.

In 1956, he began The Veteran and Vintage Magazine, which was one of the most authoritative annals of old time motoring.

Never one to shy away from trying new things, though, he also hosted the Beaulieu Jazz Festival for a number of years, leading the way for other festivals around Britain in years to come.

Montagu was also active in the preservation of historic houses and British heritage.

A soldier, hereditary peer, champion of many things British, entrepreneur, and vulnerable human- Lord Montagu will be both fondly remembered and sadly missed.

The Old English Car Club of BC will miss Lord Montagu, too. We are proud to have a special connection to him. In 2006, at the suggestion of member Steve Diggins, Gerry Parkinson wrote to Lord Montagu at



the Nation Motor Museum and requested permission to use his name in connection with a restoration award for our Club. This permission was graciously granted and the OECC Montagu of Beaulieu Award was born. It is, as described on the OECC website:

"An Annual Award for a member, for their historic preservation and dedication to our great hobby. This is someone who has a good track record of saving and restoring project vehicles. The recipient could also contribute to the hobby by other means such as leadership and organization which would be taken into consideration."

Gerry later met the great man while attending the Beaulieu auto jumble and said, "Hello", to him as he was touring his grounds on his electric scooter, with a small entourage.

Recipients of the Montagu of Beaulieu Award include the following:

- 2006 - Ken / Pat Miles (VCB)
- 2007 - Steve Diggins (VCB)
- 2008 - Ken / Lorraine Finnigan (TVB)
- 2009 - Ken / Adele Hedges (CIB)
- 2010 - Steve Harris (CIB)

2011 - Patrick Jones and Elaine LaFontaine (VCB)

2012 - Peter and Daphne Lee (SIB)

2013 - Robb Gibbs (CIB)

2014 - John Chapman (VCB)

The 2015 Montagu of Beaulieu Award winner is John Beresford. John has this to say:

"Many thanks to Robert Atkins and the Executive of the South Island Branch for putting my name forward

for the Montagu of Beaulieu Award for 2015, and to the OECC Executive for selecting me. In looking at the previous winners, I feel very honoured to have been given this award.

Hopefully the completion of my current project, an Austin Healey 100, will enable us to travel a bit further afield (and at higher speeds!) than the Singer and Commer are capable of and we will be able to participate in OECC events beyond lower Vancouver Island." 



<http://www.beaulieu.co.uk/attractions/national-motor-museum/>

<http://www.oecc.ca/awards.htm>

The Rule of 13 - Adjusting the Tappets Darrell Price

One task on our vehicles that can seem a bit of a mystery but is actually fairly straightforward, is adjusting the engine's valve clearances or tappets. I am referring here to cars without overhead camshafts. We shall leave overhead cams for another day! The following will describe adjusting the valve clearances on a six cylinder Triumph, though the principle does extend to many other manufacturers and engines.

On the Triumph the valves are adjusted with the engine cold, allowing you time to



gather the necessary tools and parts. The only part required is a new valve cover gasket so ensure you have this to hand before commencing work. As for tools, you will need 1/2" and 7/16" wrenches, a flat screwdriver, a 0.010" feeler gauge, a spark plug wrench and pen & paper.

The goal of this exercise is to ensure that the gap between the end of the rocker arm and the valve stem, when cold, is ten-thousandths of an inch. The reasoning is that when the engine is at running temperature and the metal has expanded the valves are able to close completely against the cylinder head while not having too large a gap and causing other issues such as excessive noise and disrupting the timing of the valve action. A specific example is the exhaust valve needs to fully close so as to dissipate heat to the cylinder head.

Adjusting the valves also allows opportunity to keep an eye on things under the valve cover; for example if one or more valves are excessively loose there maybe unusual wear on the camshaft. Excessively tight may mean the valves are recessing into the head, possibly due to unleaded fuel.

So, now everything is cool, the valve cover can be removed along with the spark plugs. It is not absolutely necessary to remove the plugs but it does make rotating the engine by hand far easier. Make a note as to which plug lead goes to which cylinder. The valve cover removal may need one or two pipes and cables to be moved out of the way but should be straightforward.

The upper valve train parts are now exposed with six each of exhaust and inlet valves placed in a straight line along the head of the engine. You will note some springs are compressed, valve open, while some are fully uncompressed, valves closed, and some are at a point in between, opening or closing.

Now for the "Rule of 13" which will be used to determine which valve to adjust; here is how it works: The sum of the two numbers will equal 13, that's the rule! For example

with valve number 1 (closest to the radiator) fully compressed or open we adjust valve number 12 (furthest from the radiator) which is fully uncompressed or closed; $1+12 = 13$. With the sixth valve from the front open then valve seven would be the one to adjust, $6+7=13$, and so on, the sum of the two valve locations always equalling 13. This is only applicable for engines with a firing order of 1-5-3-6-2-4 such as the six cylinder Triumph.

