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Don't Forget:

Feb 15: Valentine Run

Mar 2: AGM 7:30
Rainbow Station, Confederation Park, Burnaby; see article on p. 2)

Apr 6: 7:00 TBA

May 4: 7:00 TBA

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 (not online at time of publication)

OECC Christmas Dinner 2003

Fred Bennett

The evening of Tuesday, December 2, 2003, was cold, wet and windy but the weather could not daunt the spirits of OECC members attending the Christmas Dinner.

The venue for this event was the sumptuous Roma Hall in Queensborough. Seasonal mood music supplied by Elaine LaFontaine added to the setting. Beginning at 6:00 fifty-seven members enjoyed "happy hour" (with a real bar and bar tender) and then a multi-course, graciously served supper.

Supper was followed by the usual 50/50 draw, door prize draw, and the traditional recognition awards. This is the time when member's efforts on behalf of the Branch over the past year are recognized. This year the awards took the form of OECC scarfs and hats made by Anita Parkinson. She must have known that the snow was coming!

Two additional awards were also given. The Boveril Award goes to the member most dis-



playing the club spirit. The recipient was our own Walter Reynolds. The award for the member with the best attendance at meetings and participation in events also went to Walter Reynolds. Congratulations, Walter! One member suggested that the event should be named "The Walter Reynolds Night."

Following the awards an entertainment surprise in the form of Dave and Maribel Karmizan was introduced. They led the group in a Christmas singalong. Dave and Maribel were voluntarily assisted by member Itallo Cirillo who proved to be a real "Kareoke Kid."

All in all, a very sociable and fun evening to wind up the club year!

Valentine Run on Feb. 15

Les Hetherington

Join us for the Valentine Run on Sunday, February 15. Treat your valentine to a scenic drive through the rolling hills of Langley, ending with a wine tasting and tour of the Domaine de Chaberton Estates Ltd. Winery, 1064 216 St, Langley.

Meet at the Ft. Langley Golf Course, 9782 McKinnon Crescent, for the start at 10AM. We will drive in procession approximately one hour to the winery. After the tour a bistro is available at the winery for those desiring lunch. Advise your phone committee member if you will attend as our host has requested numbers for staffing purposes.

Plan Ahead for Major Events

Get your old English car ready!

Tulip Rallye

When: April 24
Start: Cascade Mall, Mt. Vernon, WA
Information: www.mgcnwc.com/tulip_ralley.htm

Van Dusen Gardens ABFM

When: May 22
Start: Van Dusen Gardens, Vancouver
Information: 604-736-6754

Austin Day in the Park

When: June 6
Start: Deer Lake Park, Burnaby
Information: 604-294-6031

British Car Father's Day Picnic

When: June 20
Where: Beacon Hill Park, Victoria
Information: 250-388-5923

Rally in the Valley

When: July 2-4
Where: Penticton
Information: www.obcc.ca

Brits on the Beach

When: July 17 & 18
Where: Transfer Beach Park, Ladysmith
Information: 250-245-4592

Minter Gardens Coucours

When: July 18
Where: Minter Gardens, Chilliwack
Information: 1-888-MINTERS

Western Washington ABFM

When: July 23 & 24
Where: Bellevue Community College, Bellevue
Information: www.abfm-pdx.com

Portland ABFM

When: September 4
Where: Portland International Raceway, Portland
Information: www.abfm.com

English Car Affair in the Park

When: September 11 & 12
Where: Fort Rodd Hill NHS, Victoria
Information: www.oecc.ca

Whistler Run

When: September 18
Start: North Shore Auto Mall, North Vancouver
Information: 604-253-4145

Ladner-Bellingham Run

When: November 7
Start: Trenant Square Shopping Centre, Ladner
Information: members.shaw.ca/oeccvancouver/

Annual General Meeting

Fred Bennett

Official Notice

The Annual General Meeting of the Vancouver Coast Branch of the Old English Car Club of British Columbia will be held on March 2 at 7:30 at the Rainbow Station, B. C. Society of Model Engineers, 120 N. Willingdon Ave., Confederation Park, Burnaby, BC. Enter off Penzance Drive.

Elections will be held for the following:

- Chairperson
- Vice-Chairperson
- Secretary
- Treasurer

We need volunteers for the following appointed positions:

- Editor of the Roundabout
- Telephone Committee Coordinator
- Telephone Committee Members (2)
- Events Coordinator
- Ladner-Bellingham Run Committee

Come to the AGM and help OECC plan for another great year!

A Friendly Reminder

If you haven't paid your dues this is your last Roundabout!

