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Don't Forget:

Nov. 2: Ladner-Bellingham Run (see p. 10)

Nov. 4: Meeting 7:00
Location TBA

December 2: Annual Christmas Dinner & Awards Night (see p. 2)

Best Calendar Online:
www.vancouverminiclub.ca

Other Branch Websites:

Society & South Island:
www.oecc.ca

Central Island:
members.shaw.ca/cioecc

Northern Interior:
www.karlson.ca:8080/carpathia/nibac

OECC-Triumph Car Club Challenge

Gerry Parkinson, Photos

by Chris and Dave Walker

The OECC - Triumph Car Club Challenge was held on Saturday September 27, 2003. The challenge was to see which club could get the most cars out to the run. We had our Drivers and Navigators meeting at 9:45 AM at the South Delta Recreation Center in Tsawwassen. It was an absolutely glorious morning with not a cloud in the sky, and a



forecasted high of 28 degrees C for the day. There were 23 English cars present for the run and one Chrysler!

The first car was dispatched promptly at 10 AM and one ev-



ery minute thereafter. The run was 40 kilometers long, winding around the communities and farm lands of Tsawwassen and Ladner. There was about 1 ½



hours of driving, ½ hour of walking and up to 1 hour of searching/getting lost/back tracking

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Go-Kart Grand Prix

Gerry Parkinson

Photos by Chris and Dave Walker

The event was held at the Richmond Go Kart Track on an absolutely gorgeous sunny Sunday morning. The track is very complex with lots of curves and s-turns in the back field and a wicked hairpin right before the finish line. I can tell you from first

Chris Walker's note: "I can't wait to try it again. Gerry Chatterton and I didn't win the ladies heat; Carol Hetherington with navigator Kelly Beenham beat the pants off us. Wait until next year!"



hand experience that if you don't get off the gas before the hairpin, you won't make it out the other side without hitting the wall. I brought along three of my sons - Steve, Mike and James. James won the junior event. The ladies event was won by Carol Hetherington with Kelly Beenham navigating in a double cart. We had an hour of racing and there were

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Ramblings from the Chair

Gerry Parkinson

We have over 100 people in our club now, of which about half are either moderately or very active members. The other half just seem to belong, but are missing out, big time, on all the things the club has to offer – you know who you are! We have been discussing ways to get more participation, especially on the weekend car runs and other special events. A typical weekend run takes the organizers hours to prepare, and we typically get 12 to 15 cars participating. (Did you hear the one about the OECC member who's English car has been in the garage so long it is now considered an off road vehicle?)

The recent OECC – Triumph Club challenge was an effort to increase participation and I would say it was very successful with 24 cars and 48 people involved. We have added significantly to our roster of events this year with the new Spring Run, the OECC–Triumph Challenge run, several mini–runs such as Steveston and Colt Cams, and the resurrection of the Family Go-Cart event. I think as word gets around about the quality of these events they

will build up a following, from one year to the next, and the attendance will increase. The Ladner to Bellingham run is a good example of a well run event that has built a following over the years and is now very large and successful. This is our next major event, and I hope everyone is able to come out and join the fun.

Speaking of the Family Go-Cart event, that was extremely exciting. You should see what happens when you put a bunch of English car drivers in go-carts. The kids, old and young, got lots of track time. I was the only one who actually brought kids. It would be nice to see some younger kids out next time. The youngest son I brought is 14 years old and has 2 inches and 20 pounds on me, so he is past the cute stage. It seems that our club demographics leans toward people with older kids and Richard Fishman whose kids are still riding in the stroller. Maybe we could recruit some grandchildren next time? Anyway, this was a great event organized by Les Hetherington, so thank you to Les for being one of the very active club members.

Well I am off to the garage because right now my MG purrs like a kitten . . . coughing up a hairball!

Annual Christmas Dinner & Awards Night on December 2

Fred Bennett

Join us on December 2 for the Annual Christmas Dinner & Awards Night, an OECC tradition!

**Red circle this date:
Tuesday, December 2**

**Where: Roma Hall, 940 Ewen Avenue
New Westminster, BC**

**Time: Happy Hour 6:00 PM
Dinner 7:00 PM
No Host Bar**

Reservation Deadline: Tuesday, November 25

The catered sit-down dinner menu includes a choice of excellent entrees and all of the delicious trimmings you've come to expect.

