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### Don't Forget:

**Jan 4: Meeting 7:00** (see article on p. 2)

**Best Calendar Online:**  
[www.vancouverminiclub.ca](http://www.vancouverminiclub.ca)

### Other Branch Websites:

**Society & South Island:**  
[www.oecc.ca](http://www.oecc.ca)

**Central Island:**  
[members.shaw.ca/cioecc](http://members.shaw.ca/cioecc)

**Northern Interior:**  
[www.karlson.ca:8080/carpathia/nibac](http://www.karlson.ca:8080/carpathia/nibac)



Peter Morgan Obituary P. 5

## 2nd Jowett Jupiter International Reunion

**Mike Stout**

*Editor's Note: For a web story of this reunion, visit:*

[www.jowettjupiter.co.uk/blois.htm](http://www.jowettjupiter.co.uk/blois.htm)

*It has lots of photos (so many photos that this page takes a good while to load unless you have a fast line!).*

During the summer of 2000 some forty five Jupiters from around the world, set off from northern France to make a pilgrimage to the track at La Mans, where the Jowett Jupiter had won its class in '50,'51, and '52.

The Second International Jowett Jupiter Reunion and get-together this last July was on a smaller scale, focusing on tourist rather than motoring events. I arranged to meet my travel partner at the Newhaven ferry terminal and because the booking had not been made months in advance, it cost \$461 for the two hour return to Dieppe; and I was only going one way!

We all met in Rouen, and then drove south to the Loire Valley, ending up for the last night back at Rouen; a ten day trip driving approximately 650 miles. This time I didn't take my car but navigated for a retired G.P. in his old Toyota, which he customarily

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## Ladner-Bellingham Run

**Chris Walker**

Fifty-one hardy teams started the 2003 Ladner-Bellingham Run, and,



oh, what a beautiful day! The weather couldn't have been better ... crisp and bright.

It may have been a little cool for

Continued on page 5

## A Friendly Reminder to Save \$5: "It's Dues Time"

A friendly reminder about the payment of dues: Dues for renewing members are \$20.00 up until December 31, 2003. Then it becomes \$25.00. Anyone not paying their dues by the time the February Roundabout is mailed out will be struck from the roster and will not receive further mail outs or phone calls until their dues are paid.

## Ramblings from the Chair

**Gerry Parkinson**

Ramblings from the Chair  
December 2003

Well, we are getting close to the end of 2003 and a time to reflect on the car club events of the past year. We had 11 regular monthly meetings with interesting venues and agendas. We completed 5 club runs including Steveston, Colt Cams, Spring Run, Triumph Challenge, and Ladner to Bellingham. We had official club displays at two car shows including Tradex and the NewWest Show and Shine. Our members also showed their cars at many other shows including ABFM, Hogan Park, Minter Gardens, and ECAP. We had 3 special events this year: ABFM Garden Party, Go-Carts, and the Christmas Party. Our membership is now well over 100, and I would say, as a club we have had a very successful year.

I was recently interviewed by a reporter from the National Post, and he asked me what are

the demographics of the people in our club, and what kind of people are interested in English Cars. It is amazing that we have young, middle aged and older people, men and women from all walks of life – many of them are not even English! Classic cars and especially English classic cars continue to draw a lot of public interest. Hardly a week goes by that I don't get a phone call or an e-mail from someone requesting information on English cars. And the most popular request of all, does anyone have a saloon that people can rent for a wedding? It seems like every month another future bride or groom phones because they have decided they want to leave the church in an English Saloon. If you are interested in driving your saloon for this kind of event, please let me know.

I would like to take this opportunity to wish each of you and your family a happy holiday season and all the best in English motoring, and all other important life's endeavors in 2004.

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## January 6 OECC Meeting

**Les Hetherington**

BE SURE TO BE AT THE TUESDAY 6<sup>TH</sup>  
JANUARY 2004 FOR THE MODEL AND  
RESTORED PARTS NIGHT!

Bring your favourite models or restored parts to the Miniature Railway clubhouse at Confederation Park on Penzance sty. East of Willingdon and North of Hastings at 7 PM. For the enjoyment of our members.

Any model that you have assembled from a kit or totally constructed, or any car parts that you have restored and are particularly proud of that can be carried through the door, will qualify for display.

Each displayer will be allowed a 2 ft. x 3 ft. tabletop or floor space if required.

Awards will be fairly made for:

- Best model from kit.
- Best model total construction.