Now we know which valve to check, here is how to measure and adjust. Take the 0.010" feeler gauge and slide it between the top of the valve stem and the bottom of the rocker arm; if the valve is too tight the feeler gauge will not fit and if it is too loose the gap will be greater than the thickness of the gauge. The correct "feel" should be a slight drag on the gauge as it is pulled through; you should be able to

pull it through the gap with ease but should note some friction as it rubs against both surfaces. It is true that experience helps here, what we are looking for is something that is neither too tight nor too loose. To adjust the gap loosen the locknut with the 7/16" wrench, turn the setscrew either in or out depending on tightening or not and recheck with the feeler gauge after tightening the lock nut. It will take you several tries initially to match the movement of the setscrew with the desired gap. It will not take much movement of the set screw. Holding the screw with the screwdriver while tightening the locknut helps prevent further movement. Once you are happy with the gap, confirm the lock nut is tight, give one last confirmation with the feeler gauge and move on to the next valve by rotating the engine clockwise. This is where the pen & paper come in, write down which valve you have adjusted after each one until all twelve are noted. TR6 owners: before replacing the valve cover now is a good time to check the Pozidriv screw at the rear of the rocker shaft to make sure it is tight; it has been known to back off, eventually dropping out in to the sump and causing a loss of oil supply to the rocker shaft.



Clean up the gasket faces on the valve cover and cylinder head, apply a thin smear of gasket sealant if you wish then put on the new gasket. Secure the valve cover, attach any pipes that were disconnected and replace the spark plugs and plug leads in the correct order. Start the engine and check for any oil leaks. You have now adjusted the valve clearances and should be good for another 12,000 miles. 

"The Closest I Will Ever Come to Being a Centre Fold!"

John Clarke

Here is a description of how it all happened:

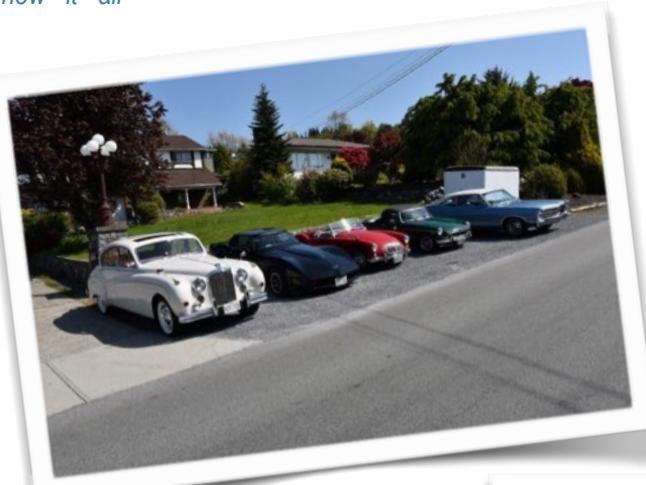
Sometimes things just seem to fall into your lap, so to speak. So it was with two feature articles in a couple of British car magazines, one article in MG Enthusiast Magazine, (March 2015) and the other in Thoroughbred and Classic Cars Magazine (October 2015). The first, was an article on

It was one of those things you agree to and when the day approaches, you say to yourself "good grief, why do they want to see THESE cars?"

The day came, and I believe there were about 50 to 60 car people gathering in the driveway. Now we all

listening (I am not sure which took place first), most of the assembled mass departed. There were, however, a few folks left and they quickly announced that there was a desire to write a couple of articles for magazines based on the cars. One proposed article was for the MG Enthusiast, (local writer/photographer, Ian Ayre) and the other was to be an article for Thoroughbred & Classic Cars (Ian, again but photography by Andrew Snucins) on our whole rather wacky and eclectic car collection, restored or in the process thereof.

I was little overwhelmed that anyone would interested in doing two articles, but after having spent (cont. P. 7)



our 1962 MGA Mk II, and the latter featured our eclectic collection of 10 "Collector Cars".

It all started when I was asked if I would mind if the Vintage Car Club of Canada could drop past for a viewing of our vintage cars in their various states of restoration. That was sometime in the late summer of 2014.

know that "Car People" are generally great people to be with, and this group was no exception. They persevered while I led them around and gave a brief rundown on our cars, virtually all of which had interesting stories about how they arrived at our house. Maybe it is more a "car rescue center", come to think of it! When I had finished talking about the cars and they had finished



John Clarke continued

part of the day with this enthusiastic group, I said, "Sure! Lets do it". After several delays due to weather and other concerns, photographers and writers arrived first to do the MGA photo shoot and interview, and



come over, which I did, and said "What?! I'm not running fast enough?" They started to laugh and said, "You know, we go all over the world doing articles on car collections, but we just want you to know that in the past three years we have not had as much fun as this shoot!" It seems they

Thoroughbred & Classic Cars

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ROVER P5B READER TEST

later the shoot and interview related to the entire group of cars. The MGA event went well and I felt more relaxed when, several month later, the other group arrived to do the "Collection".

