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Don't Forget:

**April 18: Spring Run to
Squamish "Royal
Hudson" Museum (p. 2)**

May 1 & 2: AGM (p. 9)

**May 22: Van Dusen
Gardens ABFM & OECC
Garden Party afterward**

May 4: 7:00 TBA

June 1: 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](http://www.karlson.ca:8080/carpathia/nibac) (not
online at time of publica-
tion)

Valentine Run

Walter Reynolds

In typical February B.C. Lower Mainland fashion, it was raining on Sunday, February 15 for OECC's Annual Valentine's Day Run. This was the year's first official run for the Cambridge, and both me and the car were excited, sort of. The 15th was close to the first anniversary of the Cambridge getting stuck on the Albion ferry and here I was waving the red flag at the bull by preparing to drive down to the ferry for another trip into Fort Langley. As I had proven last year, it was the driver's fault and not the car's that resulted in the engine's failure to start last year. I've talked seriously to the driver and that embarrassing event has not since been repeated.

Following the ho-hum river crossing, we (car and me - Linda wasn't able to attend) arrived safely at the Fort Langley Golf Course. The last time I went by this golf course the buildings were low rise, brown and old and I was not prepared for the grandeur that confronted me when I drove into the parking lot. I wondered, would they mind me parking my 39 year old car on their blacktop? It was early but there was Routemaster Les with Carole and also Lex and Marcy Vanwely, Jag owners all of them - Permission to come aboard, sah!

Because of the rain we went into the Clubhouse and had coffee around the fau-log fire as we awaited other participants and the allotted starting time. Les asked if I would take a few photos of the cars in the parking lot, so, after most participants had arrived I excused myself and took pictures. By the time we were ready to leave there were several rainbow streaks showing in the parking lot ... "No, my car doesn't leak oil, isn't that com-



ing from under your car?"

Present and accounted for were the aforementioned two Jags plus the Jag (modern) of Mike and Barbara Smith (with Chester on the rear seat), Rover 3.5 Litre Coupe (Brian & Iris Lees), Vauxhall Velox (Paul & Kelly Beenham), Morgan Plus 4 (Steve Hutchens), Armstrong Siddley Star S (Steven & Maureen Broady with George

Herbert as passenger), TR4A (Bart Shaw), MGA (Gerry Parkinson), MG Midget (Bence & Helen McIntyre), Rolls Royce Corniche (Steve & Judith Egerton), and Austin Cambridge (yours truly). Driving his daily driver was Richard Taylor with (re-



covering) passenger Carl Knorr. I think I've listed everyone. (If I've made mistakes in spelling, car make, etc., I apologize - this write-up is a two-week-after-the-event assignment.) Also with us were Fraser Valley British Motor Club's President Ken Wandl and his wife Lex in their TR6.

Les gave us route sheets that we could follow (assuming that we couldn't see the British car in front of us) and off we went. Turn right out of the parking lot; right onto Allard; left onto 208th; left onto 88th, right onto Glover Road; left onto ... HOLD THE PHONE, we just made a turn that

Continued on page 8

Plan Ahead for Major Events

Get your old English car ready!

Tulip Rallye

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

OECC AGM

When: May 1 and 2
Start: Island
Information: 604-736-6754

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

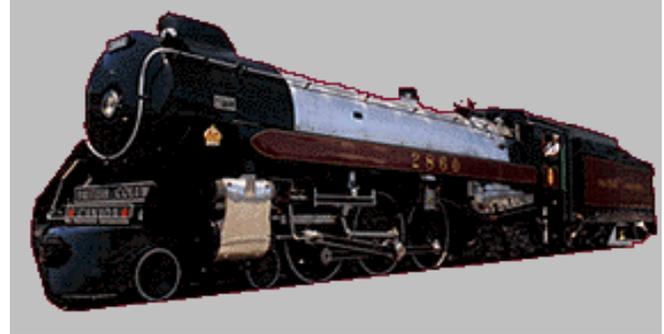
Whistler Run

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

Spring Run - Sunday, April 18

Les Hetherington

You are especially invited to take part in a drive to Heritage Park Railway Museum, home of the "Royal Hudson" in Squamish on Sunday, April 18.



