

IN THIS ISSUE

- British United Air Ferry . 5
- AirCare Update 8
- At the Wheel 2
- Austin Healey Tour 6
- Autojumble: Cars & Parts
For Sale & Wanted 10
- Cambridge Moment 1
- Chair's Ramblings 2
- Events Coming Up 2
- Ferguson Motors 3
- Go-Kart Grand Prix 8
- License to Drive 4
- Looking Back - Ferries . 5
- Looking Back - Ladner . 3
- Minter Gardens 1
- Parts Discounts 10
- Vintage Car Races 8

Don't Forget:

Aug. 5 Meeting 7:00
Society of Railroad
Engineers Clubhouse,
Confederation Park,
Burnaby

Sept. 2 Meeting: 7:00
Site to be announced!

Best Calendar Online:
www.vancouverminiclub.ca

Other Branch Websites:

South Island:
www.oecc.ca
Central Island:
members.shaw.ca/cioecc
Northern Interior:
[www.karlson.ca:8080/
carpathia/nibac](http://www.karlson.ca:8080/carpathia/nibac)

An Austin Cambridge Moment

Walter Reynolds

*A funny thing happened on
the way to an OECC Run*

Living in Pitt Meadows, whenever I have to go into Langley I drive over to the Albion Ferry for the sail across the Fraser River and into Fort Langley. I've taken the Austin Cambridge on the ferry several times, but the frequency of the trips does nothing to lower my level of anxiety as fingers grip the ignition key and the hand turns the key to start the engine. There's never been a problem starting the Cambridge on the ferry, that is until I was on the way to Les Heatherington's OECC car run around Langley.

I darned near did a very childish thing on that Sunday when I turned the ignition key to start the engine and drive off the ferry. You see, nothing happened: no sounds, no clicking, nothing! Neither Linda's questions (what's wrong?) nor the ferry attendant's urging helped. After several more attempts to start the car, including bashing the battery terminal connections and still nothing, the ferry attendant said, "We'll have to push you over there," pointing to the side of the ferry. Unfortunately my

Continued on page 5



Minter Gardens

Rachel Nelson

Can you think of a more interesting and amazing setting for a car show than the beautiful Minter Gardens?



July 20 was the date for the inaugural Concours Classic, put on by the Fraser Valley British Motor Club, Abbotsford Vintage Car Club, and Brian and Faye Minter. As is often the case on the morning of a car event, the weather provided enough rain to keep the dust down, and to keep convertible tops up for the morning.

The traffic marshals looked sleepy when we arrived at 7 AM, but did a fine job of directing us to our designated area. We arrived early enough to clean up the Mini, and enjoy the breakfast special served in the Garden

Continued on page 7

Ramblings from the Chair

Gerry Parkinson

Editor's Note: This issue of the Roundabout was assembled in Iowa and Missouri using email, Internet and fax. Ah, modern technology. But it doesn't always work. Gerry sent his "Ramblings" four times, but an unknown cyber gremlin ate them every time. The gremlin's apologies to Gerry!

The Last Meeting

Photos by Chris Walker



Upcoming Events

Plan ahead!

26th Annual LeMay Auto Museum Show

When: Saturday, August 30
Start: 423 E. 152nd, Tacoma, Washington
Information: www.lemaymuseum.org

OECC Go-Kart Grand Prix

When: Sunday, August 31, 10:45 AM
Where: 6631 Sidaway Road, Richmond
Information: Les Hetherington (604-929-4105)

Highland Games Photos

Les Hetherington



At the Wheel

Chairperson: Gerry Parkinson 604-943-3824
or 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 - Membership renewals:
#73-8190 King George Highway, Surrey, BC V3W 5B7

Secretary: Owen Henry 604-581-1187 or
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

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 or
2090 N Shore Road, Bellingham, WA 98226-7864