About half way through the "Collection" photo shoot part (which came to be a two and one half day event), I was running around pulling cars out of garages, tents, trailers and neighbours' garages, and I noticed the "crew" having a little "huddle" in the middle of our driveway. I thought maybe things weren't going as planned. I was beckoned with a hand to

CANADIAN MGA

Canadian Style

John Clarke's show-winning 1962 MkII MGA was restored and presented in the North American style to make a change from his other more 'correct' British cars. And it has met with approval on its side of the Atlantic, taking a North America MGA Register first place award and winning several first place trophies in other British car events too. Words and pictures: Iain Ayre

John's other British cars include the standard British-series 1957 MGA he's had since he was 17, a 1956 MGA coupe project, an MGA daily driver, an almost never seen dark grey, an ex-export show-winning MKII Jaguar and a 1969 Jaguar E-Type Series II OTS that is also a regional Jaguar club champion. North America concours champion, John is not particular keen on collecting pos, but it's nice when your work is appreciated.

His first MGA remains absolutely correct with disc wheels and red paint, so it made sense that this one should be slightly different. Like most of John's eclectic collection of cars, it just randomly presented itself. The racer originally belonged to an American neighbour who was based in Vancouver. He was due to move to the States and had to sell it. MGA was a winter car rather than waterproof as such, and a rainy winter commute to work with wet trouser legs was wearing thin. When a buyer but waterproof car was finally arranged to replace the MGA, it was decided to be traded in. The negotiations were brief:

"How much are they going to give you for it?" asked John.
"\$200."
"I'll give you \$400."
"Sold."

usually get sent out to some air conditioned, humidity controlled vault, where they are shown a pristine collection of vehicles that the owner has done very little work on himself and often does not have an in-depth knowledge of. They enjoyed the fact that I was just a very average guy, who had rescued the cars, restored most of them from bare metal on up, painted them in my garage or driveway and obviously had a great love for each of them for different reasons.

To my great delight, both articles became feature centerfold articles in the previously mentioned magazines, which only goes to prove my contention that there are sometimes rewards for persevering and managing to, as I always say, "Turn Honey into Bear Shit".

Central Island Branch

Cathy Gislason

Winter weather has definitely settled in—Island style. This means rain, rain, sideways rain, and more rain. Not really old English car weather! We had quite the cold snap just before so thank goodness it warmed up before the precipitation or we might have ended up with....you know, the "S" word. In spite of that, our stoic members continue to attend meetings in record numbers, anywhere between 40 and 60 every month. This makes for some very lively discussion during the meetings. We currently have 120 memberships with a total of 220 members.

Since our last Spanner Report, we attended a few outings. The first was the Ladysmith Days Parade which was well attended in the pleasant summer sunshine.



Elaine Roebuck, Janice Collings, Steve Roebuck & Brian Collings at the Lighthouse Country Fall Fair

The Spanner Volume 30
The Fall Fair in Lighthouse Country is always a great day as there is so much to see and do. We had fantastic weather, great food, and lots of entertainment. We then attended South Island's English Car Affair in the Park (ECAIP) at Fort Rodd Hill, which always brings great numbers. The featured mark this year was the MGA and several handsome examples graced center square. ECAIP is always a great



On the starting grid- the Ladysmith Parade

place to see old friends and make new ones.

Our final run this year was the Cow Run (Cowichan Lake) hosted by

Malcolm and Janet Hargrave. Quite a number came out for this one, in spite of the less than optimal weather, as their runs are always entertaining. Our Christmas Banquet was great success even though it was fraught with problems at the last

December 2015

minute. Our original location was flooded out (hotel plumbing disaster) but we weren't notified until weeks later—almost too late to find another location. Our Banquet Committee kept calm and carried on, finding us a lovely location at Fairwinds Golf Club. They also regaled us with a new rendition of Do-wa-ditty. It was priceless!

The award presentations are always fun. Bob and Melba Nelson presented the well-deserved, Member of the Year trophy to Terry and Jerrie MacFarlane. The Piston Broke award was presented by me, under Tony Dowell's direction, to none other than Dave Harris for that harrowing, brakeless downhill ride during the BATS tour.

Alas, my trusty gavel was officially handed over to the new Chair. He and his executive for 2016 will include:

- Steve Roebuck – Chairman
- Al Ramsay – Vice Chair
- Cathy Gislason – Past Chair
- Terry MacFarlane – Treasurer
- Jerrie MacFarlane – Secretary
- Events Coordinator – Paul Mansell
- BEANO Editor – Graeme Cook
- Presentation Coordinator – Brian Collings 



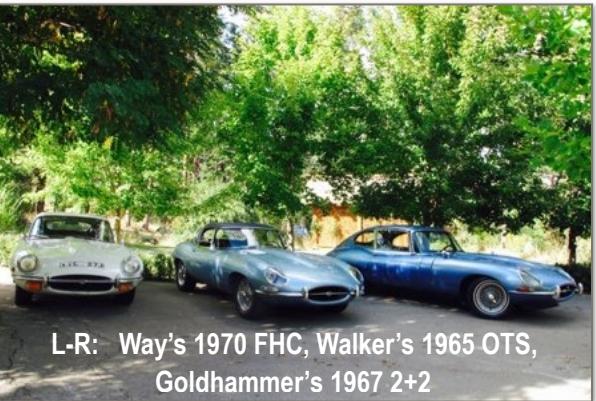
The Spark Plugs sing
"Do-wa-ditty"

High Country Branch Stephen Way

While the BC Interior had a (normal) 40 C summer, as many of you experienced at the August AGM in Kamloops, the September weather quickly changed for the worse and continued to do so into the Fall months.