We will assemble at the Park Royal north parking lot near to the corner of Marine Drive and Taylor Way and depart at 10:30 am. The route proceeds through Dunderave, Tiddley Cove and will join the Sea to Sky Highway at Horseshoe Bay.

We'll have a short coffee break at Britannia Beach, then north on Hwy. 99. Then it's left at a traffic light in Squamish onto Industrial Way and follow the signs to Heritage Park.

Weather permitting, bring a picnic. If the weather doesn't, a White Spot is near to the corner of Industrial Way and Hwy. 99.

A special reduced entry rate to the museum of \$5.50 per person has been negotiated for a group of 10 or more so please support your members.

Tidy up your car, as we may have a type of "show and shine" with awards!

Caution: The Sun Fun Run is on the same day, so travel through Stanley Park and Lions Gate Bridge may be restricted.

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: Dennis Nelson 604-599-9032 or
dnelson@ddnet.com - New memberships and
correspondence: 10932 Scarborough Drive,
Delta, BC V4C 7X1

Events Coordinator: Steve Diggins 604-294-6031
or stevied@telus.net

Phone Committee Chief: Walter Reynolds
604-465-6350 or wreynold@uniserve.com

Roundabout Editor: Steve Hutchens 360-733-3568
or sphutchens@yahoo.com - Articles & ads: email or
2090 N Shore Road, Bellingham, WA 98226-7864

Library Resources: Ivan Fisher 604-270-1096

Good & Welfare: David Ballantine 604-980-4120
or dballantine@shaw.ca

Ramblings from the Chair

Gerry Parkinson

The Vancouver Coast Branch had our Annual General Meeting and election of officers last month. I would like to welcome Dennis Nelson as our incoming Secretary and Walter Reynolds as our incoming Phone Committee Coordinator. I would also like to thank Fred Bennett - Vice Chair, Elaine LaFontaine - Treasurer, Steve Hutchens - Roundabout Editor, and Steve Diggins - Events Coordinator for agreeing to stay on for another year. We had our first executive meeting for the new executive and we have a very diverse and exciting program planned for the next year. Stay tuned to the events calendar in the Roundabout for lots of great events.

A number of our bigger initiatives require committee members to help organize and deliver them. This includes the Spring Run, Ladner to Bellingham Run and an Editorial Committee to help Steve Hutchens produce and mail the news letters. These are all important parts of the clubs calendar, so if you are interested in participating with the organization of any of these initiatives please contact me. It doesn't have to be an onerous commitment, can be very rewarding, and will help the club deliver a full program.

This year we are starting to introduce a little bit of community charity into some of our events. The first initiative will be the Easter Run, that is being organized by Steve Diggins. This event is open to anyone with an English Car, although it is sponsored by our club. We will be collecting food donations for the Vancouver Food Bank and toys for the Vancouver Children's Toy fund. Please make sure you come out to this fun event and please remember to bring along a donation of food and toys. Thank you in advance.

It was with great sadness that I heard that Dennis Smith from the OECC Society in Victoria had passed away last weekend. Dennis was a really nice guy and a very hard worker for OECC. Dennis was the Web Master for the Society and contributed in many ways to the club. He will be missed.

For the Vancouver Coast Branch the web site is maintained by Steve Hutchens, who does a wonderful job for us. We have a very interesting and informative web site and I get lots of positive comments from members of the public who find us on the web. We have had a number of members interested in having a photo gallery of member cars posted on our web site. This would take some organization to collect all the pictures, and get the details about the cars. If you have skills in this area and would be willing to help out I would love to hear from you.

The executive have decided that we should define a sepa-

rate job to track and update all membership information, so that it stays current. Dennis Nelson, our Secretary has taken on responsibility for membership information. He will be taking all new applications, and updating car ownership and other information if it changes. If you change your address, phone number, car or other important information please let Dennis know.