Looking Back Ferguson Motors, Ladner, 1949

Les Foster

Recently while “killing time” in Ladner Village waiting for the family van to be serviced, I wandered over to the local museum and discovered the photo archives. Amongst the various photos on file were two shots of a now defunct local Ford dealership. Ferguson Mo-

In Photo 1, an older (1939?) Ford sedan can be seen at the far left and a prewar Ford truck (Ladner Transfer) is visible on the far right. The staff appears to have turned out in force, too. In Photo 2, we see more of the old Ford sedan and now a non-Ford sedan of prewar vintage on the right. The staff is hiding and the poster on the board is different. One period note in both photos is the reference to Monarch on the dealer sign. Monarchs were a

uniquely Canadian model, a Mercury with different badging and trim to give Ford dealers something more up-scale to sell. Likewise, Mercury dealers got a tarted-up version of the Ford to market to poorer customers as a Meteor. Market coverage was



Photo 1

tors was located on what was then Westham Street and is now known as 48 Avenue in the Village of Ladner.

Ladner was, and still is, the centre of a prosperous agricultural area, hence the mention of tractors on the dealership's sign. The dealership is long gone and a restaurant sits on the site now. The photos are interesting as they illustrate how many English Ford products were marketed in Canada in the late 1940s and early 1950s. The domestic Ford cars date these pictures as 1949 - the year of Ford's first completely new and radically changed postwar model. Contrast the prewar styling of the Anglia to its American cousin.

The ratio of domestic to imported vehicles is probably typical as rumours abound of the dealers being coerced into handling the imports in order to get their quota of new domestic models. True or not, the Anglias, Prefects and Thames models sold well and filled a low-priced niche in an almost unquenchable market. Often these dealers were associates or affiliates of larger dealerships in the city. I don't know if Ferguson Motors fell into this category or not.

important as loyalty to a brand was especially intense in those days and a “Ford Man” could hold up his head in almost any price range.

The Anglia was compared in contemporary newspaper articles to the Model A Ford, a strat-



Photo 2

egy no doubt intended to reassure the public that this was a true Ford and trade on the Model A's legendary reputation. Of course they really did share a general mechanical similarity to the Model A and other pre-1949 Fords and their styling was entirely recognizable as prewar U.S. Ford in miniature. These similarities helped to bolster sales to a market unfamiliar with overseas imports.

These are great period pictures that hearken back to wonderfully optimistic and considerably slower-paced time.

License to Drive

Dennis Nelson

Some of us think most old British Cars are meant to be driven daily in our great climate, and even on long trips. What stands in the way for many enthusiasts is the uncertainty about finding a reliable service shop in case something happens when we are out of our own city. Others would say it's tough enough to find a good shop where you live. What I'd really like in my car when I set off for the interior of the Province, or to the Island, is a list of the possible repair shops, some idea of what type of cars they think can repair, and what, if any, parts they might carry. Information of this sort from across British Columbia

would help our members and visitors from out of province travel with a little more peace of mind.

By setting this example, we may also be able to encourage clubs in the Pacific Northwest to provide similar information for our trips south.

I've heard a lot of stories about how people have called Len Drake, Rod Berg, or Octagon Motors and they've bailed them out by shipping parts. But whom do you get to do the repair work if you are as mechanically inept as I am? And who carries parts? OECC executives have expressed support for asking members to recommend shops, both where they live and where they've traveled. We all know that some car owners love certain service

shops that others hate, but it still helps to have member references.

Listing of service shops on our website in no way constitutes any sort of recommendation or warranty on the part of the Old English Car Club; they are only a member references. These references are screened to ensure that someone has had a good experience with the company, but we have no way of assessing the average customer's perspective. We request that members let others share their good experiences with repair shops by filling in these forms for the good ones. Please send forms to Dennis Nelson, 10932 Scarborough Drive, Delta, V4C 7X1; or email to dnelson@direct.ca. If

you cannot complete all of the details, we can follow-up by email or phone with the shop owner.

