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### Don't Forget:

**July 6: 7 PM Meeting,  
Location TBA**

**August 3: 7 PM Meet-  
ing, Location TBA**

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

### Other OECC Websites:

**South Island (Victoria):**  
[www.oecc.ca/sib.htm](http://www.oecc.ca/sib.htm)

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

**North Island (Comox):**  
<http://oecc-comox.com/>

**Northern Interior  
(Prince George):**  
[www.twobits.org/nibac/](http://www.twobits.org/nibac/)

**OECC&R:**  
[www.oecc.ca/](http://www.oecc.ca/)

**Next Roundabout  
DEADLINE:  
JULY 19**

## Les Hetherington Wins Oxo Cup

*Steve Hutchens*

The Old English Car Club & Registry's top award is the Oxo Cup. It was first awarded in 1997 and is considered a significant honour. Until now it has always been awarded to a member of one of the Island branches of OECC&R.

We are proud to announce that the 2004 winner is Les Hetherington of the Vancouver Coast Branch. Les received the award at the All British Field Meet at VanDusen Botanical Gardens in Vancouver on May 22.

The Oxo Cup is awarded annually to a member who has made a significant contribution to the Society as a whole. "The Wheel," an OECC&R publication, describes the Oxo Cup, its history and significance as follows:

"The Oxo Cup is a Floating Trophy which was donated by Ian Cox, one of the founders of the Society, and was first presented in 1997. The cup is awarded annually to a member who has made a significant contribution to the Society as a whole. Any member of the Society in good standing is eligible to receive the award."

"The qualities looked for in selecting the recipient will be a person whose efforts have directly or indirectly nourished the club as a whole. The benefits of the would-be recipient's contribution must have been felt beyond the recipient's own Branch."

"Oxo is the family name given to a 1963 Triumph van purchased by Ian Cox in 1969, and which was the first vehicle registered in the OECC&R. The van was the family's



Les Hetherington Awarded the OECC&R Oxo Cup



every day workhorse for almost 20 years. It worked hard and served well. The unusual features of the van attracted a lot of attention which increased the family's appreciation of it. Ian decided to seek out other British vehicle owners for the camaraderie, and thus the OECC&R was born. Oxo, the bouillon, is associated with nourishment, the ox with hard work and congeniality. When an old Oxo mug was found in an antique store the trophy was born."

"The Society President receives nominations and the Board selects the recipient. An engraved plate with the person's name and the year is attached to the trophy before presentation."

This is a significant award and it was a real pleasure to be on hand with a camera when Dennis Atkinson, the Society President, presented it to Les at VanDusen.

## **Plan Ahead for Major Events**

***Get your old English car ready!***

### **Austin Day in the Park**

When: June 13  
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

### **BC Highland Games**

When: June 26  
Where: Coquitlam Town Centre Stadium  
Information: [www.bchighlandgames.com/](http://www.bchighlandgames.com/)

### **Rally in the Valley**

When: July 2-4  
Where: Penticton  
Information: [www.obcc.ca](http://www.obcc.ca)

### **Delta Air Park Vintage Aircraft Day**

When: Saturday, July 3  
Where: Delta Heritage Air Park  
Information: [www3.telus.net/airpark/](http://www3.telus.net/airpark/)

### **Royal City Show and Shine**

When: July 10 & 11  
Where: New Westminster  
Information: [www.newwestcarshow.com/](http://www.newwestcarshow.com/)

### **Brits on the Beach**

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

### **Minter Gardens Concours**

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](http://www.abfm-pdx.com)

### **Awesome Summer Nite Car Show**

When: July 24  
Where: Downtown Business Centre, Kelowna  
Information: [www.downtownkelowna.com](http://www.downtownkelowna.com)

### **Pitt Meadows Airport Car Show**

When: August 15, 10AM-3PM  
Where: Pitt Meadows Airport  
Information: [www.pittmeadowsairport.com](http://www.pittmeadowsairport.com)

### **Portland ABFM**

When: September 4  
Where: Portland International Raceway, Portland  
Information: [www.abfm.com](http://www.abfm.com)

### **Langley Good Times Cruise-In**

When: September 11  
Where: Downtown Langley  
Information: [www.langleycruise-in.com](http://www.langleycruise-in.com)

### **English Car Affair in the Park**

When: September 11 & 12  
Where: Fort Rodd Hill NHS, Victoria  
Information: [www.oecc.ca](http://www.oecc.ca)

### **Hougen Park All British Picnic**

When: September 12  
Where: Hougen Park, Abbotsford  
Information: 604-859-3134

### **Whistler Run**

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

### **Ladner-Bellingham Run**

When: November 7  
Start: Ladner  
Information: Watch the Roundabout!