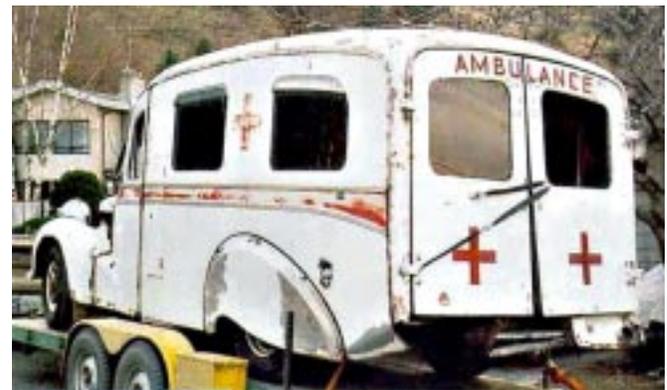
Well that is all the official news. We have a very full calendar as the new car season gets into full swing. So we hope to see you at lots of events and get out there and enjoy driving your English car.

1952 Austin Ambulance

Les Foster

The Kamloops Chapter of the Vintage Car Club of Canada has recently become the owner of a 1952 Austin ambulance that was purchased new by the City of Kamloops Fire Department. It was phased out and sold in the 1960s and has been through several owners in the last 40 years.

The ambulance is a 1952 Austin Sheerline, chassis 6983, engine ID-7950, with an aluminum body by T. Startin Jr. Ltd of



Aston, Birmingham. The Kamloops VCCC Chapter hopes to restore the Austin, but it is very rare in Canada. If any of our readers have information on this vehicle, please contact Richard Parkes, P.O. Box 239, Kamloops, BC, V2C 5K6.

Of additional interest, Ian Cox says that Kamloops has the oldest British vehicle in BC in their museum, a 1909 Wolseley. It could be the oldest surviving British vehicle originally sold in North America.

AirCare/Collector Program

Fred Bennett (604-939-1773)

No burning issues. That could be the message for the moment, at least, for the stock British car hobbyist. On the other hand, the SVABC is actually involved in discussion with ICBC relating to modified collector/hot rod issues. This includes concerns regarding the 1948 and earlier restriction to the modified collector plate program and steel versus fiberglass bodies.

If you sit down with a varied group of car enthusiasts, e.g. stock domestic/British/foreign/collector/vintage/modified collector/hot rod/ etc., you soon realize that each group has its own unique issues. At times, in the past, there has been a tendency to disregard the concerns of other sections of the hobby. A kind of NOMBYism (not in my back yard).

This subject formed a part of the discussion at a recent SVABC meeting I attended. The final conclusion? That all sections of the hobby must support each other equally, that none should suffer for the benefit of another group. Sound fair?

Now ... for rumor quashing time.

1) No, AirCare is not going to be phased out before 2006. This has been confirmed at a recent TransLink meeting. AirCare is, in fact, making plans for their post-2006 role.

2) "They are going to do away with the Vintage plate." This statement has come to me from two different clubs recently. The facts are:

a) The current Vintage plate program is based on a four-digit system. This series of digits does physically limit the number of Vintage plates which can be issued.

b) The Vintage program has no database and suffers some organizational problems.

c) There is a need to review the specialty licensing/insurance program. This will take place but no changes are seen taking place before two years time. Any changes made will endeavor to maintain the

spirit of current plates available (e.g. Collector, Modified Collector, Vintage) and insurance coverage available. So ... yes, changes will be made but not in the immediate future. Yes, the Vintage part of the program will continue.

Meanwhile, for more information please contact Ron Leavill, AirCare Technical Advisor, 604-453-5163; Nigel Matthews, Manager ICBC Specialty Licensing/Insurance Department, nigel.matthews@icbc.com or 604-982-4718. You can also contact me at 604-939-1773.