Below is a sample form and a blank form. When filling the form in please note:

- 1) If the company does not generally service vehicles but sells parts, please note "parts only" in the sections under new or used parts;
- 2) Under "parts stocked," please answer yes ONLY if the shop carries most common, operational parts;
- 3) Please identify what model or models of vehicles you have had successfully serviced by this shop. As members add recommendations, a better perspective of the shop's capabilities will be seen.

Completed "License to Drive" Form as an Example

Business Name: British Motors	Address: 11082 124th St	Phone: 604-580-1353	Recommend By: Dennis Nelson
Owner/Manager: Ludvik Jirku	City: Surrey, BC	Hours: 8:30-5:30 M-F	Car Serviced: Triumph TR3
Website: www.britishmotors.ca	Email: info@britishmotors.ca		Club Affiliation: OECC/BCTR
Marques Serviced: Austin Jaguar MG Range Rover Rolls-Royce Triumph	Stocks New Parts? Yes No Yes No Yes No Yes No Yes No Yes No	Stocks Used Parts? Yes No Yes No Yes No Yes No Yes No Yes No	Easy Access to Parts? Yes No Yes No Yes No Yes No Yes No Yes No

Comments: Specializes in daily repairs and restorations of Jaguars and other British cars. Prefers to start with a 300 point inspection and do planned/budgeted repairs by "area." Some used vehicle sales, large supply of used parts. Informative website with service/parts overview and a map.

Blank "License to Drive" Form for Members to Complete

Business Name:	Address:	Phone:	Recommend By:
Owner/Manager:	City:	Hours:	Car Serviced:
Website:	Email:		Club Affiliation(s):
Marques Serviced:	Stocks New Parts?	Stocks Used Parts?	Easy Parts Access?
	Yes No	Yes No	Yes No
	Yes No	Yes No	Yes No
	Yes No	Yes No	Yes No
	Yes No	Yes No	Yes No
	Yes No	Yes No	Yes No
Comments:			

Looking Back

British United Air Ferries ... the quick way from England to France

Les Foster

I spotted this in the 1966 National Geographic book "This England." It is a photo of cars being loaded onto British United Air Ferries aircraft at Lydd, Kent, for the flight to Calais, France. In the foreground a Ford Anglia 105E starts up the ramp. In the background an Austin A40 Farina prepares to be lifted while a MK.1 Cortina and another 105E wait their turns.



Cambridge Moment

Continued from page 1

mind in its panic mode heard, "We'll have to push it over there." Images ran through my mind of me trying to explain to ICBC why my car had been pushed over the edge of the ferry. To allow the attendants to push the car, I had to get the tranny out of park (did I mention that the transmission is automatic?) and into neutral and then release the hand brake. As they pushed, I had the brainwave that I should try to start the car while the tranny was in Neutral. Guess what? The engine started, no problems.

I called back to the ferry attendants that I'd started the engine (a matter of stating the obvious because they were standing directly over the exhaust pipe when the

engine started - cough, choke). As the people stuck behind me drove around us and I waved back to thank the attendants, one of those same attendants called after me, "Go home by the bridge!" Now is that good customer service, I ask you?

The moment the engine started I realized what the problem was - Me. I'd not pushed the transmission lever fully into its Park position and, as such, the starter inhibitor was engaged. I should have known because this has happened to me with the Cambridge once before. A slow learner, you might say.

The moral of this story? You can teach an old dog new tricks and the Cambridge is teaching this dog new tricks, though on a, thankfully, infrequent basis. As someone

said to me just yesterday, as long as you own a British car, for each trick learned, there's another one waiting its moment.

P.S. I had the opportunity to start the car (without incidence, I might add) several times during the balance of the day. As such, I decided that it would be safe to return home via the ferry, regardless of the earlier urging of the one ferry attendant. In addition, there would have been a shift change since we came over and the disbelieving ferry attendants would not be on shift. So I considered it to be safe to use the ferry. Suffice to say that the return sail was uneventful - and thank
g o o d -
n e s s f o r
t h a t !