### **OECC Christmas Dinner & Awards**

When: Friday, December 3  
Start: Roma Hall, New Westminster  
Information: Watch the Roundabout!

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## **At the Wheel**

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

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

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

Secretary: Dennis Nelson 604-599-9032 or  
[dnelson@dccnet.com](mailto:dnelson@dccnet.com) - New memberships and  
correspondence: 10932 Scarborough Drive,  
Delta, BC V4C 7X1

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# Hetherington's Spring Run

**Walter Reynolds**

On the morning of Sunday, April 18, 2004, and to the strains of "She'll Be Coming 'Round The Mountain When She Comes," the group of old English cars in Les Hetherington's run drove through the gates of the Heritage Railway Museum in Squamish. There were eight old English cars and two modern-day daily drivers. Some people say that the reason that the daily drivers are placed at the back of the pack is to pick up the pieces as they fall off the old cars. As you will read later, that's exactly what happened with one vehicle.

Starting from Park Royal North in West Vancouver the 10 vehicles (Jag, Vauxhall, Morgan, Rover, Metropolitan, Ford Zephyr, TR8, MG Midget, SUV and pick-up truck) meandered through West Vancouver and joined the Sea-to-Sky Highway at Horseshoe Bay. The waits for each vehicle to be able to get onto the Sea-to-Sky were sufficiently long to ensure that the vehicles were not bunched together, thereby not creating any form of passing-hazard.

The first stop was at Britannia Beach. At "The Beach" we had coffee and delicious goodies at the (you've guessed it) Britannia Beach Coffee Shop along with a much needed potty-break (only one bathroom here, so, plan ahead). During the break, the rain started and those with their tops down had to scramble to "Up-roof", so to speak. Except Steve Hutchens, that is. He'd decided to leave the Morgan's roof at home; baaad decision!

It was still raining when we left the Café, but, for some reason, there was a mad rush out of the parking lot. So mad was the rush that Bill Grant's Ford decided to shuck a windscreen wiper. I was following the Ford and boy did that wiper describe a graceful arc as it floated over my truck. Bill stopped and so did I. I got out to look for the wiper blade and Bill, being a truly gallant Ford pilot sent his wife out to look for the blade. She found it and Bill did his part to attach the blade back onto the wiper arm. Then off we went to catch up with the others.

The balance of the run into Squamish was uneventful, that is, if you ignore the fact that Les took the wrong

turn (again!) At the February Valentine's Day run that he organized, Les took a wrong turn thereby confusing those of us who were faithfully following his written directions. This time, the written directions were wrong ... Ah, consistency. Deserves an award, don't you think?

The tour of the Museum was well worth the journey. Not only are there several antique railway carriages and a mail sorting car, but B.C.'s old friend, the Royal Hudson



languishes on the rails. Unfortunately it is unprotected, and who knows how long it will survive uncared for. After the self-guided tour of the Museum we had picnic lunches. Those of us who hadn't taken a lunch went into Squamish to get lunch and (in some cases) brought it back to the Museum to eat with the others.

At 3 o'clock (or thereabouts) everyone congregated at the Museum parking lot for a "concours of sorts." The women present did the judging and awards were presented. I remember Brian's Rover getting top honours, but, alas, yours truly didn't qualify for any honours due to a (very - some said) dirty engine compartment. As Les had a spare prize in his prize bag, that was awarded to Bill for his Ford's Flying Windshield Wiper. The prize? A window squeegee.

After the awards, the group started to break up to wend their individual ways home. A good day, a good run and lots of fun with a great group of people. Thanks Les.



# Diggins' Spring Run

**Walter Reynolds**

The Club's second annual Spring Rally was held on Sunday, May 9, 2004: A fitting event to celebrate Mother's Day. After one stretch of the route, some might say it was a mother-of-a-day!

Meeting point was the Fort parking lot in picturesque Fort Langley. The assembled British au-



tos included a brand-spanking-newly-restored-first-time-out Mini Cooper of Dave and Chris Walker. What a beauty in red with cream roof. And that engine compartment ...Ooo luverly. But, I salivate. The

other cars included two Cambridges, a Wolseley, MGA, MG Midget, Vauxhall Victor, and a Jaguar XJ6. Steve Diggins organized the event and, to chaperone their respective vehicles were Elaine Lafontaine and Pat Jones, Dave and Chris Walker with Jerry Chatterton riding shotgun, Gerry Parkinson and son, Bence and Helen McIntyre, Itallo Cirilo, Gil Yarrow with navigator Richard Taylor, and yours truly.