Five club cars took part in the August A & W Cruisin' for a Cure evening at local A & W's. A & W are a strong supporter of local car events so we enjoy being able to reciprocate

The day for the September "Gather 'n Go" evening drive from Kamloops to Sun Peaks brought a heavy downpour with



only two cars showing up for the start, (Price's Triumph Stag and Way's Jaguar E-Type), so we took an executive decision and went straight for a beer, bite and social.

The weather started out the same, (raining), for the mid September Sunday drive to the historic O'Keefe Ranch in Vernon for a club brunch but improved for the further drive to members Dick and Pat Goldhammer's home, overlooking the west side Okanagan Lake, for dessert. Dick and Pat own a very late Series 1, 1967 Jaguar E-Type 2+2, they purchased in 1969 in North Vancouver with 18,000 miles on it as a daily driver. Now, 46 years and three rebuilds later and on collector plates, the car has a recorded

317,000 miles with many original parts still in service!



Our attendance at the Sun Peaks Classic Car Show did not proceed when the organizers, the Sun Peaks Resort Corporation, abruptly cancelled the event due to lack of sign ups. Two years ago, British cars were over 60 of the total 90 cars displayed. Last year, we numbered 3 out of the approximate 80. There are certainly some things Sun Peaks can do to improve/revive the event, which were discussed with them, so we shall see what happens in 2016.

Our final driving event of the season was the October "Gather 'n Go" evening drive. Twelve cars and 18 members, showed up for the approximate 1 hour drive, ending in the dark, before an informal social at a "local" where more members joined us. At our start rendezvous, where we frequently attract interested spectators, we this time attracted the attention of the owner of a new 2015 McLaren convertible— and he

was interested in our cars ! The local McLaren owner also owns a 2007 Aston Martin DB 7, a Series 3 Jaguar E-Type (and a Porsche Carrera) but to date, does not want to join OECC, despite several requests.

With negative temperatures and our first 10" inch snowfall now here, many members have put Sta-Bil in their fuel tanks and covers over their cars for the



winter or started those winter-list car projects.

Over the winter, we will likely meet for some garage tours and tech sessions before gathering for our "Punctually Challenged Christmas Party" in February

2016.



Kootenay Branch

Cliff Blakey

Now on to our main event for our Kootenay branch, the "Brits Invade Kaslo" 2nd annual British car show. It was held on Sunday September 13th with perfect fall weather.



Lordco Show

We continue our 2015 Kootenay Branch events with a local car show at Lordco. The weather was great and so was the barbecue, ...mmmm. It was good to meet old friends who also enjoy the old car hobby, catching up on what has been happening in our lives and of course, combining that with the food, what more could you want?

The "made for British sports cars" Kootenay roads converging on Kaslo make for an invigorating drive. As we make our way to Kaslo, it stirs any sports car enthusiast's thoughts and heart back to the reason why we own these precious automobiles: hearing the roar of that engine accelerating through the curves



Kootenay beauty!



Horsepower

maybe even go for a walk around the village in the evening before the show and take in the sights and sounds of a more relaxed life even if for just for a day or two.

Tomorrow being Sunday, we are up early getting ready for breakfast then off to the show with our prized British love affair, our car. This is a time to show off what we have spent so many hours of labor on, lovingly rebuilding, painting and making everything just right so that we can display our finished handiwork and most of all to drive our gem just for the enjoyment of times like these! (cont. P.11)

and seeing the gorgeous scenery flying past us as we near the next challenging bend and work our way to our Kaslo destination and the reason why we are taking this trek: the "Brits Invade Kaslo" car show.

As most of us had prearranged lodging prior to the trip, we finally arrive at our destination for the night and discover the peaceful and quaint village setting that pervades this area, and we can leave behind the bustling and tense city atmosphere that we just came from a few hours before. Now we can "unwind" for the weekend and

Kootenay Branch

continued

Arriving at the car show venue on Water Street, we see a young lady driving a horse and carriage offering rides around the village. We find this as an added attraction of the

Kaslo Hotel and a backdrop of a serene Kootenay lake. If we know our transportation history of this area very much at all, we can envision steam powered paddlewheel ships plying up and down the lake and beyond, transporting cargo and passengers throughout this area and if we watch every now and then on the lake today, we will see a smaller version one of those paddlewheel ships wending its way across the lake adding

same challenging roads that took us here, whether by land all the way or by way of a ferry, which is another very relaxing and enjoyable part of the trip.

See you next year at Kaslo!