AHCVI Island Tour

Earl Kagna

Vancouver Island Austin-Healey owners held an up-island run June 20-22. OECC members attending included John and Sandy Bumpus (1966 3000 BJ8 from Victoria), Earl Kagna and Ann West (1967 3000 BJ8 from Victoria), and Graham and Shirley Mitchell, (1958 100-6 BN6 from Mission).

The destination for the day being Gold River, there was ample time to use the old road (19A - now called the Oceanside Route) from the Parksville exit, with a leisurely lunch at the Kingfisher Resort restaurant just south of Courtenay. The weather was threatening, but cooperated, and the most tops remained down for the whole trip.

After a brief stop to visit a First Nations craft shop in Campbell River, the Healeys headed east on Hwy 28 to Gold River. This road is rated #1 on Vancouver Island, (#3 in BC) by a popular motorcycle backroad publication, so the absolutely beautiful terrain made a great Healey road. It runs along



ground, of course!). An interesting dinner at the adjacent pub, followed.

Saturday morning we departed Gold River for the return run to Campbell River and then north. After a fuel stop, we did the long run to the Telegraph Cove cutoff and then into Beaver Cove and Telegraph Cove. We saw many bald eagles on this short stretch.



We encountered a bit of gravel here, but followed

anticipation of an early departure the next day, (and two of the more dedicated Healey nuts finding a car wash), we checked into the



a large portion of Upper Campbell Lake, then cuts through the northern tip of Strathcona Park.

After touring the main wharf area, we checked into the Ridgeview Motor Inn. The principals were very friendly to our tour and insisted on a photo of the cars lined up in front of the office (with their sign prominently in the back-

ground, of course!). An interesting dinner at the adjacent pub, followed. Saturday morning we departed Gold River for the return run to Campbell River and then north. After a fuel stop, we did the long run to the Telegraph Cove cutoff and then into Beaver Cove and Telegraph Cove. We saw many bald eagles on this short stretch. We encountered a bit of gravel here, but followed

Quarterdeck Inn and had a very good dinner. A great many more eagles, including young, immature birds, were seen milling about the waterfront near the hotel.

Sunday morning at 8:00 found us rolling southwards so the two lower mainland Healeys would have a chance of catching their preferred ferries. We had an excellent lunch at an old-car-themed restaurant called Gary's in Qualicum, after which the Healeys continued southward. The consensus of the participants is that this trip is a must for next year.

Healeys picked up more dust on the return to the main highway, where we continued to Port McNeil for a brief look.

We then headed to our destination, Port Hardy, opting to take the side trip to see what was left of the old whaling station at Coal Harbour at the head of Quatsino Sound. After filling fuel tanks in



Continued from page 1

Café. A just reward after rising at 4 AM!

Minter Gardens truly is a paradise of foliage and topography, with an endless variety of plantings from traditional to the



Penjing Rock Bonsai garden. Even if you don't have a green thumb, it is difficult not to be dazzled by the intricate tapestry that abounds in every corner of the grounds. It is definitely a privilege to be permitted to drive a vehicle in such a place! The pathways are also just the right size for Minis to drive on. There was even a live jazz band playing in the courtyard, and to their credit I didn't hear anyone remark that the same song was repeated. A nice touch to the event.

It was great to see a number of club members and their cars. Elaine Lafontaine and Patrick Jones, Itello Cirillo, Fred Bennett and Sheila Thompson, Ken and Pat Miles, Walter and Linda Reynolds, Jerry Parkhill, Eugene Marcotte, John and Gerri Chatterton, and Dave and Chris Walker were all present.

As in former years when the Chilliwack Rotary Club ran the event, the variety of vehicles and quality of entrants was a sight to behold. The selection of



unique vehicles offers great opportunities to discover what res-

toration challenges are faced by those folks who often have to manufacture their own parts. And I thought chroming bits on a British car was expensive. I always like to justify spending on the Minis, and in this company I don't feel excessive at all! It is truly amazing the care and attention to detail that has gone into these vehicles.