While waiting for the witching hour, a fellow ambled into the parking lot and took great interest in the cars. As he had nothing to do that morning (being a visitor from Georgia, US of A) and as I had no navigator, Steve asked if I would like to have a guest as my navigator. I agreed.

At 3 or 4 minute intervals, we were given our starting instructions and off we went. Our route description had trivia questions, some of which had nothing to do with the municipalities through which we were transgressing. We inspected old cars in the river bank of the Fraser just east of Bradner



Road and River Road, looking for an Austin car (yeh, right); looked for large chickens (which turned out to be ostriches); answered ques-

tions about the first car to drive across Canada and the first car shipped into B.C.; tried to answer the question on (here's the answer) steeply pitched roofs, and answered what was special about the Foden truck of 19XX.

Journey's end was at the Fort Pub for a most welcome potty-break, drink and food (in that order). Steve tallied up the results while everyone else bragged about what they considered were the correct answers to the questions. Once food was out of the way, Steve reviewed the answers to the questions (much to the negative delight of the couple sitting opposite to us who were trying to watch the Canada vs. ? hockey game) and then presented prizes. The prizes were bottles of fruit wine from the Fort Winery in Fort Langley and they were awarded for the top three scores and the lowest score. Elaine and Pat received first prize, the Parkinson's won second (or was it third) and I won third (or was it second). Anyhow, that's how I recall the prizes being awarded. Oh yes, low score winner was Itallo.

Some concerns were raised about the route having included the (usually) washed out Bradner Road hill. At the time of our passing along that part of the world, the road was REALLY washed out - more like washed up. Bence was almost pushing his Midget up the hill. The road was so washboardy that at one bad point my Cambridge



stalled. Just stopped dead; no lights, no engine, no nuffin'. It started fine though, but it had Robert, my navigator, a bit worried. He thought he'd have to hike back to the Fort.

If one sets the Bradner Road condition to the background, the rally was a good one and a pleasurable way to gear up for the festivities and obligations incumbent with Mother's Day. Thanks, Steve.



## **Early Cars in B.C.**

### **Editor's Note**

The last paragraph of Les Foster's article in the last Roundabout read: "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." This article sparked an interest with two of our members, John Peirson and Steve Diggins. John submitted an article about this car and other early cars in B.C. and elsewhere in Canada and Steve submitted an article about this car. I think readers will find both articles interesting - and Ian Cox was part right. Read on!

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## **Old English Cars in N.A.**

### **John Peirson**

In the excellent Roundabout for March and April 2004, that arrived here this morning, there is a note from Ian Cox: "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".

If Ian's date of 1909 is right, then there are two earlier Rolls-Royce cars that were sold new to North America and that have survived, namely chassis 60553 (on test March 1907) and chassis 60565 (on test June 1907).

Alas none of the very early Rolls-Royce cars that came to Canada have survived. The first sold new in Canada was chassis 60532, also a 1907 car. It went to Ketchum and Co. in Ottawa, car dealers who imported several Rolls-Royce cars in the 1907-1910 period. It is thought Fred Booth, son of a wealthy lumber baron, bought it. The 1909 car, chassis 1120, sold new to Mrs. Cawthra in Toronto. It spent much of its life in a museum in Pennsylvania, but was sold in 1996 and now lives with a wealthy collector in England, happily still very original, still with its original landaulette body, in excellent condition.

The oldest surviving Rolls-Royce that was sold new in Canada and is still in Canada is chassis 1859, a 1912 car. Sir John Craig Eaton was its first owner. Lady Eaton liked the car and christened it "Ladybird" and retained it till her death. It went to the USA, and then returned and was part of the Craven collection until that was broken up. It is now in the Canadian Automotive Museum in Oshawa, in a rather rundown condition, but still with its original limousine body.

The first Rolls-Royce to come to B.C. was a 1910 car, chassis 1429, bought by C. M. Marpole and later owned by R. V. Winch, with a touring car body. Until recently, Winch's daughter-in-law was alive and living in West Van and remembered going on her honeymoon in California in the car. This car has probably not survived. Winch bought a new 1911 car, chassis 1550, but that was probably scrapped in the 1940s or 1950s.

A 1912 car, chassis 1713, was bought in England by Joseph Martin, a lawyer who was briefly Premier of B.C. He brought it with him when he came to B.C. Colonel Victor Spencer owned it in the 1930s, but when

## **Art Cleme's 1904 Wolseley**

### **Steve Diggins**

This small car is one of the first and possibly the first British car to be imported to North America. It was brought over here at a time when the car was still not a fully accepted mode of transportation. The horse could still outperform these early cars in many ways. Art Cleme's Wolseley is one of the most significant British cars in the country and the continent. The following is an excerpt from G. W. Taylor's "The Automobile Saga of British Columbia, 1864-1914" telling of this pioneer car.