Our Branch had another event/project in November when we had a new member with a challenge for us. He has a 1975 MGB roadster which needed some work done to it, but he was unable to accomplish this himself.



show today, one which is seldom seen, especially in bigger towns. As time progresses, a variety of British cars arrive adding to the foreground of the beautiful

to the ambiance of the day. As we look at the different models of British cars, we can find marques such as MG, Triumph, TVR, Rolls Royce, about twenty four plus even a 1914 James two cylinder motorbike that would have been driven around the time of those steam powered paddle-wheelers!

It was a great day in every aspect but eventually things have to come to an end but before they do, there is one more event that is to happen and that is a cruise to the local seniors home and a stopover in their parking lot so that the inhabitants can observe and admire these British cars and bring back memories of those same cars that they used to drive and enjoy when they were younger.

The cruise being over and back at Water Street, it is time to head home over those

The Branch took on the work over a couple weekends and completed the project to our

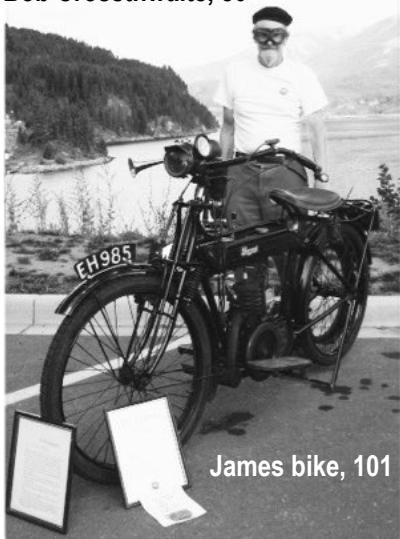


new member's thankful amazement.

In December, rather than trying to find time for everyone to have a Branch meeting, we got together, instead, for a coffee to keep in touch before the holidays.

Overall, it was a great Fall for our Branch and provided great direction for us. 

Bob Crossthwaite, 80



South Island Branch

John & Chris Beresford

Vancouver Island Motor Gathering

Sunday, August 16

Report by Chris Beresford

Photos by John Beresford

On August 16th, more than 250 vehicles of all types attended the Vancouver Island Motor Gathering at the Viscount Flight

Mercedes Benz Gullwings to a somewhat more modest Hyundai Stellar. The organization was top notch as participants were disbursed by the country of origin of their vehicles to various parts of the field, with a strong contingent of both English cars and members of the OECC in attendance.

One of the highlights was a display of Mercedes Benz 300s under restoration, with the bodywork on one suspended above the chassis. Various marks outlined areas that were to be replaced by new metal, a job that would require much time, talent and, no doubt, very considerable financial resources.



Rudi Koniczek, Mike Gram and Chris Yarrow performed the judging for the 16 classes of vehicles. The OECC participants featured in the results, in a big way. John Gordon and his Jaguar XK120 won Best British, Roy Pullan took the prize for the Best Pre-War car with his Morris 8, Dennis Brammer and his Daimler SP 250 won the Best Sports car and John Beresford took the trophy for the Best Truck ('49 Commer Superpoise). A full listing of winners and their pictures is posted on the event website:

<http://www.motorgathering.com>

This has become an event to mark on the calendar, with great vehicles, weather, food and displays, all in a good cause. Next year the Gathering is to be held at the new Vancouver Island Motorsport Resort. Details of that facility



Center in Sidney. And "all types" included just about every marque from high end

The turnout of 3,500 spectators was a testament to the interest in cars, the great weather and support for very good causes –the Children's Health Foundation of Vancouver Island, the David Foster Foundation and Saanich Peninsula Hospital Foundation. Over \$118,000 was raised.

And then there were awards.



Trevor Parker contemplates Gullwing



are emerging here:

<http://islandmotorsportresort.com/>

(cont. P. 13)

South Island Branch continued

off, the weather was perfect. Well done, Nikki and Geoff!

Of course, there needed to be a competitive element to decide a winner of

well satisfied. After dinner the Crambs revealed the correct answers to the afternoon driving quiz and announced that the Glen and Loretta Fraser team were



English Car Affair in the Park 2015

Report and Photos by John Beresford

Saturday, September 12

The 21st annual English Car Affair in the Park began with the customary Saturday

the rally and a series of obscure items, including such things as roadside signs, place names and even a garage door colour had to be noted along the route. Completed forms were handed to the organizers at the conclusion of the run at Matticks Farm.

Rallyists then were free to take in the attractions of "The Shops at Matticks Farm", everything from ice cream to fine art, or a visit to the wine shop. Plenty of time was in hand before the next official event, drinks and dinner at the Comfort Hotel.