Reservation forms will be distributed to members in ample time to register by mail.

This will be a fun evening, full of good company, prizes and awards. For more information contact Gerry Parkinson (604-943-3824) or Fred Bennett (604-939-1772).

8th Annual Ladner-Bellingham Run

When: Sunday, November 2

Start: 5200 Ladner Trunk Rd (Hwy 10)

Time: Registration 8-8:45; First Car Out 9:00

Information: members.shaw.ca/oeccvancouver

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

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about 20 people in attendance. They were all club members except for my 3 sons as no one else brought their kids. Les gave me a hard time (all in good fun) about how large my kids are (They are 14, 17 and 20 and all bigger than me!). I think we are hoping for some younger (smaller) kids next time. We had 3 lap races and there was some pretty tough competition, with a little bit of bumping and crowding going on out in the back field.



There was a lot of discussion, especially by Fred Cirillo, about which cars were the fastest and if it was the car or the driving skill that was winning the race. Of course I was advocating that it was all driving skill. After the racing we had an awards ceremony and then



everyone stayed for a picnic lunch on the picnic tables beside the race track.

The whole event was filmed by Walter Reynolds complete with driver inter-

views, and rumor has it that the film will be shown at the Christmas Party.

The event was very well organized by Les Hetherington, and every one that came really had fun. I hope we are able to do it again next year.



Events Report

Steve Diggins

This year, so far, has seen quite a few very good events for our club. We have been invited to excellent "All British" events which are thankfully put on by other groups. We have also had a few new club events to enjoy with our own members, and I think we now have a good selection of events to go to.

This year four new club events have been added to our list. Two of these are very early in the season and the other two are towards the end of the season. I don't think we have to worry too much about the summer months because there is already so much to choose from. The four new club events are the Easter run to Steveston, the first annual OECC Spring Fun Run in May to Fort Langley, the club Go-Kart Day at the end of August and the upcoming (at this point of writing) OECC-BCTR Challenge Run at the end of September.

All three of the club events that have taken place have been very enjoyable and successful with just over twenty members showing up at each. The go karts were a lot of fun and Steveston and Fort Langley are very interesting places to visit. The Fort Langley area has lots of nice country roads that suit even our oldest cars. Having the rally in the morning and sight-seeing in the afternoon is a good combination. I think we are onto something good here and I am sure more people will be there next year. My thanks to those who organized these new events.

In regards to our monthly meetings, we have the next six month booked at some very interesting places. Finding places for our summer meetings was more of a challenge, but the sites were well-received even though some of them may have been short of staff due to holidays. Maybe we should do some outdoor things during the summer months and enjoy the long evenings. I already have some interesting ideas being thought over and I think they will be a nice addition to the club events list.

One other thing I would like to add is that I have been a member of quite a few clubs, being a founding member of four, and this is one of the best for membership participation. We are here to have fun with some great cars so let's keep rolling in the right direction.

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etc. The shortest time was turned in by an OECC Morgan at 1 hour 58 minutes. The longest time was turned in by a Triumph Club TR8 at 2 hours



and 54 minutes. The run involved answering 75 questions about landmarks along the way with a few riddles thrown in for good measure. At three points the cars had to be parked in favour of walking to find the answer to several questions.

The first place prize went to an OECC Vauxhall that belongs to Paul and Kelly Beenham, was driven by Fred Bennett and navigated by Les Foster. They had a score of 67 out of 75. There was a four way tie for second place with a score



of 66, so run time was used as the tie breaker. Second place prize went to an OECC Morgan driven by Steve Blake and navigated by Liz Blake, and third place was an OECC Austin Mini driven



by Dave Walker and navigated by Chris Walker. Robin Webb from the Triumph Club was the last to show up at the restaurant so he got the consolation prize - we thought he may be permanently lost! Last but not least the coveted OECC-Triumph Club Challenge trophy was awarded to the OECC for having the most cars. (OECC - 14 cars, Triumph Club - 4 cars, undeclared - 5 cars)

Lunch and awards ceremony was hosted by Tom Johnston of Robb's Fish Restaurant in Tsawwassen. Tom was out at 7 AM to block off the parking



spaces for us, so we had a mini car show in front of his restaurant, and attracted lots of attention from passersby. The restaurant was opened especially for us, so we had the whole place to ourselves and 46 people stayed for lunch. It was a very successful event and the Triumph Club has risen to the challenge to get more cars out next year.