- Best working model.
- Best restoration of parts.
- Best display presentation.

“Him with the most toys win's.” Questions?  
Call Les at 604 929 4105.

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## At the Wheel

**Chairperson: Gerry Parkinson** 604-943-3824  
or [gparkinson@knowledgetech.com](mailto:gparkinson@knowledgetech.com)

**Vice-Chair: Fred Bennett** 604-939-1773 or  
Fax: 604-939-1753

**Treasurer: Elaine Lafontaine** 604-591-3332 or  
[Wolseley@lightspeed.ca](mailto:Wolseley@lightspeed.ca) - Membership renewals:  
#73-8190 King George Highway, Surrey, BC V3W 5B7

**Secretary: Owen Henry** 604-581-1187 or  
[oeccvancouver@shaw.ca](mailto:oeccvancouver@shaw.ca) - New memberships and  
correspondence: 15178 98th Ave., Surrey, BC V3R 9N5

**Events Coordinator: Steve Diggins** 604-294-6031  
or [stevied@telus.net](mailto:stevied@telus.net)

**Resource & Library Registrar: Ivan Fisher** 604-270-1096

**Phone Committee Chief: Paul Beenham** 604-278-4140

**Roundabout Editor: Steve Hutchens** 360-733-3568  
Send Articles & Ads to [sphutchens@yahoo.com](mailto:sphutchens@yahoo.com) or  
2090 N Shore Road, Bellingham, WA 98226-7864

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drove between 90 and 100 mph. This caused difficulty in reading the list of towns when entering the frequent roundabouts, with inevitable results. I soon had to use the navigator's most useful phrase, "nous sommes perdue," "we are lost," when asking for directions. En route we visited the Matra Museum, dedicated to the company founded in 1964 producing neat little sports sedans, similar to the Lotus Elan. They then successfully went to the race track with Formula 1, 2 and 3 cars, ending up being taken over by Simca in 1973.

While in the Loire valley we had boat trips, visited wineries and several chateaux including the one where Leonardo de Vinci spent his last years, finishing off the Mona Lisa and designing siege engines for the King of France. We saw several "son et lumi-re" at chateaux and visited a monastery where monks sang Gregorian chants.

In Amboise we met a young Brit who had just parked, with great difficulty, his enormous open Bentley. He had just inherited this unrestored car from his father, a New York diplomat who had bought it new in 1952. Of course he had never seen or heard of a Jowett, let alone a Jupiter.

We saw very few vintage cars on the road apart from 2CV and Traction-Avant Citroens and a few Austin-Healeys and Triumphs belonging to the Loire Valley Vintage Car Club. Early in the trip, one of our cars lost its water pump seal, but my driver had a trunk full of parts, including a complete pump; two others, of the original twenty, were not so lucky during the last few

days and had to be towed to the ferry. There was a large disparity of mechanical ability amongst those who came, from completely unskilled to professionals and although cosmetically the cars all looked good, conditions under the bonnet were not always up to par.

Our last night was spent in Rouen where we had a farewell dinner in France's oldest restaurant, founded in 1345. But the morning of our departure for the ferries was marred when the elevator serving the underground parking lot broke down with my driver's car within. He was going to drive me to the local SNCF station for me to catch the train to St Malo. Since it was early Sunday morning, taxis were not available so I set off to walk the 2kms to the station. I had gone about 3/4 of the way when a most attractive girl offered to take one of my bags, which I gladly agreed to. My French, however, adequate for getting around and about, was not up to the niceties of small talk to a perfect stranger who spoke no English. However, she was a pleasure to be with and a great help.

The 250 km journey, changing twice, though hardly as fast as the TGF was fascinating and with a senior's discount, very reasonable. We still passed most of the road traffic and I was able to concentrate on the lovely countryside rather than the Michelin maps and road signs. I finally took the ferry from St. Malo to Guernsey (one of the Channel Islands) where I spent the last few days with my cousin before coming home.

I later heard that at least ten cars were stuck for the rest of the day causing missed ferries but the owners were given a free night's stay.

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## **Front License Plate**

### ***Mike Smith***

I think Brian Lees' wish as expressed in his article, *Front Licence Plate*, may come true. A lawyer in another car club took this issue further. He wanted to use an "English Plate" on the front of his Aston Martin (I think that's what it was). It seems that the rule with old cars is that if the front licence holder was designed for a plate other than our standard Canadian plate, a long narrow English plate for instance, the owner can indeed use only the English plate on the front of the vehicle as long as a collector plate is used on the rear. This gives the owner a choice.