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

Ramblings from the Chair

Gerry Parkinson

Next month will mark one year that I have been writing *Ramblings from the Chair*. That means that the AGM is coming up for the Vancouver Coast Branch of the Old English Car Club of B.C. It is that time when we elect the new officers to lead the club for the next year. Notice that I use the word election! That implies that we have more than one candidate for each position and we actually vote on candidates to be ELECTED for the next year. If we only have one candidate for each job we should just call it an acclimation, not an election.

How would this election idea work? Well, first we need to find of all those truly brilliant people who realize that volunteering is important and very rewarding. Then we have to remove all the excuses that they are too busy. (News flash: those of us that are in executive positions are sometimes busy as well. I, for one, have four kids, three in school and all sorts of activities, and I own a small business that keeps me busy – but then it is not a competition to see who is the busiest.) Finally, we would probably have to convince them that once they get a position they won't have to keep it for life. It is OK to take a position for a year or two and then pass in on to someone else so we can all have a turn.

So, what if there is someone already in a position? Well, I think I speak for all the executive when I say that I would not be the least bit insulted if someone else runs for my position, and while I have agreed to let my name stand for a second year I would be delighted if someone else wins the position. We also have two people that I know of who are not able to let their name stand again this year. The first is Paul Beenham. Paul says he has been head of the phone committee for 8 to 10 years. He has done an amazing job of coordinating the phoning of members for all those years; this is one the main keys to success of our club. The second person is Owen Henry, our secretary. This is a job that he has had as long as I

have been in the club. Once again, Owen has been a key contributor to the executive team with his work on meeting minutes and keeping track of membership. In addition, he has been involved in production of the Roundabout and the Ladner-Bellingham Run. His strong leadership and collaborative common sense approach to issues has been most helpful. I would like to pass along a huge “thank you” on behalf of myself and the rest of the executive to Paul and Owen for their huge contributions to the club.

There are a couple of ways to get involved. The first thing you need to know is that it is the responsibility of the past Chairperson to receive nominations and run the elections. Now, through a fluke of history, our past chairperson is also our Vice Chair – Fred Bennett. If you have someone you think would do a good job, please make the nomination to Fred. You can do this before the AGM or at the AGM, although before would help him with the balloting process. It would also be hugely helpful if you could actually twist the person's arm until they say that they would indeed agree to let their name stand for election. Or the other way we get candidates is volunteers – hey, we are not proud, we will take anyone, nominated or not. If you are not ready to do an executive position just yet, we also need volunteers for phoning, and to work on events committees. There are many ways to get involved.

The club is completely dependant on volunteers for its success, and it really is a great group to work with; volunteering has many rewards. Please give it some thought.

In other news, we have an action-packed year ahead of us. In addition to our twelve regular monthly meetings, we have many club events planned. I have been very pleased with the number of club members who have called up and volunteered to organize events. We have quite a few weekend car runs planned this year, and some very exciting events are in the planning stages for this summer. So get those old English cars tuned up and on the road because you will need them soon and often in the coming year.

Bringing It Home

Murray Jackson

(reprint with permission)

You've found the car of your dreams after years of searching. Unfortunately, your must-have Hudson Hornet is in Bucksport, Tennessee. Or perhaps it's a pampered Austin Princess that is currently residing in Old Sodbury, England.

Full speed ahead, you're about to embark on your first do-it-yourself vehicle importation.

Importing a used car into Canada is a bit like skydiving — attempting it without proper education and preparation is unwise, to say the least.

Recently, I imported a London taxi from England. Here are the highlights of what I learned about bringing a personal vehicle from outside Canada, whether it's from the United States or an overseas country.



Murray Jackson's London Taxi

Getting It to Canada

Your first concern will likely be the means of getting your prized wheels to Canada. Used cars imported from the United States are often driven or trucked across the border. However, if your collector car must cross an ocean, your first worry will be the logistics of getting it here.

If you've bought from an overseas dealer who specializes in vehicle exports, shipping arrangements may be taken care of for you. If you've purchased a vehicle from a private individual, you can orchestrate the shipping arrangements yourself or engage the services of a freight forwarding company that specializes in the overseas movement of vehicles.

Car-shipping companies understand the import requirements of various countries. Their services include receipt and cleaning of the vehicle, packing into a container (if required), preparation of bills of lading and customs documents, haulage to the port of export and payment of ocean freight and port charges. These companies can even arrange carriage of your car from the Canadian port of entry to your location, if desired. You may wish to get price quotes from several freight forwarders.