Once again Valerie and Roger Barrie had reserved "our" banquet room at the Comfort Hotel and right at 6:00pm the bar opened. A pleasant hour of socializing preceded the dinner buffet. ECAIP Organizing Committee Chairperson, Susan Chapple, welcomed all and thanked her fellow members on the committee for their hard work in the time leading up to the weekend. As usual, the chef and staff presented an excellent spread and all the diners appeared to be

the winners (not for the first time in this sort of contest, we seem to recall). Two of Valerie's coveted baskets were given away as door prizes.



afternoon scenic drive. Organized this year by Geoff and Nikki Cramb, the run started off the weekend in great style. The route took participants on roads less travelled, with only the odd set of traffic lights and nearly no other traffic. To top it



South Island Branch Chairman Kelly James thanked Susan Chapple for her work as ECAIP Chair and bid everyone a good night to formally end the evening. Those who had booked a room at the hotel of course stayed on, while those who were facing an early morning on the field wisely headed home. (cont. P. 14)

South Island Branch continued

ECAIP Sunday, September 13

Access to the field was somewhat later than usual this year, but by 8:00am the gate was open and the first of some 130 cars made their way onto the field. A smallish quantity but a high quality group of MGAs were soon placed around the flagpole. Adding to the sports car ranks was a group of Austin Healeys. We were delighted that the Austin Healey Owners Association of BC had chosen to make ECAIP a part of their Vancouver Island weekend event this year.

As always, some unusual vehicles were present. New members Frank & Christine Russell brought out their '69 Commer Highwayman, Malcolm Mackenzie debuted his Triumph GT6 and Bob Tibbo presented his Standard Vanguard, with the usual invitation to step inside and enjoy the mostly original interior ambience.

Wayne Watkins did his usual stellar job on the microphone, keeping everyone well informed as the day unfolded. From



Commer Highwayman- tea anyone?

time to time Wayne was assisted by Sue Patterson.



The Win-a-Ride draw is always one of the most popular attractions of ECAIP and this year three members had kindly volunteered to take passengers for a spin around Colwood; David Bradley (Sunbeam Alpine), Graham How (MGB-GT) and Geoff Cramb (Jaguar Mk 2). All the winners certainly appeared to enjoy the experience.

Other winners were announced at prize-giving time, 2:15pm. The Mayor's Choice, presented by Colwood Mayor Carol Hamilton, was Bob Higgins, for his black MG TF. The Chairman's Choice, selected by our Chairman Kelly James, was the Bateman's Jaguar XK 140. The ECAIP Organizing Committee's choice from the featured marque was the MGA of Neil Fawdry and winners of the major pre-registration draw were Roy and Susan Pullan, who will enjoy a weekend at the Galiano Inn.

Thanks go to all our sponsors, with special recognition to the Parker family, who have personally donated prizes for the last

few years. The winner of the floor jack was particularly delighted!

And many thanks to everyone who assisted with the organization of the ECAIP weekend. We were pleased to see some new faces among those who helped set up the field on Saturday at Fort Rodd, as well as the many regulars who arrived early on Sunday morning to look after registration and parking on the field. The cleanup process was efficiently dealt with and before 4:00pm most of the volunteers were enjoying refreshments on the patio

at Journey's End House, the park administration building. Jim and Pauline Morrison looked after the barbecue once again.

ECAIP Organization Committee Chair Susan

Chapple had more than the usual number of things to deal with this year, but she was never without a smile on her face despite the difficulties. Thanks Susan! (cont. P. 15)



South Island Branch continued

Sunday, November 22

Report/Photos by John Beresford

The Pattersons put together a most interesting pair of visits for the club in November to two quite different businesses, but connected, as one member pointed out, by the dedication of their respective owners in following their passions. Indeed, as Robert Atkins said, it was inspiring to see people pursuing

to the first stop, the premises of Whiplash Customs. Here we were greeted by Al and Wanda Lambeth, who welcomed us to the shop with a



description of the work that is done within. Basically, if it is made of metal, Al will restore or customize it to a client's wishes. Motorcycles are a speciality, but the list includes gas pumps, Coke machines, pedal cars, barber's chairs and yes full-sized cars. The paint shop can become a woodworking area when required.

Several motorcycles were undergoing work, as was an early Mustang convertible. Of note, a postwar Jawa motorbike had been brought in by a customer who wished to have it made into a chopper. However, Al suggested a proper restoration would be more appropriate and so the bike will be restored to original condition.

Next to the well equipped workshop, which includes some vintage (and fully functional) machine tools, is Al's Diner, a



their interests with such skill and enthusiasm.

The afternoon began at Hamsterly Beach parking lot where route directions were handed out. A short drive took us

fully equipped replica of a 1950's diner. Here Wanda had tea, coffee and baked goodies awaiting. The diner is fitted out with 1950's memorabilia— a very nostalgic look at the past.

Al and Wanda were presented with an OECC mug (with another to follow) in appreciation of a most interesting visit. Perhaps a return engagement can be organized in the future; we are sure there will be lots of new projects to see.

Back on the road, we headed south to Keating X Road, where Category 12 Brewing has their brewery. Owner Karen Kuzyk welcomed us with a history of the business, which has been in operation for just about a year. However, Karen's husband Michael has been brewing beer for some 20 years. With a PHD in biochemistry, Michael worked in government and private industry before turning to brewing full-time and starting Category 12 Brewing. The company employs Jeff Kendrew, Sales & Marketing Manager, who is a Certified Cicerone, the beer world's equivalent of a sommelier.