OECC Society Executive Meeting

Gerry Parkinson

The Old English Car Club of British Columbia is a Society with branches in Victoria, Nanaimo, Comox, Vancouver, Kamloops and Prince George. The umbrella organization brings the branches together to share ideas on how to run our clubs better, to coordinate interclub activities, and to arrange for things like insurance and regalia. I have just come back from a Society Executive meeting in Nanaimo, chaired by our new President Dennis Atkinson. Dennis is a very experienced car club executive member after years of service in the Mustang Club. The meeting was well attended and it was a very hot sunny day in Nanaimo, so we ended up out on the patio at the ABC Country Restaurant. The meeting was called to order by Dennis at 10:30 AM. We had good discussions about:

1. Individual branch activities – each branch gave an update of activities and listed successes and areas of improvement.
2. Inter-branch news and communications – there will be more coordination on newsletter exchange and a society coordinated events calendar, so each club newsletter has important events dates listed from the other clubs.
3. AirCare and ICBC programs – Fred Bennett continues to be our window into the AirCare and ICBC Collector Vehicle programs. Some members from other clubs have expressed an interest in having more information and being more involved in these programs.
4. Society Finances and Regalia – the Society continues to have a balanced budget of revenues and expenses. They had a surplus in the last year mainly due to the AGM coming in under budget, so the bank balance is currently in good shape. Derrick Sparks is now looking after Society Regalia. It

was decided that we would place another order for 50 grill badges which are bulk ordered by the society. Derrick is overstocked in lapel pins so we may be able to get you a good price on those! All other Society provided regalia has an adequate inventory level.

5. Charities and community outreach programs – the Island clubs all have a local charity that they support and raise money for, as part of their club activities. In addition the Society is looking for an opportunity to support Young Driver training programs as part of the community outreach to keep our young people safe on the road. Our branch has never been affiliated with a local charity, but I would welcome feedback on any interest to be more involved with a charity or a Young Driver training program.

6. The next Annual General Meeting date and location has not been established at the time of printing, but we should know within a few weeks. I will pass the info along.

7. Multi-Branch Circle Tour – The Society Executive is looking for feedback on a major OECC tour next year. I will be looking for expressions of interest from our club in the next couple of months, so please contact me if you are interested, but can't make the monthly meeting. The options that would be considered are:

- a. Victoria to Campbell River and return
- b. Victoria to Comox to the Sunshine Coast to Vancouver to Victoria
- c. Victoria to Port Hardy to Prince Rupert to Prince George to Kamloops to Vancouver to Victoria.

8. Web Sites – We now have the www.oecc.ca web address registered. We will work toward having all the individual club website addresses managed under this umbrella, so we can present a more integrated information

source to the users.

9. Next meeting – the next meeting will be scheduled in about three months.

The meeting was adjourned at 2:45 PM.

OECC Regalia

Fred Bennett



Celebrate your English car enthusiasm with OECC regalia.

Order now for Christmas!

- > Car badges
- > Pins
- > Decals (inside or outside)
- > Coffee mugs
- > 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.



Front License Plate

Brian Lees

I always thought my classic English car would look much better without the front BC license plate, especially if you were fortunate enough to still have the original British number plates.



I have on many occasions observed both domestic and foreign cars driving around without a front license plate and wondered if this was legal or not. So one day, when I had nothing better to do with myself, I decided to drive down to the local cop shop and find out once and for all the answer to my nagging quandary. I took with me a very nice picture of my Daimler proudly displaying the proverbial front license plate.

On arrival at the Surrey Police Station I approached the main counter and asked the officer on duty my question regarding the front license plate. "Don't know," he answered. He pointed across the hall to a small window with the sign "Traffic Division" over it and said, "Ask the officer there. He's the horses mouth!"

So I walked over to this window and peered in. Not seeing anyone, I followed the posted sign which instructed me to press the little shiny chrome bell. "Ding, ding!" Nothing. So I dinged the little chrome bell again. This time it worked. A voice from around the corner informed me he would be there in a minute.