OECC 2003 Financials

Elaine Lafontaine, Treasurer

	Opening Balance from 2003	\$1,835.70
Income:		
Membership		
Renewals 60 @ \$20	\$1,200.00	
Returning Members 25 @ \$25	\$25.00	
New Members 11 @ \$25	\$275.00	
1/2 yr Members 11 @ 12.50	<u>\$137.50</u>	\$2,237.50
Ladner-Bellingham Run		
Participant Fees	\$1,952.00	
Ladner-Bellingham Raffle	<u>\$110.50</u>	\$2,062.50
Christmas Awards Dinner		
Christmas Party Guests	\$1,475.00	
Christmas Party Raffle	<u>\$84.00</u>	\$1,558.00
Miscellaneous		
Regalia	\$69.00	
Tradex Show Prize	\$200.00	
Name Tags	<u>\$42.05</u>	\$311.05
Bank Interest	<u>\$4.66</u>	\$4.66
	2003 Total Income	<u>\$8,009.41</u>

Expenses:

Membership in Society

Society fees for 96 members	\$720.00	
Society fees for 11 half-year	<u>\$41.25</u>	\$761.25

Roundabout

Roundabout Printing & Paper	<u>\$414.50</u>	\$414.50
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Ladner-Bellingham Run

LBRun Expenses	\$209.54	
Emerald Bay Catering	<u>\$1,354.00</u>	\$1,563.54

Christmas Awards Dinner

Christmas Awards	\$418.83	
Christmas Mailing	\$60.66	
Entertainment	\$150.00	
Roma Hall Catering	<u>\$1,471.00</u>	\$2,100.49

Subsidized Activities

Garden Party	\$80.10	
Spring Run	\$93.33	
Go Carts	\$191.71	
New Westminster Show	<u>\$75.00</u>	\$440.14

Miscellaneous

Monthly Meeting Expenses	\$133.94	
Regalia	\$382.10	
Postage & Accounting	\$16.25	
Awards	<u>\$120.12</u>	\$652.41

Total Expenses **\$5,932.33**

Carry over to 2004 **\$2,077.08**

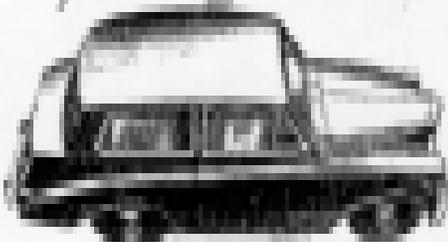
NOTE: LBRun gain \$498.96; Awards Event loss \$542.49

NO CARBON COPY THIS

Triumph ad dated
May 25, 1951



The new TRIUMPH *Mayflower*



ANY WAY YOU LOOK AT IT

The Mayflower is designed to give you the most fun you can get in a car. It's a car that's built to last, built to give you the most fun you can get in a car. It's a car that's built to last, built to give you the most fun you can get in a car.

It's a car that's built to last, built to give you the most fun you can get in a car. It's a car that's built to last, built to give you the most fun you can get in a car.

Over 2000 Dealer
Units in Stock



It's the only car you can buy for you

THE TRIUMPH MOTOR CO. (CANADA) LTD.
25 Dundas St. W., Toronto

Standard Transport Over Standard Motor Co. Standard Motor and English Motor, Triumph Cars

THE VANCOUVER
The Filimley Automobile Co. Ltd., 2277 W. 4th Ave., West Coast Distributor

Small, illegible text at the bottom of the advertisement, likely containing contact information or legal disclaimers.

British Empire Exports - The Canadian Connection

Steve Diggins

What made the British Empire strong from the 1700s to the early 1900s was trade of goods between the colonies and England. This was essentially raw goods sent to the mother country and finished goods for the empire. The products sent out to these countries and colonies were termed "Empire Exports."

The colonies became independent countries and the Empire became the Commonwealth but the strong trade ties remained the same. So, when Britain started to produce cars at the beginning of the twentieth century, the first places they were exported to were empire countries like ours. In the early 1900s examples of Wolseley, Napier, AC, and Rolls Royce could be seen on our streets, although there weren't many of them. Riley did a round the world promotional drive with their new Monaco model in 1928 with Vancouver as a stop, so there was probably a Riley agent in town.

There were sales agents for these cars here but true dealerships with sales and repair facilities didn't show up until the thirties when British car companies were well into mass production.

Fred Deeley's Austin dealership was one of the first, closely followed by dealerships for Morris, Singer, Hillman, and Standard.