After this introduction, we were taken into the brewing facility itself, the equipment for which was made by Specific Mechanical Systems, a local company that is a world-wide supplier of microbrewery systems. (cont. P.16)



Sunday, October 25

Report by John Beresford Photos
by David Bradley

Then it was off in a northerly direction, past farms (the number of which needed to be recorded) on Oldfield Road and then into the Keating area. North again on Veyaness (who knew that road was named

required to determine how many personnel were trained at Pat Bay during the war (10,000) and then it was up to the top of the peninsula, looking for tree-named streets along the way. Finally southbound, a famous British car repair shop had to be identified (Owen Automotive) and then a final stop at the cemetery just east of the airport runway. From there it was just a short drive to the finish at Mary's Bleue Moon.

Welcome refreshments were served up remarkably quickly, considering the number of OECC diners, some 40 in all. During this time the organizers were

very busy tabulating the results. The final standings were:

Third Place: Geoff and Nicky Cramb

Second Place: Martyn and Chris Ward

First Place: John and Chris Beresford

Honourable mention went to Hugh Carroll, for his solo completion of the rally. The hard luck award, if there had been one, would have gone to new members Frank and Christine Russell, when their Commer Highwayman camper experienced clutch or gearbox problems. Fortunately it was towed to safety and they did not need to stay overnight in the van (though it looked to offer very inviting accommodation).

Once again, thanks to everyone who helped out in organizing another great Fall Classic Rally, and to all those who participated. After accepting the Faryon Cup, this year's winners were informed they would have to organize next year's event. Given a year to think about next time, who knows what they will come up with... 

As the saying goes, many hands make light work, and as a result, the annual Fall Classic Rally for the Faryon Cup was another great success. Event Coordinator's Sue and Robin Patterson were joined by Susan Chapple in the planning process for this year's event. Apparently the route was surveyed no less than five times! On the day, frequent previous winners Tom and Cheryl Rivers and Glen Fraser assisted at checkpoints along the way (all the better to give others a chance at the big prize). David Bradley was the official photographer for the day.

The organizers were also able to arrange suitable weather for the afternoon, encouraging nearly two dozen teams to arrive at the Hamsterly Beach starting point.

And at the start, a four page set of directions, also containing 29 questions, was supplied to navigators. The start was staggered, with departure times being noted. Before leaving the parking lot, a test was put to drivers— how close could they place their vehicle to a parking pylon without knocking it over. Results were mixed!

after the Victoria and Sidney Railway?). After a stop to record some historical information along Mt. Newton X Road, rallyists entered the grounds of St.



Stephen's Church where the parking test was repeated, except using the rear bumper this time.

The route continued north to Ardmore and around Ardmore Drive until it rejoined West Saanich Road. A visit to the Airport was

Vancouver Coast Branch Les Foster, et al

September Meeting: Rocky Point Park

17 VCB members braved the elements for September's Branch event at Rocky Point Park in Port Moody. Here they can be seen enjoying Pajos fish and chips (which agreed to stay open just for them!) under cover in the park. The short run planned for afterwards was cancelled on account of the rain but judging from the pictures the precipitation did not dampen the spirits of those attending.



repair process, often involving extremely complex and expensive machinery. Still, students start out learning basic skills before going on to the more complex operations. Some of them were artfully restoring pedal cars for a fund raising raffle.

Sarah Wilson brought her E-Type coupe for evaluation and possible future attention.

Randy also gave us a demonstration of the English Wheel while telling us



Fraser Valley Run: The Chicken Farm

Saturday, October 17th took us on our annual Fraser Valley Run to the Dave Pollen Collection (AKA 'The Chicken Farm') in Surrey. Not surprisingly, it really is a chicken farm but the door to one of those otherwise unremarkable barns is a portal to the past. Step through that door and you enter the 50's! The two famous rivals- Ford and Chevy vie for your attention with rows of immaculately restored T-Birds and 55-6-7



October Meeting: BCIT Collision Repair

The October Meeting was a tour of the BCIT Collision Repair shop at the Burnaby campus. Instructor, Randy Sandhu, showed us around the huge, state-of-the-art shop. Vehicles for repair practise are provided by manufacturers from stock damaged in transport. Once their lives as instruction vehicles are over, they must be crushed and no parts can be removed. We toured all stages of the

about the various Vehicle Restoration Courses put on by the school on weekends. Geared to enthusiasts like ourselves, these courses are definitely worth your consideration! Any level of experience is welcomed and everyone can always learn more. Check them out at:

bcit.ca/transportation/motive and look under "Part Time Courses".

Chevies. Hotrods abound, too. Many were rare examples their respective marques.

There are a few newer models, too, like a recent Ford GT and others- homage to the their great predecessors!

(cont. P. 18)



Vancouver Coast Branch continued

All these beautiful vehicles are set in village scenes that might be Cloverdale or Main St. Canada back, dare I say it, when, some of us at least, were young. It is all beautifully done, right down to an authentic 50's diner.