Enclose is a photo of our Jaguar Mk V with a "JAGUAR" plate on the front.

If you went to the RCMP and asked about seat

belts in vintage cars you would likely get the same answer Brian got when he asked about a front license plates: "NO." Yet we can use vintage cars without seat belts. Good luck, Brian!



ARIES SUNDAY, NOVEMBER 2, 2003

N.Y. Times

NYT

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## Peter H. G. Morgan, 83, Auto Company Heir

By RICHARD FEAST

LONDON, Oct. 25 — Peter Henry Geoffrey Morgan, whose company makes the old-fashioned roadsters that bear his name, died on Oct. 20. He was 83 and lived in Malvern Link, England.

Mr. Morgan belonged to an exclusive club: someone whose name is still on products made by a family concern founded more than nine decades ago. Unlike the public companies that sell Fords, Peugeots and Porsches, though, the Morgan Motor Company of Malvern Link remains privately owned.

Mr. Morgan was only the second of three generations of Morgans to run the company, which was founded by his father, Henry Frederick Stanley Morgan, in 1910. Peter Morgan, who joined the company in 1947, took over as chairman when his father died in 1959. While day-to-day operations were passed to Charles, Peter's son, in 1999, Peter Morgan remained chairman, putting in daily appearances at the company until shortly before his death.

The big force in Mr. Morgan's life, according to Brian Laban, who wrote "Morgan: First and Last of the Real Sports Cars," was "this incredible affection for his father."

He wanted to continue what his father created, Mr. Laban recalled.

An owner of a succession of Morgans since the late 1960's, Don Booker of Barnsley, England, visited the factory often. On his last visit a few weeks ago, Mr. Booker noted that Mr. Morgan's office was exactly as it was on his first visit more than 35 years earlier. Other areas of the Morgan factory had been recently updated, but Mr. Morgan's tiny office still contained the same oak chair and oak desk, which was piled with papers, pots of pencils, car parts, magazines and Morgan memorabilia. Even his old drawing board was still in its place.

The sports cars made by Mr. Morgan's company are an acquired taste, and always were. The long, louvered hood, flared wheel arches, running boards and tail-mounted spare wheel are throwbacks to a bygone age. Creature comforts take second place to high performance.

The look produced imitators. But while Chrysler, Ford, Chevrolet and Volkswagen adopted retro styling for



Agence France-Presse

The Aero 8, one of the cars made by the Morgan Motor Company.

### Continuing a nine-decade family legacy of making old-fashioned sports cars.

certain current models, the enduring Morgan look is the real thing.

The formula continues to appeal to Morgan enthusiasts, and has done so for several decades. The company produces 500 to 600 cars a year; each of its loyal customers has to wait more than a year for delivery.

Despite its tiny size, Mr. Morgan's company successfully achieved something that eludes many giant automakers — economies of scale.

While Mr. Morgan enjoyed driving his own cars, what is not widely known is that for about two decades he owned a Ferrari 400.

Early Morgans were open-top three-wheelers (two at the front, one at the back) that were popular in Britain during the 1920's. Their appeal faded only with the introduction of competitively priced four-wheel sedans from Ford, Austin and Morris during the 1930's.

The arrival of those cars prompted Morgan to develop a four-wheeler. The resulting racy little sports cars — the first of them appeared in 1937 — proved to be pivotal in the company's history. Their design and engineering principles can still be found on most Morgans today, including a frame of ash wood that underpins the

contours of the bodywork.

Only the Aero 8 model, introduced three years ago, displays any technical concessions to the 21st century, though the Morgan heritage is self-evident in its design. Morgan plans to introduce the Aero 8 in the United States next year.

Mr. Morgan was born on Nov. 3, 1919, next door to the Malvern factory established by his father a decade earlier. He was educated at Oundle School and at Chelsea College of Automobile and Aeronautical Engineering in London.

Unable to take up a career because of World War II, Mr. Morgan joined the Royal Army Signal Corps and saw service in Sierra Leone and Kenya. After demobilization, he joined the family company in 1947 as a draftsman.

The first model Mr. Morgan was responsible for was the Plus 4 fitted with a 2-liter engine. The model won its class at the 1962 Le Mans 24-hours race.