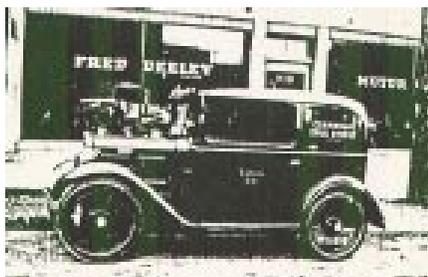
Fred Deeley, who knew Hubert Austin and sold some of his first cars in Blackpool in 1905, was instrumental in encouraging Austin to build left hand drive cars for the Canadian market. The first ones arrived here in 1933. Fred found that most of the purchases were people who wanted sound cheap basic transportation, not ex-Brits wanting a car they were familiar with. Fred also instructed the Austin company to send them by ship to the west coast via the new Panama Canal rather than being off loaded on the east coast and sent by train. This laid part of the important ground work for British car exports to North America in the fifties and sixties.

At that time, in the thirties, the U.S. market was not in the plans for the British car companies (other than Rolls Royce which catered to a different clientele). There were no British dealerships in the U.S., so these cars were still referred to as "Empire Exports" and were uniquely Canadian in specification. That specification not only included LHD, but often other differences such as wider

wheels and tires, heaters standard equipment, brake lights, fenders son the Austin Sevens, painted body colour, not black as in the home market so they did not resemble the obsolete Model A Fords.

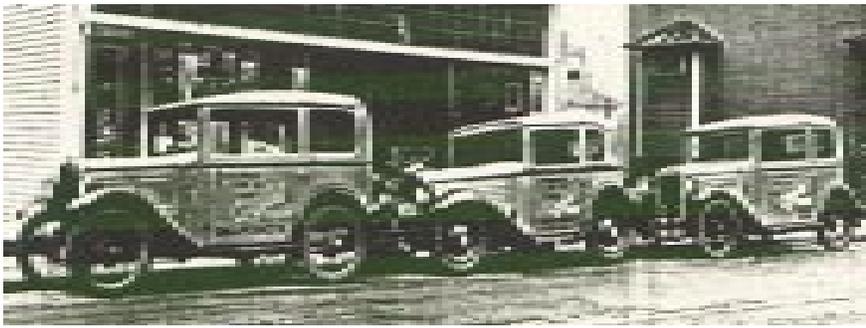
These small cars and trucks which came into our area during the thirties represented the last of an era, being referred to as "Empire Exports" but just as importantly laid the foundation for the most important new era in the British car export history after World War II, that being the new larger market of North America including the U.S. These LHD Canadian spec vehicles are very special to us and are now few and far between. They are also probably some of the rarest variants of their type.

The pictures you see here are from the Fred Deeley family album which is not available to the public. I was quite privileged to look at it. I couldn't borrow the photographs so I photo copies them and that is why they are not the best of quality. If you have any photos or information on prewar British cars in BC, please let me know. Also, if you come across any prewar cars or the remains of one I would be interested to know.



Outside the original Fred Deeley shop on Seymour St. circa 1933/1934. Note cars for sale on one side and motorcycles on the other. The car is an Austin Seven for Cunningham Drug Stores. The van is an Austin Ten, 1100cc engine, for Surrey Bakery.

A mid-thirties Austin Seven van in tri-colour for "Farm Boys of Delta Monor." Though the out of sight in this photo, the sales slogan on the canopy above reads "You buy a car but invest in an Austin" - this was the Austin slogan in the thirties.



Above: Two 1933-34 Austin Sevens (left and right), for Crystal Snapshots. The car in the middle is an American Austin Bantam. The signs on the doors says, "Remember the day with Crystal Finish Snap Shots."



Above: A mid-thirties Austin Seven van for D.K. Gordon Provisions inside the showroom with cars for sale behind. This is now the Earls on Broadway Restaurant.



Above: Two Austin Seven "Rubies" outside the new showroom on Broadway opened in 1936. The one on the left is a 1936 model ("Harris Paint and Wall Paper"); the one on the right is a 1937 ("Malkins Best") with a slightly different body and wider tires on smaller diameter wheels.