We were very grateful to Dave and his wife for graciously hosting us!

Following our tour, we set off on a lovely Fall run to Fort Langley and finished up



with lunch at Jimy Mac's Neighbourhood Pub. A few souls carried on after lunch for a drive 'round Barnston Island. (cont. P.19)



Vancouver Coast Branch continued



Ripping of the Flag

at a distance of 60 yards ahead of the vehicle. The run starts with a symbolic tearing of a red flag. The initial run consisted of 33 motorists leaving London and 17 arriving in Brighton several hours later.

by Sarah Wilson

The 20th edition of the London to Brighton Commemorative Run occurred Sunday, November 1st. Our run, initially, was named the Ladner to Bellingham All British Run (London to Brighton) but once crossing the border became problematic, it was renamed with the routes varying from year to year. Our BC run has traditionally occurred on the same day as the original namesake British run over the last 20 years, which is always the



Participating vehicles must be built prior to 1905. The run was then held again in 1927 and has continued ever since as the "London to Brighton Run", other than during the world war. It is considered to be the world's oldest running motoring event. This year's run consisted of over 400 cars participating (of the 607 registered entries) and started in fog in London and arrived in Brighton in sunshine.

As far as our own BC run this year, we had 31 cars registered, not including a 1937 Rolls Royce whose owner just came to see the other cars. We met at the A & W drive-in in Maple Ridge, leaving shortly after 10 am and followed a route that took us to Hayward Lake Park, prior to crossing over the dam; then down through the back roads above Mission; over the Mission bridge; then then through Aldergrove and on to Langley for lunch at the Fox & Fiddle restaurant- around 2 hours and 60 miles



first Sunday of November each year.

The original "Emancipation Run" started in 1896 to celebrate the recent passing of the "Locomotives on Highway Act 1896" which increased the speed limit to 14 mph and removed previous restrictions of 4 mph in the country and 2 mph in towns, and requiring an escort to carry a red flag

(as per tradition) from the start line. The weather was mostly dry at the start, but became more showery as we progressed. We had 61 people at the lunch. People seemed to have a good time, including me. Whereas the original run had many breakdowns and DNFs, we only had one Rover that had mechanical difficulties that were resolved during a "slightly longer" than normal rest stop at Hayward Lake Park!

Twelve different OEC manufacturers' cars

showed up at our run, along with members from 10 local car clubs being represented. There should have been awards given to

Chris Green in her Spitfire, and Tony Cox in his MGA, who each chose to drive the route with their tops down! -SW

The VCB AGM took place in the familiar surroundings of Rainbow Station in Burnaby on November 3rd. Following a period of chatting over coffee and cookies, we settled down to the business end of the meeting. The all-important "elections" took place and our executive remained unchanged- we are in good hands!

John Rennie showed us a great period video about the iconic Ford Cortina. It was a very interesting and enjoyable presentation.

The VCB Annual Christmas Dinner took place at Eaglequest Golf Course in Surrey, on December 1st. It was, as always, a very enjoyable way to wind up a great year for our Branch!

Road Trip- The Lewis Miller Mitchell Collection John & Lorna Hoare

We were on a road trip to St. Louis and were curious about a town called Booneville, Missouri,named after sons of the American folklore hero, Daniel Boone. While in the local tourist office,we met the Happy Valley Seniors group on their way for a private motor museum tour. Apparently, one of the silver-haired ladies knew the great grandson of the founder of the company whose products they on their way to see. Despite feeling a little young for this crowd (the ladies loved the "nice young man" with the Scottish accent) we joined the bus and took a ride back in time!

The Lewis Miller Collection had bicycles,wagons, and motor cars all representing the Mitchell marque. The museum owner is a direct descendent of the Mitchell and Lewis families and has one of the largest collections of the various products sold by the their respective companies, including The Mitchell Wagon Company, Wisconsin Wheel Works, and the Mitchell-Lewis Motor Company. There were many being restored, and some finished to pristine condition with original paint colours. There was a recent barn find where the car was in California but had no engine so the family member contacted Mr. Miller to enquire as to the value of it. Mr. Miller went to see the car and told them that it was no good to him without an engine. Luckily, though, a receipt for work done to rebuild the engine, and not paid (from Depression times!) was found. The unpaid shop was located, Lewis paid the outstanding amount, about \$50, and now has a rebuilt engine and body to resurrect another Mitchell.

Rather oddly, the collection also includes a 1976 2CV, a car similar to the Citroen Diane that John had when living in Scotland. The Mitchell company's founder was born in Fifeshire, Scotland, so



perhaps there is a British connection here, after-all!

It was purely by happy chance that we got to see these beautiful vehicles- one of those great places that a road trip can lead you to!



Read more about the fascinating history of the Mitchell wagons, cars and bicycles at:

<http://mitchellcarcollection.com>

<http://www.missourilife.com/travel/show-me-a-mitchell/>