The officer eventually appeared and I tried to break the ice with a little British humor. "So you're the horses mouth," I said. It didn't work, so I said with a silly grin on my face, "The chap over there said you were ...Ha, ha ... anyway, sir." Thrusting my Daimler picture across the counter towards him, I said, "Could you tell me, *sir*, if it's legal in BC to drive a motor vehicle with no front license plate?" The officer slid my picture back to me obviously unimpressed, and with all the authority he could muster in his voice replied, "No it's not," and duly returned to his sanctum around the corner.

But I wasn't finished with him. I once again rang his little chrome bell. This time he reappeared much quicker from behind the wall. "What is it now?" he barked out at me. "Just one more thing," as Lieutenant Columbo would say. "What's the penalty for not displaying a front license plate?" I think I had him there! He had to return to his little corner behind the wall and reappeared thumbing through his little book of rules and regulations muttering all the time under his breath. "Ha," he said, snapping his little book closed. "\$85 fine! And have a good day." At long last I had my answer.

Wings & Wheels 2003

Walter Reynolds

The Car Show portion of Wings & Wheels 2003 was a resounding success. Over twice the number of cars were on display this year as in 2002 (82 vs. 37). Seven English cars were present, including two



Austins, an Austin-Healey, a Lotus, two MGs, and a Sunbeam. Although many individuals complained of the heat, many said

they would be back next year, plus they would promote the event to their friends and their clubs. There were several offers of volunteer assistance for next year, both from individuals and clubs. "Fantastic" was how the day was described. An improved show is planned for 2004.

The Riverside Flyers Radio Control Club display gave members an opportunity to display their models to the public. Having the planes at the Airport Open House gave the those in attendance the chance to see the radio controlled airplane hobby.

I'll Name This Car!

Jerry Coleman

Editor's Note: Jerry Coleman submitted the winning entry to this "Name This Car Contest" via email on August 20 at 10:29. Chris Walker submitted the photo. Thanks to both of you for a fun contest!



The car, what's left of it, is a 1937 Austin Ten. White Spot has a very good picture of one parked outside the original South Granville drive-in restaurant. The guys look as though they might be the Beetles, or trying to look like them.

History of MG-Rover (Part 1)

www.xpower-mg.com/History%20of%20the%20MG-Rover%20Marque.htm

Editor's Note: This is first half of a two part article from the Internet. The second half will appear in the next issue of the Roundabout.

The Rover brand has always been at the heart of Britain's motor industry from 1904 until today. The products that bear the name Rover are quintessentially British - reliable and timeless designs flourishing on innovative engineering. The MG and Rover car marques have contributed to the history of the British motor industry and to the history of the MG Rover Group. Of the brand names in the current market place, Rover and MG have a clear identity and a set of strong brand values that build on the heritage and history of each of these marques while embracing the technology of the future.

Towards the end of the 19th century, the city of Coventry had become the capital of the British cycle industry. Foremost among the many bicycle makers in the city was the Rover company, which had pioneered in 1884 the modern safety bicycle. This product was the first of many to proudly proclaim, "Rover Set the Fashion to the World."

The Rover company was founded in 1877 as a partnership between John Kemp Starley and William Sutton. While Sutton soon pulled out of the business, Starley was to remain at the helm until his death in 1901. As early as 1888, he had built an experimental electrically powered tricycle.

The company entered production of self-propelled vehicles in 1903. A conventional petrol engine powered the first Rover Imperial motorcycle. The following year, the first Rover car was introduced - the single cylinder 8-hp model designed by Edmund Lewis, which had the first central backbone chassis in the world. In the same year, Rover built its first four-cylinder cars, the 10/12 hp and the 16/20 hp models, and in 1907 a 16/20 hp model driven by Earnest Courtis won the Tourist Trophy race in the Isle of Man.

Over the next few years, Rover made a wide variety of cars, including some models with the Knights sleeve-valve engine. In 1912, two new cars were introduced to replace all the earlier models - a 3.3 litre 18 hp car and the better known 2.3 litre 12 hp model, designed by Owen Clegg and which for many years formed the back-

bone of the Rover range. During the years of the First World War, Rover supplied motorcycles to the British and Russian Armies and the company built Maudslay trucks and Sunbeam cars to government orders.