A 1939 Austin Eight van for Kelowna Creamery with the owner Mr. Roth. The Eight replaced the Seven model. The pictures could be of the same van although the phone numbers are different.



Above: Going on Holidays! The car is a 1937/38 Austin 14 with a 1700cc six cylinder engine which would provide good torque for towing that trailer. What a nice combination to have.



More delivery vans. Left to right: 1) A 1934 Austin Ten for Model Food Market. 2) A 1936 Austin Ten (might be a light twelve with a 1500cc engine) with the new "easy clean" wheels" and over sized tires for McKenzie the Grocer. 3) A 1935 Austin Seven van for Broadway Florists. 4) A 1938 Austin Seven van with new style painted grille for Stan Code Plumber. Is that Stan behind the wheel?

Continued from page 1

wasn't on the route sheet! And Les had a navigator, too! At some point our industrious leader decided to

here." Well, I tell you, I'd needed to pay a visit for some time and had built up a fair head of steam, so it wouldn't be just a matter of how's your uncle and get out of there. I

around and chatted and gave Itallo Cirillo a bad time when he arrived late and told his tale of woe. Itallo had "car trouble" with his Vauxhall Victor, but from the tale he told it



test our "following" skills by taking a turn that wasn't on the route. He got to see parts of Langley that he hadn't expected to see. Regardless, after a comfortable tour of Langley and area we arrived, albeit from a different direction to that shown on the route sheet, at the Domaine de Chaberton winery.

At the winery we were given a quick overview of the winery's short history and then went on the tour. This was my second visit to the winery, the first being exactly two years ago to the day on the Morgan Owners Group Northwest's Valentine's Day Run. That day was cold and damp (duh!) and on each tour we have been given the history while standing in the cold in the rain! We saw how the land was landscaped to provide south-sloping benches to allow as much southerly exposure for the vines as possible. We were taken into the buildings that house the wines and the bottling. The wooden casks only last about 10 years and cost about \$12,000 US each to replace. After the cask building we were onto the exciting stage - wine tasting. It was around this time that a few (for me) funny things happened.

First: On the way to wine tasting I had to pay a visit. I must have made some manly noise(s) when I entered the washroom because a very female voice asked from behind the closed door of the stall, "What was the sign on the washroom door?" My response was, "It had a picture of a man and that's why there are urinals hanging on the wall out here." The voice came back, "Please do what you have to and then leave so that I can get out of

was relieved of any responsibility to answer when several men came into the washroom - all to the increased anguish of the "woman-in-the-men's-closet." The woman escaped shortly thereafter, having run the gauntlet of men aligned at the wall and others waiting their turn. Never did see who the feme fatal was though.

Second: After leaving the washroom, I decided to take some more pictures. It was still raining and, much to my chagrin, most of the cars were parked nose-in to the rail which separates the parking lot from the grass. As such, I had to step over the rail and onto the grass to take front-end pictures. What I didn't realize was that the grass side was lower than the parking lot side. So, as I stepped over the rail my right foot went lower than the level of my left foot with the result that my backside planted itself squarely on the (wet) top rail. Now I had a very wet bottom! Thank goodness that my coat was longer than my backside. I walked into the winery store and the tour guide asked if I wanted to taste wine. Silly question!

After the wine tasting (four wines), Les handed out roses to the women in the group and also to the men who's partners could not make the run (to be given to those absent partners, of course). We said our good-bys and took off with our purchases.

The next stop was the Artful Dodger Pub in Langley for lunch. Lunch was via buffet or menu. The food was good and appeared plentiful. Everyone sat

was more a case of "operator" trouble ... but that's a story for another day.

All in all a great run. Congratulations to Les and Carole (and Les' helpers) for making the first run of the year a special and successful event.

Ken and Lex Wandl of the Fraser Valley British Motor Club found out about our Valentine's Day Run through a friend of a friend who knows someone in OECC's Vancouver Branch and contacted me to ask if they could join us. They live in Chilliwack and don't get "out West" very often. Ken and Lex had never been to the Domaine de Chaberton winery and were wanting to join the run specifically to go through the tour (and the wine tasting, of course!) They came on the run as my guests and later on told me that they thoroughly enjoyed the day. It turns out that Ken is President of the FVBMC, but he kept this a secret until lunch - sneaky man.