The least expensive method of ocean shipment is called RoRo, meaning "roll on, roll off." As you might expect from the name, your precious vehicle will be driven on and off a

ship by dock workers at the beginning and end of its voyage to Canada. Additional items, such as spare parts, should not be packed inside cars shipped in this manner. At the time of writing, the cost of RoRo shipment from England to Halifax (including the services of a freight forwarder) was about \$2,000

plus marine insurance (two per cent of the value of the vehicle).

For greater security, at additional cost, your vehicle can cross the ocean in a shipping container. Most passenger cars will fit into a standard 20-foot container. Once your car is inside, the container will remain sealed until its arrival in Canada. Vehicles in containers may be shipped with spare parts, if desired, although the nature and value of these enclosures should be specified on the import documents.

Currently, shipping your collector car from England to Montreal (including a freight forwarder's fee) costs about \$3,400 plus marine insurance.

Note that ocean-freight rates for RoRo and container shipments fluctuate. Incidentally,

shipping two vehicles at once will result in savings, as the cost of shipping a 40-foot container is about 1.5 times the cost of shipping a 20-footer.

Be Prepared

Import rules vary depending on your vehicle's age, its country of origin and the country from which you are importing it.

You need a good understanding of the import regulations administered by the Canada Customs and Revenue Agency (CCRA), Transport Canada and, for shipments from overseas, the Canadian Food Inspection Agency (CFIA). At the provincial level, there are vehicle-licensing, emissions-testing, sales tax and insurance requirements to be considered.

Some countries, including the U.S., have requirements that you must meet before a vehicle can be exported. In England, for example, the vehicle's vendor should visit the licensing authorities to exchange the car's registration document for a Certificate of Permanent Export. As a precaution, check with the customs or vehicle-licensing authorities in the country from which the vehicle will be exported.

The Paper Trail

Your copy of the vehicle's foreign registration document will establish its age and country of export. You should also have a bill of sale that clearly identifies the vehicle (year, make, model and vehicle identification number). The bill of sale should also contain the names and addresses of the vendor and purchaser and the price paid for the vehicle.

Your file folder will expand as you receive the documents generated by the companies involved in shipping your car to Canada. If you have a low tolerance for red tape, consider using the services of a customs broker. For a small fee, the broker will relieve you of your paper burden and will prepare and present the forms required to obtain customs clearance for your car.

Vehicles Purchased in the U.S.A.

As a general rule, used cars that are at least 15 years old can be imported from the U.S.A. and are not subject to safety and emission equipment requirements. Age is not determined by model year; the month of importation must be at least 15 years after the month of manufacture of the vehicle.

If your vehicle is less than 15 years old and was manufactured for sale in the U.S., you must first determine whether it qualifies for importation. Transport Canada's Registrar of Imported Vehicles (RIV) program ensures that qualifying vehicles are modified, inspected and certified to meet Canadian safety standards.

Upon arrival at Customs, a qualifying vehicle will be entered into the RIV program. The registration fee is \$197 in Quebec and \$182 in other provinces. Within 45 days, the vehicle must be altered at your expense to meet Transport Canada requirements (it may need

daytime running lights and metric labels for instruments, for example). You won't be able to register and license the car in Canada until it is modified and inspected.

The RIV Web site contains a list of eligible vehicles and detailed information about typical modification and inspection requirements.

Vehicles Purchased Overseas

Residents of Canada cannot normally import a car from overseas countries unless it is at least 15 years old. The relatively few exceptions to this rule can be found in CCRA publications.

Vehicles imported from overseas must be thoroughly cleaned before shipment to Canada in order to remove soil and plant material. The CFIA will inspect your vehicle, at your expense, to ensure that this requirement has been met. If your car fails the inspection, you will be responsible for the cost of a thorough cleaning and a second inspection.

Prospective importers should make the necessary arrangements with their car-insurance companies before committing to an importation. My company got cold feet at the last moment, which caused me some grief.

Import Fees

Vehicles that are eligible for importation will be subject to import levies including customs duty and GST. Customs duty is generally based on the price paid for the vehicle and the percentage rate of duty varies depending on the vehicle's country of origin. For example, a vehicle imported from the U.S. that was manufactured in the U.S. is duty-free. However, a British-built car imported from the U.S. is subject to a duty of 6.1 per cent, the same rate applied to British vehicles imported directly from Britain.

If your collector car has air conditioning, working or not, you will pay an excise tax of \$100. There are additional levies if your vehicle weighs more than 2,007 kilograms (4,425 pounds).

Finally, GST will be charged at the rate of seven per cent of the total of the purchase price plus the customs levies.