Mr. Morgan's company introduced the high-performance Plus 8 in 1968. The Plus 8, powered by a General Motors V-8, will remain in production until next year; it is the company's longest-running production car.

In addition to his son, Charles, Peter Morgan is survived by his second wife, Heather, and two daughters, Sonia and Jill.

Company News:  
Tuesday through Saturday,  
Business Day

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those brave souls who chose to go topless, but otherwise was perfect!



It was a great run. Bart Shaw wore the yellow jersey and it fit him well. Thanks to the committee of Bart Shaw, Jim Cave, Fred



Bennett, Steve Hutchens and Kelly Beenham. Due to other commitments, we couldn't stay for lunch but we enjoyed the run and camaraderie.

## OECC Regalia

### *Fred Bennett*

Celebrate your English car enthusiasm with OECC regalia. **Buy NOW for Christmas!**

- Car badges
- Pins
- Coffee mugs
- Decals (inside or outside)
- Apparel (check out our catalog with a full line of items to choose from)

See me at a meeting or call 604-939-1973 for service. You could even give a gift certificate!



## History of MG-Rover (Part 2)

[www.xpower-mg.com/History%20of%20the%20MG-Rover%20Marque.htm](http://www.xpower-mg.com/History%20of%20the%20MG-Rover%20Marque.htm)

*Editor's Note: This is second half of a two part article from the Internet. The first half appeared in the last issue of the Roundabout.*

### PART II:

In 1963, Rover entered the new "executive" market sector with its P6 2000, a compact and sporting saloon. It featured a new overhead camshaft four cylinder engine, an all disc brake system and a deDion rear axle. It was the first British car to be fitted exclusively with radial tyres. Its advanced engineering and styling earned it the Car of the Year Award, the first year that the international award was made. The P6 range was extended with the V8 engine 3500 model. This put Rover on the map as a high performance car. When the last derivatives of the P6 were made in 1977, the range had become the best-selling Rover, with a total production in excess of 325,000.

In 1952 Nuffield and Austin merged to form the British Motor Corporation (BMC). This gave MG a family rival in the form of the Austin Healey sports car. In 1957 Austin-Healey production was transferred to Abingdon. The decline of Britain's motor industry in the postwar period did not leave Rover nor MG untouched. In 1965, Rover bought the small Alvis company of Coventry, maker of hand-built luxury cars as well as military vehicles. The following year, Rover was in turn bought by the expanding Lancashire based truck maker, Leyland, which already owned Standard Triumph. In 1968, a grand alliance of Britain's motor industry was created when the Leyland group merged with Britain's largest maker of popular cars, British Motor Company (BMC), which produced Austin, Morris, MG and other makes. BMC had previously allied itself with the Jaguar company. Within the Leyland hierarchy, Rover was eventually merged with Triumph and Jaguar as a maker of up-market specialist cars. The post 1960 period saw only six different MG models. The two saloon cars, the Magnette Mark III/IV and the 1100/1300, were relatively tame badge-engineered versions of the mainstream BMC products and were both made in the Cowley factory rather than in Abingdon. The 1100/1300 became the most popular saloon model, with 175,000 made between 1962 and 1971.

The Rover P5 model was discontinued in 1973 without a successor. The prototype for the P8 supposedly remained on the drawing board as it was thought to be too close competition for the Jaguar XJ6. In addition, the P6BS did not go into production. Instead, an important newcomer was the first Range Rover of 1970. Land Rover sought to expand their range of four wheel drive vehicles into the luxury sector. Rover's next achievement was the SD1

of 1976, which like the P6 before it, took the "Car of the Year" title. Initially only available with the V8 engine as the 3500 model, the range was subsequently widened with four and six cylinder versions, as well as Rover's first diesel engine car. The SD1 became a successful saloon racing car and won the second TT race, 76 years after the first. Although the engineering was less adventurous than the P6, its sleek body gave it a unique position in the executive class. A fuel injection engine was fitted to the Vitesse version, and the SD1 became the fastest Rover production car. While the SD1 was earning itself a good reputation, the parent company, British Leyland, was experiencing financial difficulties which led in 1975 to the nationalisation of the company.