One of the things that impressed Ken was that we hold our meetings in different locations every month. The FVBMS brings in speakers for meetings and meets in the same location every month. Ken said he couldn't imagine his Club's members going to different locations to meet. Another thing about our group that impressed him was the way we all stayed around after lunch was over just to chat. Little did he know that most of us had chores waiting at home and just didn't want to go do them!

Editor's Note: Someone (I can't remember who) send me several very nice photos to go with this article. I saved them in a file somewhere but, unfortunately, now I can't find them. I apologize!

Follow the Cambridge 5

Photos by Chris Walker

A great turnout for another great event by Walter Reynolds on Saturday, March 13!



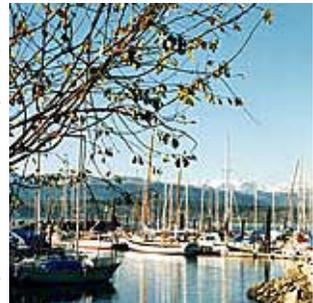
Mini Monte/AGM 2004 Coast Westerly Hotel Courtenay, B.C. May 1 and 2

The Comox Valley Branch of the Old English Car Club and Registry welcomes you to the Comox Valley for this years Mini Monte/AGM. The Comox Valley is nestled between the Beaufort Mountains and the Strait of Georgia. It is a distinctive collection of small communities, farms and forested areas. With it's beaches, mountains, attractions and downtown centres, when you participate in the mini monte this year we hope to show you some of these attractions. Spend the afternoon socializing, playing games, and enjoying the camaraderie of your fellow OECC members - and let the games begin! For those who wish to just relax, the river is behind the hotel, and there is a lovely walk on the other side of the bridge at the air park. In the evening dinner will be held at the Coast Westerly. Music and entertainment will be provided.

This years theme: Toga Party - so bring in your best Roman refinery.

Room reservations can be made at either of two motels:

Coast Westerly Hotel, 1590 Cliffe Avenue, Courtenay V9N 2K4. Rooms range from \$85 to \$95 per night. Contact information: web site: www.coastwesterlyhotel.com/; email: info@coastwesterlyhotel.com; phone: 1-800-668-7797 or 1-250-338-7741.



Anco Motel, 1885 Cliffe Avenue, Courtenay. Rooms in the old wing range from \$47 to \$52 per night; Rooms in the new wing range from \$60 to \$70 per night. Contact information: phone: 1-250-334-2451; email: ancocourtenay@shaw.ca (the Anco Motel has 24 hr. secured parking in a fenced compound).

This will truly be a weekend of renewing friendships, making new ones and having a wonderful time.

Mini Monte

The Mini-Monte is a version of the Monte Carlo Rally which started from four different locations and ended up in Monte Carlo. The Mini-Monte, started by the Vancouver Coast Branch, is a version of that rally in which the various Branches all drive to the AGM Weekend. Your registration package will include the instruction sheet for the Mini-Monte which will guide you from a particular starting point, Rally style, through the picturesque mid-island area. There will be prizes given for the winning team. If possible, try to arrive, between 1:00 and 2:00 PM. to allow time to check in. Then you can enjoy the afternoon events which may include remote control car racing and a very special group activity. Prizes, prizes, prizes!

TO REGISTER
COST: \$27.50 PER PERSON

Please send in your Registrations by April 19 (special date extension for the Vancouver Coast Branch) to allow us enough time to finalize arrangements at the hotel. Please send you cheque made payable to:

OECC & Registry Society of B.C., 3354 St. Troy Place, Victoria, B.C. V9C 3J9

Name: _____

Mailing Address: _____

Phone: _____ Number in group: ____ Any special meal requirements: _____

Looking Back Name This Truck!

Gerry Parkinson

This one's for the English lorry fans and ought to be a good challenge. You may have seen this truck recently!



Last Issue's Results I'll Name This Car!