Provincial Requirements

When you have satisfied all the import requirements, a critical document called a Vehicle Import Form will be given to you by customs, your broker or the RIV program, depending on the circumstances of your importation. Without this piece of paper, you will get only a blank stare from your provincial licensing authorities.

Before heading off to your licensing bureau, you'll need to satisfy the provincial requirements. In Ontario, for example, your car must pass a safety-standards inspection. You will also need a Drive Clean inspection certificate if the vehicle is more than three model years old and less than 20 years old.

In addition to the fees for registering your newly imported car, provincial authorities may collect sales tax on the price you paid for the vehicle. Don't bother asking why provincial sales tax applies to a sales transaction that occurred outside Canada.

I Goofed!

If your prized collector car does not meet the eligibility requirements of the CCRA and Transport Canada, you will never see it sitting in your driveway. You will be required

to export the car or destroy it under Customs supervision, at your expense. To make matters worse, you won't get a refund of the import levies you paid. Could there be a better incentive for consulting the authorities before trying to import a vehicle?

Need More Information?

The information presented here has been condensed for brevity and is subject to change. There are special rules for vehicles imported in certain circumstances, for example by former residents returning to live in Canada.

Before You Buy

Before you buy a vehicle outside Canada, consult the regulatory bodies mentioned below for information applicable to your particular situation. Failure to do so may lead to a world of woe.

- For customs information about importing vehicles into Canada, contact the Canada Customs and Revenue Agency's automated information service free of charge at 1-800-461-9999. You can also find information on the CCRA's Web site at www.ccra.gc.ca.

- For Transport Canada information about importing vehicles that were manufactured for sale in the U.S., contact the Registrar of Imported Vehicles, 405 The West Mall, Toronto M9C 5K7; telephone: 1-888-848-8240; Web site: www.riv.ca. For other vehicles, contact Road Safety and Motor Vehicle Regulation Directorate, Transport Canada, 8th floor, Place de Ville, Tower C, 330 Sparks Street, Ottawa K1A 0N5; telephone: 1-800-333-0371; Web site: www.tc.gc.ca.

- For information about Canadian Food Inspection Agency requirements, contact an Import Service Centre in Montreal (telephone 1-877-493-0468), Toronto (1-800-835-4486) or Vancouver (1-888-732-6222). The CFIA's Web address is www.cfia-acia.agr.ca.

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The Rear View Mirror

Bill Wilkinson

(reprint from "Western Classics," September 1993, with permission of the editor, Steve Diggins)

(Editor's note: though not an English car, I think we can all identify with the emotions expressed!)

Sometimes, I wonder why I own a sports car. My whole summer has been spent under my vehicle. It's cost me more money on long distance calls ordering parts than two years worth of calling my mom back East. My social life was nonexistent and for the first time in my life I didn't even have tan lines.

The night before I left to go to California, I found myself quietly packing the car at dusk and wishing I had taken it out for at least an hour's test drive. As it was, I zinged out to Spanish Banks and nervously declared it road-worthy. There were a few things that I wanted to keep my eye on like the foaming antifreeze drip and the tranny fluid that leaked only when the car was parked facing uphill ... but everything else *seemed* fine.

Eight A.M. the next morning found us stopping for coffee along Fourth Avenue and soon we were heading South under cloudy skies. It was a bit cool still and my girlfriend Barbara asked if I could turn the heat on. No problem. I just flicked the lever and out came a cloud of dust and rust that filled the whole interior of the car. Weak smiles were exchanged.

We reached the border without any other surprises but as we slowly put miles between us and my garage filled with tools and spares, my stomach began to tighten. Was there anything I had forgotten to do? Did I snug up all the bolts on the front suspension? Should I have packed a spare generator?

My fears melted as we hit the Chuckanut Drive and I began to enjoy myself. Corner, after corner, after corner, after (tinkle) corner, after ... TINKLE? What the hell was that? We pulled over and I ran back up the road to search for any fallen parts and came back with one of two shims from the spring pack. The other had dropped off earlier, unnoticed. I hammered in a block of wood and tightened it all down within an inch of its life and we were off again. This was not a good sign in my books.

By the time we got to the Port Townsend ferry though, I had relaxed somewhat and berated myself for being so paranoid. The fellow in the ferry lineup behind us came over to ask about the Abarth and show us photos of the 427 Cobra he was restoring. He chuckled over the size of my car and as he walked around it, he stopped and crouched by my right front wheel. "What's this fluid leaking all over your rim?," he asked casually. My heart fell as I surveyed the freshly painted rim with black greasy streaks radiating out from the center. Both wheels. Now what? ... and at only 130 miles out.