"The Wolseley Motor & Tool Co., was created to take over the patents and manufacturing interests of Herbert Austin, the future Sir Herbert and founder of the Austin Motor Co. Leg. The first tow Wolseley models were produced in 1901, one with a one-cylinder gasoline engine and the other with two cylinders. One or both of these models was shown at the Paris Exhibition of 1901. A visitor to that exhibition was Art Clemes of Spences Bridge, British Columbia. Art Clemes was the leading businessman of this small community on the Thompson River, seventy miles west of Kamloops on the main line of the C.P.R. He ran the general store and the hotel in the town and acted as postmaster. While on holiday in Europe he took in the exhibition and was captivated by the car. When he returned, he could not escape from its attraction and in 1904 he placed an order with the Wolseley Co. to have one shipped to British Columbia. The shipment came via the Horn as this was the conventional way most of the bicycles came in pre-automobile days. If it had come on the more convenient route across the Atlantic, it would have had to be stripped down and crated. There was nobody in Spences Bridge or Kamloops at that time possessed of the knowledge of how to assemble an automobile. It arrived in 1904 and was the first gasoline-driven automobile to run in the interior of British Columbia. It remained in the Spences Bridge-Merritt area until 1936 when it was brought down by one of the White Motor Freight trucks to take part in Vancouver's Jubilee Parade. It then went on display in a window of the Hudson's

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Continued on page 6, column 1

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Continued on page 6, column 2

**Continued from page 5, column 1**

his department store was sold the car was sold, and it ended up in Washington State. It was auctioned at Las Vegas in 1987 and I don't know where it is now. Another 1912 car, chassis 1915E, came to B.C. new for J. W. Stewart. Parts of it survived (I'll tell that story another time - a fascinating story) and were restored as a touring car in the 1980s. This car now resides in Kansas.

Reverting to the Wolseley: I think it is much older than 1909. In his book "Wolseley Cars in Canada, 1900-1920", Charles Neville devotes a whole chapter to this car. He dates it as 1902 to 1904. If this is correct, then the second sentence of Ian's note may well be correct.

The Wolseley is one of a series of cars of which many have survived. Wolseley was the biggest British car manufacturer before the First World War. If you study the London-Brighton entries, by far the most prolific of British cars of 1904 or earlier is Wolseley. Herbert Austin, driving a 3½ hp Wolseley, won a Silver medal in the Thousand Mile Trial of 1900. Wolseley opened a dealership in Toronto before the First World War - you can read all about it in Charles Neville's book.

.....  
*Editor's Note: The early history of Rolls-Royce in Canada is timely given that this month marks the 100th anniversary of Rolls-Royce. More of John's early RR pictures continue on the next page.*

(Right) Art Cleme's 1904 Wolseley 6 HP No. 8209 now in Kamloops. It was the first gasoline-driven automobile in the interior.

(Below, Left and Right) 1907 Rolls-Royce Silver Ghost chassis 60553 was sold via W.C. Martin of New York to S.B. Stevens of Rome, New York. The body is the third on this chassis, and is a circa 1963 replica Barker tourer. I took these pictures in 1991 at Pebble Beach.

**Continued from page 5, column 2**

Bay Company's store on Granville Street. Thirty years later it was still in the hands of the Clemes family at their residence in Surrey. Today it is a prized possession of the Provincial Transport Museum.

The story of how this automobile came into the interior of British Columbia is fascinating. It must have been a very compelling reason that pushed Mr. Art Clemes into buying it. It was a two-seater, painted red, giving it a stylish appearance. Chain driven, the brake and gearshift were on the outside. Two acetylene lamps in front of the dashboard on opposite sides gave the front end a smart look. Novel and new for the time was the steering done by a wheel and not a tiller. There was no protection for the driver or his passenger - a pronounced disadvantage for any user in British Columbia. At that time there were no facilities or personnel for maintenance and repair in the while interior of British Columbia. Spare parts were in a factory in southern England weeks away. The roads were bad or nonexistent. The car had not the power to climb some of the steeper grades found on many interior roads. Physical force was the only means available to push it up. As far as is known, Art Clemes had no mechanical training or ability, although one of the family was an engineer. Its cost FOB factory was in the neighbourhood of £300, plus another £150 or more for freight. This was a staggering sum for a country storekeeper and one is left to wonder why the purchase was made."