By this time, many people in the industry were trying their hands at manufacturing motor vehicles, seeking to take Rover's market share. In response, Rover continued to develop its fleet of cars. In 1919, a revised 12 which soon became known as the 14 was put back on the market. In the same year, Rover bought a design for a small car produced by Jack Sangster of the Ariel Motorcycle Company. This became the Rover Eight, which was manufactured in a new factory at Tyseley in Birmingham. The Eight featured an air-cooled flat-twin engine; a type of power unit often associated with motorcycles or cycle-cars. By comparison, however, the small Rover was well made and sturdy. Selling for as little as £145 at one stage, it was popular in the market until interest in the Austin Seven eclipsed it.

To differentiate its products from its competitors, Rover brought out a complementary four cylinder Nine and began to move its products upmarket, away from the mass-produced Austin and Morris. During this time, the 14/45 was launched. A technically interesting car, it featured an overhead camshaft engine for which Rover was awarded the Dewar Trophy. An underpowered car, it was later fitted with a more powerful engine and renamed, the 16/50. It was a round this time, 1922, that 33 year-old Cecil Kimber joined Morris Garages as sales manager, to be appointed as general manager in the following year. Kimber had a great interest in body styling and coach building and was also an enthusiastic sports car driver. At the time, the Bullnosed Morris Cowleys and Oxfords were the bestselling cars in Britain, but were undeniably staid. So, it became natural for Kimber to turn his skills to fitting Morris chassis with a special bodywork of a more sporting nature.

In 1923, the first special-bodied Morris cars were marketed by Morris Garages, and in March 1924 the first MG car - a four-door saloon body on a Morris Oxford chassis - was advertised. It was followed immediately by the first examples of the MG four-seater Special Sports, also on the Oxford chassis. For 1925 a range of MG Super Sports models were offered, with two or four seater bodywork, or in 'saloonette' form. In the same year the first entirely special purpose built MG sports, 'Old No. 1' was made for Cecil Kimber's own use. Kimber entered the car in the

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1925 Land's End Trial and won a gold medal.

1933 spelled out a year of change for Rover. The company came under new management from the Wilks Brothers - Spencer as managing director, Maurice in charge of engineering and design. Between them, they formulated a new product philosophy aimed at turning Rover into "One of Britain's Fine Cars," with the desired discreet and understated image of typical British quality. In 1934 the company introduced new 10 and 12 hp four cylinder models, while the six cylinder 14 was developed from the old Pilot. It was later followed by similar 16 and 20 hp models, which gave Rover extensive market coverage. Between 1933 and 1939, annual production increased from 5,000 to 11,000 cars and net profits soared from £7,500 to £200,000.

The period 1930 to 1935 saw the classic MG years, with a great variety of four and six cylinder models being manufactured. Most were sports cars, although a number of pure racing models were also developed and won countless successes on track and road circuits in Britain and abroad. The name MG became synonymous with sports cars and it was in this period that the foundations were made for the lasting fame of the marque.

During the Second World War, more than 21,000 people were employed at Rover producing aero engines, tank engines and aircraft wings. The company was closely involved in pioneer work for Sir Frank Whittle's jet engine. At the same time, work began in secret on the development of a small gas turbine engine. The early postwar Rover range consisted of the 10, 12, 14 and 16 hp models in saloon or sports saloon form. The company also introduced a four cylinder 1.6 litre 60 and 2.1 litre six cylinder 75, with all new engines featuring overhead inlet and side exhaust valves in a new chassis with independent front suspension and hydromechanical brakes. These cars were known as the P3 models. Rover built another experimental small car, the 700 cc 2-seater M1 and in 1948 brought out the first Land Rover.

Until 1935, the MG company had been the sole property of Lord Nuffield. However, in that year he sold the company together with Wolseley and his other interests to Morris Motors Ltd as part of a general rationalisation of the Morris companies, forming the Nuffield Organisation. It was simultaneously announced that MG would withdraw from racing. However, although there were no more MG racing cars, the company entered a new field of achievement with a series of record

cars. The first was the EW120, the 'Magic Midget' which George Eyston drove at over 100 mph. This was followed by the EX135, the 'Magic Magnette' which was rebuilt with streamlined bodywork and in the course of its 15 year career, broke numerous records in different capacity classes, using five different engines. At the 1949 Motor Show, Rover showed the new P4 model, at first available only in the 75 form with the six cylinder engine. This had an all-new body with full width American styling. A large radiator grille and a centrally mounted fog lamp earned this model its Cyclops nickname. The radiator was replaced with the original design and went on to become one of Rover's favourite cars, affectionately being known as the "Auntie" Rover. The range was extended with a choice of engines, ranging from 2 litre four to a 2.6 litre six. Once again, Rover produced a car that in engineering terms, "set the fashion to the world."