Gerry Parkinson

I had guesses e-mailed to me from Fred Van Aggelen, then Walter Reynolds, then Nigel Matthews, and then I had phone calls from Steve Diggins and Fred Bennett. Every one was close but no one gave me the exact answer I was looking for. Everyone thought the car was a Standard. Fred Van Aggelen was first and guessed that it was a Standard 10 Companion from 1957 which was the best guess that I got. In fact the grill and headlight surrounds would tell you that this car was built between 1957 and 1960. The most important fact that everyone missed is that this car has the steering wheel on the left hand side! Cars shipped to North America between 1957 and 1960 were badged as Triumphs and were called Estate Wagons instead of Companions. So, this car is a 1958 Triumph TR-10 Estate Wagon. Now you know!



Autojumble

Free English Car Ads!

GUIDELINES:

- 1) Submit ads by the 20th of Jan., Mar., May, Jul., Sep. & Nov.
- 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

1958 Nash Metropolitan Hardtop. Red/white, newly painted, lovingly/beautifully restored, new houndstooth upholstery. British Columbia Collector's Plates. \$6,500US/\$8,700CDN. Donna Berndt (Victoria) 250-474-7446 or berndt@islandnet.com.

1967 Sunbeam Arrow. 49,000 original miles. Dark blue with pale blue leather. Dash cracked. Laurie 604-687-2346 day, 604-764-2346 evening, ljansons@johnsenarcher.ca.

Two Triumph Stags. Both with soft and hardtop and original V8. **1970:** manual with overdrive, RHD, engine and drivetrain apart. \$5,000 OBO. **1971:** automatic, no rust, stored dry, complete running beauty. \$15,000 OBO. Jurgen (Vancouver) 604-737-8065 or jpeterat@hotmail.com.

1971 Rover 3500S. Approximately 10,000 miles on full mechanical rebuild. Many spares including windscreen, wings. Ready to drive anywhere. \$3,600 OBO. Stuart (Victoria) 250-474-3956.

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 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 OBO. John Walkden 604-533-1257 or rovoohn@telus.net.

1976 MG Midget. Special Edition. 1500 c.c. single carb engine. 85,000 miles. Undergoing restoration, owner needs to sell. New soft top, rebuilt steering & rad. Many extra parts incl. 2 new wings and 4 extra doors. \$3,000 or OBO for everything. Vic (Pitt Meadows) 640-465-5293.

1976 Jaguar XJ6 Coupe. Collector plates. 100,000 miles. Driven almost daily. Of-



fers on \$12,000. Must be sold. 655-0956 or foubi@telus.net.

1977 Austin Marina. 1.8 litre (as MGB), auto. 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 Roadster. British Racing Green, soft top and removable hardtop, excellent tires mounted on limited edition mag rims, new brakes, new exhaust, twin carbs, new radiator, new starter, has had much engine work, compression is at 150 lbs on all 4 cylinders, body and paint are in great shape. Also has a roll bar mounted for safety. Comes with a number of spare parts. Priced for a quick sale at \$5,300. Luvena (Campbell River) 926-0744.

1978 Triumph Spitfire 1500. 93,000 km, Brocklands green, tan interior, black soft top, single Stromberg carb. Very good condition. Pictures available. Asking \$5,500. Gord Geldof 306-789-9253 or geldof@sasktel.net.

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

Cars Wanted

Trade: 1963 Vox AC30 top boost guitar amp, as well as Yamaha 335 copy hollowbody guitar. This is a rare, early amp with the controls on the back panel. Needs a cosmetic resto, but sounds fantastic! Will consider solid, running **British two-seater roadster or coupe or Austin Mini.** May consider adding cash for right car. Ron (Vancouver) myroachmotel@yahoo.com.

Morris Minor Convertible. Any condition OK, but would prefer a car in running order with all parts. Martin (Vancouver) 604-263-2948, 604-338-6311 or marcar19@telus.net.

1994 or 1995 Range Rover. LWB in Brooklands Green or British Racing Green with lightstone tan interior. John (Victoria) 652-8908.

Free

Manuals: Anglia, Austin A110, Vauxhall. Bob Mills 598-3800.

Discounts for Members!



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