Drastic restructuring occurred in the wake of Sir Michael Edwardes becoming chairman of British Leyland in 1977. In his role, he initiated the link with the Japanese company, Honda, with selected Honda cars being built under licence. This relationship resulted in the first small Rover car for many years being built under licence. Project XX, a joint development between Honda and Rover commenced and was introduced to the public in 1986 as the first Rover 800 series. The Rover 800 was a front-wheel drive, fitted either with a Honda V6 engine or Rover's own new 16 valve 2 litre four cylinder engine. It was originally available only as a four-door saloon but later joined by a five-door hatchback, which was offered as a high performance Vitesse model. In the same year that the Rover 800 was introduced, Sir Graham Day was appointed as chairman of British Leyland. He quickly renamed the company Rover Group and began a programme of moving the company and its products upmarket, away from mass-produced cars. In his role, Sir Graham set about completing a privatisation programme which saw many of British Leyland's subsidiaries (including Jaguar) being sold. In 1988, this was finally accomplished with the sale of Rover Group to British Aerospace. As part of Sir Graham's brand philosophy, all new saloon models were to be called Rover. The Land Rover brand was positioned in the luxury four-wheel drive sector.

Although Rover Group was considered as its own entity, a working relationship with Honda continued through joint product developments, including the new 200 series of 1989. This was fitted with the new 1.4 litre K series engine - a revolutionary design that earned Rover the Dewar trophy for the third time. The original five door 200 saloon was soon followed by a host of derivatives, including the bootied four door 400 of 1990. In the same year, the K series was also fitted in the Rover Metro - a much-developed version of the corporate best selling small car that later became the 100 series. During the 1980's, the MG versions of the Metro, Maestro and the Montego were produced. These models were very successful, but were progressively phased out as de-

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rivative offerings were rationalised.

The design project MG EX-E was unveiled in 1985 and displayed at various motor shows. It was a futuristic-styled MG designed by Gerry McGovern, who also styled the MG F. In October 1992, the MG RV8 was introduced, celebrating 30 years since the introduction of the MG B. In the same year, there was a radical return to traditional brand values for Rover. For the first time since the demise of the P5, almost 20 years before, the new 800 featured a version of the classic Rover radiator grille. Continuing the brand image was the luxurious Coupé that was added to the range.

Between 1989 and 1993 Rover embarked on the most intensive programme in its history. The programme was ambitious, moving new models into new areas or into niche sectors and creating new business opportunities. The company set about their 200 range and developed a Cabriolet and a Coupé range. The Total Quality programme was also implemented, which involved the training of the entire work force, more than 30,000 people, in the philosophies and tools of total quality. The exercise was crucial in creating an environment for change, setting the widespread use of quality tools and processes. In 1993, the gap in the middle of the Rover range was filled by the elegant 600, a 2-litre saloon that was manufactured together with the 800 models in a new facility at Cowley near Oxford. Production of the small Rover models was concentrated in the Longbridge factory in Birmingham.

After six years in the ownership of British Aerospace, in early 1994, the Rover Group was taken over by the German carmaker, BMW. Under the new owner, Rover began to fulfil its potential and in 1995 saw the launch of two important models - first the Rover 400, a medium sized car available in saloon and five door versions and then the Rover 200, a three or five door hatchback with a youthful appeal. Both featured versions of the well established K series engines and also Rover's newly acclaimed L series diesel engine. In 1996, the ageing Honda V6 engine in the 800 series was replaced by Rover's own new KV6 2.5-litre engine, pointing the way to future developments for the brand. The Rover 75, the first of all new series of Rover cars under BMW ownership, was launched at the Birmingham Motor Show in October 1998 and went on sale in June 1999. A thoroughly modern British motor car, it incorporated the latest technological features and the ability to cover long distances, cruising with ease, with comfortable seats.

From a safety perspective, every Rover 75 featured front seat mounted side (thorax) air bags, driver's air bag, a wood veneer dashboard and a passenger air bag. Body coloured door mirrors and bumpers with bright inserts complemented the tasteful application of full length chrome finishes along the waist and sill, helping to set the Rover 75 apart from

its competition in the executive car market. The 1999 London Motor Show represented a historic milestone in the evolution of the Rover marque beneath BMW ownership, with the world-debut of the new Rover 25 and 45 models. Positioned alongside the successful Rover 75, the new 25 and 45 ranges provided a clearer indication of the future role and direction of the Rover marque.

All three model ranges demonstrated a clear Rover family identity, which they hold today. The Rover 25 and 45 echo the distinctive four headlamp style introduced with the 75, yet each range has its own individual character. The spirited Rover 25 is primarily targeted at drivers aged between 25 and 34 while the Rover 45, with its refined new engine lineup and class-leading specification is popular among business customers. An intensely focused engineering and investment programme delivered excellent value in developing the 25 and 45 from the previous 200 and 400 ranges. The Rover 25 is priced and positioned as a 'premium super-mini'. It competes directly with cars such as the VW Polo, Ford Fiesta and Peugeot 206.