Classes for the cars were large, with the postwar import class being the largest. All the convertibles and saloons were in the same group, and most of us were parked in the near vicinity making visiting easy. Congratulations are in order club members Dave and Chris Walker, as they took home a first place award for their class and Entrant's Choice overall! Their beautiful Austin 7 will be featured on the poster and dash plaques for 2004's event. Well done! Our Mini placed a respectable 3rd; an achievement given how many cars were in our



class.

Official results:

A1 Hugh Trerise, Langley, 1929 Roosevelt Sportcoupe
A2 Frank Stirling, Langley, 1928 Pontiac Sport Landau Sedan

A3 Pamela Liebault, Chilliwack, 1928 Ford A

B1 Peter Sherrington Maple Ridge 1929 Chevrolet Confederate BA Coupe

B2 Don Richards Maple Ridge 1933 Chevrolet Eagle coupe

B3 Ernie Dau Surrey 1948 Pontiac Silver Streak

C1 Robert Holdsworth

Chilliwack 1969 Dodge Charger

C2 Rhonda Stirling Langley

1951 Pontiac Chieftain Sedan

C3 Paul Martin North Vancouver

1960 Chrysler 300F

D1 Dave Walker Delta, 1929

Austin Seven Chummy

D2 Ervin Driediger Abbotsford

1936 Rolls Royce 4dr saloon

E1 Kevin McDiarmid

Chilliwack 1953 Sunbeam

Alpine

E2 Carl Jay Adams Marysville

1958 Jaguar XK 150S ots

E3 Bob Stewart Chilliwack

1951 Singer Roadster

F1 Roland Selby Delta 1961

Maserati 3500GT

F2 Bruce MacCormack

Bellingham 1966 Jaguar E-

Type

F3 Andy & Rachel Nelson

Richmond 1964 Austin Cooper

S

G1 John Jackman Abbotsford,

1958 Dodge Pickup

G2 Will & Vi Reddekopp

Abbotsford 1968 Pontiac GTO

G3 Jake Friesen Abbotsford

1967 Dodge A100 Pickup

Peoples Choice: Dave Walker

Delta, 1929 Austin Seven



Chummy

While this event is not designed to maximize the trophy haul for the participants (mostly due to the class structure), it is certainly above average in setting and ambiance. The event organizers did request input from the participants, and I am sure next year's event will be even better. A big "Thank You" is in order to the volunteers who organised this event, giving the car hobby another venue. Well done!

Vintage Car Races

Dennis Nelson

Great Entertainment! A great event this spring was the Vintage Car Races at Mission Raceway (May 24, 25). Most



OECC members were on our spring drive on the Sunday – but these vintage races were the best \$10 I've invested in years. In the events there were everything from the “Tall Wheels” shown above, to Jaguars, Cobras and Corvettes.

The “Tall Wheels” did a couple of exhibition “races” while the four classes of “historics” went all out. The best race involved an E-type beating, for many laps, a Corvette and a 289 Cobra. They specify their classes

after they see who will be attending (about 80 race cars), and had four good classes at this event. A 1958 Peyote Mark II (aluminum body on a TR3) did a good job of beating a number of old Porches.

Lots of heats and races, well

ordered, and excellent seating and trackside viewing. Car club members were diverted to a special parking area, sort of a show and shine in the dust. At the noon break, the car club members got to do three laps of the track following a pace car. Two special groups, vintage cars and Fords (the sponsor) went first, and then our larger group. By good luck we had the pace car, followed by a Morgan and two TR3s, so when the first lap was completed and all cars were on the track, the pace car floored it. We (the second TR3) were doing 70 MPH past the grandstand before we got back to those unbanked corners.

Some information at: www.vrcbc.ca/vantage.html

Good weather, a nice variety of races and cars, excellent conversations with the owners in the pits, great seating, and an exciting couple of laps (except for the idiot in the new Mini who was behind me) – a day OECC members should put on their calendars for next year – the first weekend after ABFM.