Inspired by Rover's wartime involvement with the jet engine, the Jet 1 of 1950 was built on the platform of the P4. The JET 1 became the world's first gas turbine engined car. Earning Rover the Dewar Trophy for the second time, it was driven at speeds of over 150 mph. After the war, it became increasingly important for Britain to export the majority of new cars in order to earn much needed foreign currency, particularly dollars. The MG TC was developed and was the first MG to sell in large quantities overseas, including the USA.

Over the next few years, Rover built several experimental gas turbine cars, including the T3 of 1956, a four-wheel drive Coupé with a glass fibre body, the T4 of 1962 with front-wheel drive and a racing car which competed in the Le Mans 24 hour race in 1963 and 1965. In 1965, this Rover/BRM was the first British car to finish the race, finishing tenth. Subsequently, Rover gave up turbine development as the technology was not yet suitable for production cars.

The P5 model of 1958 was a major milestone for Rover. It was a large luxury saloon with a 3-litre version of Rover's six cylinder engine and was the first Rover car with unitary bodywork, styled by David Bache. This model combined elegance with tradition and had a well appointed interior. Later developments of the P5 included the 3.5 litre V8 model of 1967 which for the first time used the V8 engine to a design bought from the American Buick company. The 3 and 3.5 litre models became favourites with British Prime Ministers from Harold Wilson to Margaret Thatcher and HM the Queen even used these cars for her private motoring.

Continued Next Month

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

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. 889-0409.

1960 Austin-Healey Sprite. Factory hardtop, softtop and tonneau cover. 1275 cc engine. Ultra-rare Lucas "Ranger" driving lights. Detachable headrest fairing. \$9,500 OBO. Larry. 503-287-5383 or ljl827@aol.com.

1960 MG A Coupe. Rust-free Texas car with 66,000 original miles. Other than the Weber carburetor conversion, it is all original. \$18,000 Brian Campbell. 604-826-8724 (picture on OECC site).

1961 Singer Gazelle Convertible. New top, original interior. Trunk and rearend re-welded; resealed tank. Needs little body work. Rare opportunity \$9500 OBO. Serious inquiries only. badanic@douglas.bc.ca or 604-255-9871.

1963 Envoy Panel Van and a 1963 Bedford Camper. The Envoy is registered and, with some repairs with parts from the Bedford, could be made road ready. For further information contact Ben at 250-478-4616 or pattyben@shaw.ca.

1965 Rover P5 3 Litre. Rebuilt in 1990. Always covered and garaged. Transmission rebuilt one year ago. Price reduced to \$8,900. Richard in Victoria. 250-382-4072 or rfaryon@pacificcoast.net.

1967 Austin 1800. Original unrestored, 63,000 miles. Collector plates. \$3,200. Clarke Williamson in Cobble Hill. 250-743-7966 or clarkewil@telus.net.

1968 Rover 2000 Automatic.

Arden Green. 92,700 miles. Restored in 1989. Completely original. Lots of spare parts, including a transmission. Ill health forces sale. Victoria. 250-474-7183 (picture on OECC site).

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. Very clean, well maintained. Includes custom tow hitch. Fast, rare. \$6,000.00 (picture on OECC site) **1969 Triumph GT6+.** Complete parts car less body shell and chassis, but includes tailgate, glass, hood bulge. Running engine and gearbox, running gear. \$2,500.00 or \$8,500.00 for both. s.j.watkins@shaw.ca.

1972 MG B. Blue metallic. Needs a little work, extra parts available \$2,500. Robert, Campbell River. 923-6815 or 284-3258.

1972 Rover TC2000 RHD, Series 2. Collector plates, great looking car. Rebuilt motor, new brakes, front shocks, new clutch, U-joints, driveline and halfshafts, rebuilt 3500s differential. Interior nice. Lots of spare parts. For pictures email rovohn@telus.net \$6,500 OBO. John. 604-533-1257.