In a similar way, the Rover 45 was targeted at the lower medium sector, against the VW Golf, Vauxhall Astra and Ford Focus, offering a competitive package with strong emphasis on refinement and luxury. Following six years under the ownership of BMW, on March 16, 2000, BMW announced fundamental 'reorganisation plans' that resulted in the sale of the key constituent parts of the group. The MG Rover Group took responsibility for the development, production and distribution of Rover Cars and acquired the MG brand and some heritage brands. The group also took over production in Longbridge, Birmingham, of the Rover 25 and 45, the MG F sports car and arranged the relocation of the Rover 75 production facility from Oxford to the Longbridge plant in late summer, 2000. Once the BMW Group announced plans to split the company, it concluded that the new Mini (Codenamed R50) would stay within the BMW Group and be produced at Oxford, rather than at Longbridge as originally planned. Production of the 'Classic Mini' came to an end on October 4, 2000, after three final versions were produced - the Se7en, the Cooper and the Cooper Sport.

The new company, MG Rover Group Limited, is now an independent, medium sized, British company that produces cars under the Rover and MG brands from the Longbridge, Birmingham plant. The company started life with a debt free balance sheet and a strong revenue stream, which included car sales, parts, accessories and vehicle financing. At present, the single facility at Longbridge is currently producing the Rover 25, 45 and 75 models plus the MG F, the top selling UK roadster. Beginning in 2001, the plant will additionally build the Rover 75 Tourer model and a range of three new MG Sports saloons. In total, the plant will, from midyear 2001, produce eight different models.

# Autojumble

Free English Car Ads!

NEW GUIDELINES:

- 1) Submit ads by the 20th of the following months: January, March, May, July, September, and November.
- 2) Ads will be run for one issue unless resubmitted.
- 3) New ads are placed on our website as soon as received.
- 4) Please notify the editor if you sell your car or parts!

## Cars For Sale

**1950 Ford Prefect.** Complete, needs restoration. Ramsay Milne, East Sooke, 250-642-7050.

**Six Morris projects. 1951 Morris Cowley Pickup, 1954 Morris Cowley Saloon, 1958 Morris Oxford Station Wagons (three). 1958 Morris Woody.** All Okanagan cars, all solid, complete, restorable. Prices from \$500 to \$2,000 each. Cars are in Kelowna. Call Keith at 604-869-2334 in Hope.

**1953 Ford Zephyr.** Tons of spare parts. Not running but turns over. Body in good condition. Just wants to find a good home. \$150 or best offer. Steve 250-889-0409.

**1957 Rover P4 90.** Good overall shape for year, RHD. Ran when parked in 2000. Needs brake work. \$2,500 OBO. 207-230-0196 or 207-242-4098.

**1958 Land Rover 109".** Good body, motor needs overhaul \$1000. Richard (Victoria) 250-478-6730 [stringer@coastnet.com](mailto:stringer@coastnet.com).

**1959 Morris Isis.** Very rough shape after 20 years of outdoor storage. Free to a good home. Queries to Dave Pollard (Victoria) 250-388-6103.

**1960 Austin-Healey Sprite.** Factory hardtop (plus soft top and tonneau cover), 1275 cc engine, ultra rare Lucas "Ranger" driving lights. Detachable headrest fairing. \$9,500 or best offer. Larry at 503-287-5383 or [ljl827@aol.com](mailto:ljl827@aol.com).

**1960 MGA Coupe.** Rust-free Texas car with 66,000 miles. Other than the Weber carb conversion, it is all original. \$18,000. Brian Campbell 604-826-8724.

**1960 TR3A.** Unexpected sale. Body has had a concours restoration by a master craftsman. There are many new parts, two sets of wheels (and hubs) and a factory hardtop. Engine not touched; has good compression. Needs

trim and soft-top, otherwise complete. Can be seen at [www.sendlersautocraft.com](http://www.sendlersautocraft.com). Ready to paint and reassemble. \$25,000. 604-707-0090 or 1-877-211-9444.

**1961 Morris Minor Woodie.** Owned 20 years, stored indoors, good shape. Asking \$8,000. John Klymac (Victoria) 250-477-7628 or [klymac@shaw.ca](mailto:klymac@shaw.ca).