AirCare/ICBC/Collector Car Council Update

Fred Bennett

This will be a short report to carry us over the summer in the absence of a Collector Car Council meeting. Our next Council meeting will take place in September.

A Stakeholder Forum (read “workshop”) was held by AirCare on June 19. The focus was the future role of AirCare and how related environmental needs may best be met. Participants included representatives from regional, provincial and federal agencies, environmental groups, related commercial stakeholders, ICBC and your three Council representatives. Two interesting points of consensus were: 1) AirCare should involve the entire province, not just our local region; 2) testing of large commercial vehicle should take place. Also stressed was the need for an effective

public education process. I do want to point out that this forum was part of a beginning, long term, planning program.

On the ICBC side, congratulations are due to Nigel Matthews, recently appointed to the position of Manager Specialty Vehicles, ICBC. Nigel moves to this position from that of Collector Vehicle Appraiser. I know that Nigel will do an excellent job in his new position.

From the Rumor Mill: “ICBC is going to do away with the Vintage Plate Program.” Fact: 1) Tracking problems regarding Vintage plated vehicles do exist due to the lack of a database. (How many vintage plates have you seen for sale at swap meets?); 2) The current Vintage Program is set up to utilize a four digit numbering system.

This series of digits is now at the point of becoming limited in number. These two facts will result in some program changes, possibly within the next two years. The program and its intent are not in jeopardy and changes will only be made following discussion with stakeholders (read “car hobbyists”). You will be kept posted.

Nigel has asked me to pass along a request; that if you have thoughts regarding insurance needs specific to your hobby vehicle that are not currently available, please pass them along to him by telephone, fax or mail.

Information/problems contacts:

- Fred Bennett: G.V.A.B.C. Ph: 604 939 1773, Fax 604 939 1753
- Ron Leavitt: AirCare Technical Advisor Ph 604 453 5163
- Nigel Matthews: Manager, Specialty Licensing/Insurance Dept. I.C.B.C. Ph 604 982 4718, Fax 604 443 4451

Name This Car!

Chris Walker

I found this old photo that I have had for years and I thought maybe someone in the club could name the car. And, of course, they should name the four guys with it!



Editor's Note: Submit guesses by email or conventional mail. To give all guesses an equal chance, guesses using conventional mail should include the date and time of the guess (on the honour system). Email guesses are automatically timed and dated.

OECC Go-Kart Grand Prix

Les Hetherington

When: Sunday morning, August 31

Where: Richmond Go-Kart Track, 6631 Sidaway Road Richmond (one block east of Hwy 99 between Westminster Hwy and Blundell Road)

Time: 10.45 driver's meeting; 11.00 track opens for one hour

Lunch: 12.00 picnic lunch.

Bring the kids and a picnic lunch or use the concession stand on site. We are renting the track for one hour. Some two person karts will be available. A small cost will be determined by number attending, as this will be subsidized by our club. The event will be cancelled in case of rain. Come and enjoy the company and the fun. Questions? Call Les at 604-929-4105.

Mike & Rosemarie Powley took their new Jaguar X-Type to Malahat to see the vista from the summit.



Austin Seven Humor

Roy Wilkins



"Auntie Smiler"

This delightful postcard photo was taken at Salisbury Carnival in the 1930s. "Auntie Smiler," it would appear, is being towed, probably her feet being cranked to the wheels, to give the effect of walking, but something strange has happened to the steering wheel and her charges seem to be on the floor of the car. But what fun!

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 two issues, unless removed.
- 3) Ads will be removed after the second issue unless resubmitted.
- 4) New ads are placed on our website as soon as received.
- 5) Please notify the editor if you buy or sell a car or parts!

Cars For Sale

1947 Bentley Mark 6 Saloon. Blue/black, very good mechanical condition. \$15,000. 250-752-8910.

1948 Rover P3 Sports Saloon. Complete, but needs full restoration. \$2,800 or interesting trade. Bob (Victoria), 250-472-2292; tfam@shaw.ca.