1973 Jaguar Series 1 XJ6. Looks good, runs good, needs enthusiastic owner. \$2,500. 250-756-2207 or cioecc@shaw.ca.

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

1974 MG B. Dismantled rubber bumper model, most parts still available reasonable prices. John. 250-701-0162.

1977 Austin Marina 1.8 litre. Four-door, automatic transmission. "The sporting family man's car" (engine as for MG B). 62,000 miles. Generally good condition throughout. Recent pass on BC AirCare test. Good tires. Completely ready to go. \$1,800 OBO. Motivated seller. Ian. 250-384-2910 or cox@pacificcoast.net.

1985 Land Rover 90 RHD Diesel. 3-door, sliding rear side windows, 25-30 MPG. Unique, fun vehicle! Blue hardtop with Mitsubishi 2.5 TD, LT77. Registered in BC. Good highway cruiser and excellent off-road torque. Windup windows, 15" 8-spoke wheels with 31" tires in 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.

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

Cars Wanted

Hillman Minx. Contact Scott at scott_grimmer@hotmail.com.

Parts For Sale

Traficator Units. Piston Rings for Hillman Minx, Sunbeam Talbot, Triumph Mayflower. Les, 604-943-4936, leswfooster@hotmail.com.

1974 MG B Parts. All parts. Larry Clarke, 604-948-5067.

Miscellaneous For Sale

Haynes Manuals: Ford Cortina Mk2, 1960 to 1970, soft cover excellent condition \$10; Sunbeam & Singer, 1955 to 1965, hardcover mint condition \$12. **Whitworth Wrenches:** 7 each 3/8 & 7/16 double open end NEW black finish \$5 each; various other older DOE wrenches and "spanners" \$2 each. Offers accepted. Ray Field, rayfield@telus.net or 250-721-4011.

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.

All the way
to
Bellingham!



Pre-registration
deadline
October 27!

The Vancouver Coast Branch of the Old English Car Club of British Columbia invites you to the

8th Annual Ladner-Bellingham All British Run
Sunday, November 2, 2003

Packet Pickup & Late Registration: **8:00-8:45**; Driver's Meeting: **8:45**; First Car Out: **9:00**
Start: Trenant Park Square Shopping Centre, 5200 Ladner Trunk Rd (Hwy 10), Ladner, BC

The Ladner-Bellingham All British Run has become one of the major English automobile events in the Pacific Northwest with as many as 90 cars participating. Join us to commemorate the 108th anniversary of the London to Brighton Run which celebrated emancipation of the automobile in England.

GET YOUR PASSPORT READY! Proper documentation for border crossing in a timely fashion is extremely important. Appropriate documentation includes a passport (expired is acceptable) or citizenship card and one other proof of identification. Cars start departing at 9:00 in order to minimize the time crossing the border. More information and registration forms are also available on our website: <http://members.shaw.ca/oeccvancouver>

We have a great event planned - a scenic backroads route, several opportunities to socialize with other English car enthusiasts, and a delicious lunch in a picturesque facility. A convenient R&R stop at Burger King after we cross the border provides an opportunity to refresh, socialize and regroup. Lunch, catered by Emerald Bay Events, will once again be at the beautiful Bellingham Yacht Club. There are two new lunch choices: 1) Mediterranean chicken with sun-dried tomato sauce, mixed green salad, linguini tossed with butter and parsley and steamed fresh vegetables; 2) Honey glazed ham, fresh garden greens, au gratin potatoes and steamed fresh vegetables. There will be a "cash bar" available (U.S. funds only). *Pre-register now to guarantee lunch at the Bellingham Yacht Club!*

----- Cut and mail to OECC, 12280 Flury Drive, Richmond, BC V6V 1H5 by October 27! -----

Ladner-Bellingham All British Run 2003 Pre-Registration

Driver's Name: _____
Address: _____
Phone: _____ Email: _____
Automobile: _____ Club Affiliation: _____

OECC Members:

Basic Registration (car, driver and passengers)	\$2.00	_____
Optional Permanent Ladner-Bellingham Plate (includes basic registration)	\$20.00	_____

Non-Members:

Basic Registration (car, driver and passengers)	\$10.00	_____
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Lunch Reservations (indicate choices and number of each):

Dinner choices: _____ Chicken _____ Ham	@ \$20.00	_____
(U.S. residents: multiply Total by .75 and send US\$)	Total:	_____