**1963 Envoy Panel Van.** Also a **1963 Bedford Camper.** The Envoy is registered and, with some repairs with parts from the Bedford could be made road ready. Ben 250-478-4616 or [pattyben@shaw.ca](mailto:pattyben@shaw.ca).

**1964 Sunbeam Alpine Series III GT.** Rare, needs only paint. \$3500. **1967 Sunbeam Alpine Series V.** Fully rebuilt, new clutch, valves. \$7900. Must sell one or the other. Mike (Victoria) 250-388-9536 or [mikgrine@telus.net](mailto:mikgrine@telus.net).

**1965 Rover P5 Three Litre.** Steel blue, low mileage, rebuilt 1990. Not run much since, transmission rebuilt July, 2002. Always garaged, mint condition. Asking \$10,900. Richard (Victoria) 250-382-4072.

**1967 Austin 1800.** Original unrestored, 63,000 miles. Collector plates \$3,200. Clarke Williamson (Cobble Hill) 250-743-7966 or [clarkewil@telus.net](mailto:clarkewil@telus.net).

**1969 Triumph GT6+.** British Motor Heritage Certificate. Original other than paint, wheels, steering wheel, exhaust system, oil cooler, rocker shaft lube modifications and spotlights. Class awards. Used at least once a week. Very clean, enthusiastically maintained. Includes custom tow hitch. Fast, rare. \$6,000. Also **1969 Triumph GT6+** parts car less body shell & chassis, but includes tailgate, glass, hood bulge. Running engine and gearbox, running gear. \$2,500. Both for \$8,500. [s.j.watkins@shaw.ca](mailto:s.j.watkins@shaw.ca).

**1972 Rover TC2000 RHD, Series2.** Collector plates, great looking car. Rebuilt motor, new brakes, front shocks, new clutch, Ujoints, driveline and halfshafts, rebuilt 3500S differential. Interior nice. Lots of spare parts. Email [rovohn@telus.net](mailto:rovohn@telus.net) for pictures. \$6500 OBO. John 604-533-1257.

**1973 Austin America.** Good body, excellent interior. \$500. Richard (Victoria) 250-478-6730. [stringer@coastnet.com](mailto:stringer@coastnet.com).

**1973 Jaguar XJ6.** Body rebuilt, engine overhauled, new paint. Runs well. \$5,000. 250-477-5296.

**1976 Jaguar XJ 6 Coupe.** Collector plates. 100,000 miles. Driven almost daily. Offers on \$12,000. Must be sold! 655-0956, or [foubi@saltspring.com](mailto:foubi@saltspring.com).

**1977 Austin Marina.** Four door, 1.8 liter engine as for MG B, automatic trans-

mission. "The sporting family man's car." 62,000 miles. Generally good condition throughout. Recent pass on BC Air Care test. Good tires. Completely ready to go. \$1,800 OBO. Motivated seller. Ian. 250-384-2910 or [cox@pacificcoast.net](mailto:cox@pacificcoast.net).

**1977 Triumph Spitfire.** Twin carbs, overdrive. Hardtop, alloy wheels, new tires. New carpet but needs other interior work. Aaron (Victoria) 250-474-4355.

**1985 Land Rover 90 Diesel.** 3 Door, sliding rear side windows 25-30 MPG. Your chance to own a very unique and fun vehicle! Blue hardtop, with Mitsubishi 2.5 TD, LT77. Right hand drive. Currently registered in BC. Good highway cruiser and excellent off-road torque. Wind up windows, 15" 8 spoke wheels with 31" tyres (excellent condition). New front rotors, pads, bearings and caliper pistons. New brake and clutch master cylinder and clutch slave. Electric cooling fan, light guards, fog lights, rebuilt starter motor, new front shocks. New custom exhaust system with stainless steel flex coupling. \$15,000 OBO. 250-704-6577.

**1987 Range Rover.** Stored for 6 months due to suspect torque converter. V8 with carburetors, mostly rebuilt (heads, rings, bearings). Leather, A/C, power locks, windows. Asking \$4,250 as is or part trade. Keith 250-655-3399 or [k.green@qualatech.ca](mailto:k.green@qualatech.ca).

**1987½ Jaguar XJ6 Sovereign.** 150,000 km. A very elegant car. \$9,800. Tom (Victoria) 250-592-5661.

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