1953 Armstrong Siddley Sapphire. Black with red leather interior, LHD, pre-selector gear box, good condition but parked last 20 years. Well worth restoring; complete plus extra new parts. \$3,500. Paul 604-788-8773.

1961 Bedford Van and early **1970s Triumph Spitfire.** Both in primer and both have rebuilt engines. Both vehicles had \$5,000 plus spent on them before the project was put on hold. Open to any offers. Location Sechelt (Sunshine Coast). John Anthony, 866-810-6683; minimove@dccnet.com.

1962 Anglia Estate. RHD, some rust. Asking \$650. Offers considered. 250-642-7006

1962 Vauxhall Envoy Station Wagon. Needs brake work. Asking \$750. 250-642-7006.

1962 Vauxhall 101 Victor. Excellent body, orig. paint, needs brake work. Asking \$1,000. Contact society@oecc.ca.

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.

1966 Jaguar Mark 10. Good interior, strong engine (triple SUs), automatic transmission. Runs well, driven regularly. Body needs work. A good rolling project. \$2,000 obo. Paul (Victoria), 250-479-7493; Paul.Kerr@gems7.gov.bc.ca.

1967 Austin 1800. Original unrestored car. Not mint, but close. 63,000 miles. Black with red and black interior. Collector plates and safety done. \$1,200 of work done at Bristol Motors. In family since new. \$3,200. 250-743-7966; clarkewil@telus.net.

1968 Vauxhall Viva. 33K miles, needs door window/headliner. Asking \$500. 250-642-7006.

1974 Triumph TR6. Good condition, no rust. Factory hardtop, stainless exhaust. Needs some cosmetics. Rear suspension replaced 2002; shocks/clutch replaced 2000. Two previous owners. \$5,750. 250-642-3793.

1975 MGB Midget. New top, good condition, no rust. Runs very well. Only used for spring and summer driving. Asking \$4,000. Offers considered. Barry (Victoria), 250-658-1278; barrythorne@shaw.ca.

1978 Triumph Spitfire 1500. (FM93103U). 93,000 kms. Single Stromberg Carb. Brooklands green with tan interior and new black top. Tonneau cover. Very good condition. \$6,000. Gord Geldof, 306-789-9253, Regina, SK; geldof@sasktel.net

1980 Jaguar Series 3. VDP Interior, sound mechanically. Paul McKay, 250-727-6369.

1990 Jaguar XJ6. White with blue leather, 119,000 km. \$10,000. 250-727-1748.

Arkley-bodied MG Midget. 1098 cc 'A' series engine. Good transmission. Aluminum wide wheels. Tube shocks. Newly upholstery. \$3,500.00. Peter Lee, 250-642-6632; classicbrit@shaw.ca.

Cars Wanted

TR6. Good condition or worth working on (no rust, may need body or interior work, hood replacement, a minimum of mechanical work). Mike, 403-281-0363; coefront@shaw.ca.

Parts For Sale

Parts for Hillman Husky, 1959 Zephyr convertible, 1952 Austin A-40 Sports (Jensen body), 1960 Consul. Norm, Victoria, 250-642-5259.

Traficator Units. External mount 6 volt. New. \$50 per set. **Piston Rings.** NOS McQuay-Norris for **Hillman Minx, Sunbeam Talbot, Triumph Mayflower.** Les, 604-943-4936 leswfoster@hotmail.com.

1974 MG B Parts. All parts: hard top, rostyle wheels, engine, 4 speed, new drivers side floor panel, Parts \$5-\$400. Larry Clarke, 604-948-5067.

Discounts for Members!



Present your OECC Membership Card for a Commercial Discount at either Decker's Auto Plus location.



Present your special Member Discount Card for a Commercial Discount at any Lordco location. Ask for a discount card at any OECC meeting.