I thanked him for his observations and we loaded

onto the ferry a bit glum. Wheel bearings too tight? Too much grease? We stopped for fish and chips and a fresh can of wheel bearing grease in Port Townsend and then carefully toodled off South checking wheel bearing temperature every few miles. Nothing came of it, but I did repack the bearings the next morning at a campsite just in case. (They leaked the whole trip.)

From then on the car seemed to settle down although I don't think that I ever did. My eyes were constantly flitting across the gauges looking for a needle in the wrong place or a flickering generator light. I even stopped wearing my red sweatshirt because it would reflect off the warning light glass and make my heart jump. My nose was so tuned to the scents wafting through the car that I could tell the temperature of my brakes or whether the camper up ahead was running on natural gas. This got really interesting when we drove through cypress groves or past fields of garlic!

I think my ears got the brunt of it though. The sounds that emanate from a car *that* small are just unbelievable. You can hear the transmission whirring, the valves clicking and the suspension clunking all day long. There always seemed to be a noise that would appear out of nowhere suddenly. I eventually learned that my hearing would just single out a particular sound for a few miles and then blend it back in with the sea of noise as I got used to it again. (I confess I stopped a few times to check out an unusual click or buzz.)

We seemed to gain momentum as we headed through Oregon and the car problems (real and imagined) dropped away. The roads got windier and the scenery more spectacular. It finally struck me about three days out that we had escaped the "safety" of Vancouver and were doing just fine. It was driving, beaches, food and antique shops from dawn to dusk, and all those late nights in the garage had allowed me to enjoy it all that much more. It just wouldn't be the same in the Suzuki!

And the best part was yet to come - the Quail Lodge Concours Italiana, the Monterey Historic Races and Pebble Beach

Looking Back - Name This Car Contest!

Gerry Parkinson



Name This Car is back! Can you name this one? Email, write or call your guess!

Do you have a photo of a car that would be good for this column? Send it to the editor!

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

1937 Austin 10. Complete but not running. \$5495. Barrie, 250-723-3209.

1947 Bentley Mark 6 Saloon. Blue/Black, very good mechanical condition. \$14,000. Phone 250-752-8910.

1951 Morris Cowley Pickup

1954 Morris Cowley Saloon

1958 Morris Oxford Stationwagons (three)

1958 Morris Woody. Six Morris projects, 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.

1962 Rover 100. Complete but requires full restoration, showing 95,000 miles, has sat in a garage for the past 20 years. \$1,000 or offers. 604-485-4835.

1970 MGB. 52,000 miles, mechanically sound, tops in very good shape, new tires, rims redone, needs

some body work. \$4,500. Bob 250-390-1719 or bemcfall@shaw.ca.

1972 Ford Cortina. 4-dr, 2.0 auto. Running condition, rusty but lots of good parts. Needs a new home or it will be scrapped. Offers. Sandy (Esquimalt) 250-472-1210.

1972 MGB. Blue metallic. needs a little work, extra parts available. \$2500. Robert 923-6815 or 284-3258 (Campbell River).

1972 Rover TC2000 Series II. RHD, Collector plates, red, lots of new parts, also comes with too many spare parts to list, award winner at Van Dusen and RITV. Email for pictures. \$5,000 CDN obo. John Walkden, 604-533-1257 or rovoohn@telus.net.

1973 Jaguar Series I XJ6. Looks good, runs good, needs enthusiastic owner. \$2500. 250-756-2207 or cioecc@shaw.ca.

1976 Jaguar XJ6 Coupe. Collector plates. 100,000 miles. Driven almost daily. Offers on \$12,000. Must be sold! (damn it!) 655-0956 or foubi@telus.net.

1977 Austin Marina. 1.8 litre (as MGB), automatic. 62,000 miles. Generally good condition. Recent BC Air Care test. Good tires. Ready to go. \$1,625 obo. Ian 250-384-2910 or cox@pacificcoast.net.

1978 MGB. Green roadster and a blue 1978 MGB for salvage that I would like to

sell together for \$4,500. A hard top, roll bar, extra wheels and shop manuals are included. Reduced to \$3,000. For information: 250-758-7721 or pkchrste@shaw.ca.

1978 Triumph Spitfire. 148,000 km. Hardtop and soft top, nice condition. \$3750. 727-1936.

1960 TR3A. Unexpected sale. Body has had a concours restoration by a mastercraftsman. There are many new parts, 2 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. Ready to paint and reassemble for \$25,000. 604-707-0090 or 1-877-211-9444.

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.