# Daily Driver Blues

**Dennis Nelson**

For those of us who have old English roadsters and convertibles as daily drivers, the spring can be a frustrating time. Several conditions must apply to drive to work with the top down:

- it must be daylight when commuting in the morning and evening
- there cannot be a significant expectation of rain
- the overnight low should probably be above 6°C (at the airport) to ensure that at travel time, wherever you are, there is a low chance of frostbite given the wind chill factor at highway speeds.

It is clear, even without the graph I made, that November 1 to February 28 is going to be rain and it is too dark for commuting in a roadster without being laughed at. Given that 2002 was a very unusual year in the Vancouver area, to predict what might happen in the average year I looked back at 2001.

My graph showed several things (*Editor's Note: Unfortunately the cool graph didn't reproduce adequately for publication in the Roundabout*):

The daily maximum temperature for all days when it was over 6°C.

The daily minimum temperature for all days when it was over 6°C. (If it was dry, and the temperature was decent by midday, weekend driving would be reasonable in these conditions).

The potential commuting days - no rain and decent temperatures (but is that what the forecast said?).

The days when there was rain. I graphed days with over 10mm of rain and days with 1-10mm of rain separately.

After all of this work, I came up with several findings:

- 1) In 2001 there were 125 good days.
- 2) The average over the last seven years has been 130.
- 3) May 1 to October 31 of 2001 had 124 good days out of 215 (almost 60%) - clear, safe commuting days.
- 4) Good driving days would be greater in Delta and White Rock, and perhaps fewer by the mountains. We do have eleven different microclimates in this area.
- 5) The number of days for just a little driving would be much higher.
- 6) The main point is that you shouldn't expect to do a lot of driving in April as there were only three commuting days in 2001.

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## Continued from page 6 (early Rolls-Royce cars in N.A.)

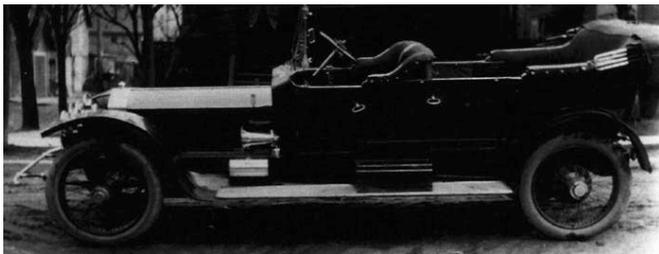


(Above) 1907 Rolls-Royce Silver Ghost, chassis 60565 was also sold to S.B. Stevens, but without a body. He used it "for trials" and then transferred onto it the Barker tourer body that had come with 60553. I took this picture in England in 1990.

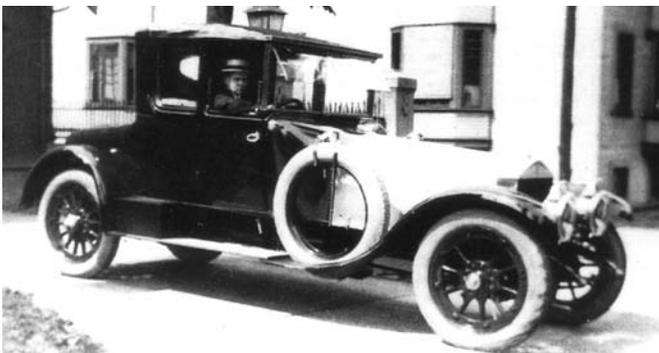


(Above) 1912 Rolls-Royce Silver Ghost, chassis 1859 with Barker limousine body when in the Craven Collection in the 1970s. This was Lady Eaton's favourite car.

(Below) 1912 Rolls-Royce Silver Ghost, chassis 1915 E with Barker tourer body in Stanley Park when fairly new. This was J.W. Stewart's car. Parts of this car have survived and have been built into a restored car.



(Left) 1910 Rolls-Royce Silver Ghost, chassis 1429 with Lawton tourer body. This car was the first Rolls to come to British Columbia, and was imported by C.M. Marpole. R.V. Winch soon bought it, and his son and daughter-in-law used it for their honeymoon in 1914. I was given this picture by the daughter-in-law.



(Lower Left) 1911 Rolls-Royce Silver Ghost, chassis 1713 with its second body, a Barker drop-head coupe, while owned by Joseph Martin, who was briefly Premier of British Columbia. This car still exists just like this. This picture was also given to me by Mrs. Winch.



## Good Times at Beenham's Garden Party

Chris Walker Photos



If a picture is worth 1000 words, good times are evident! Thanks, Kelly and Paul, for a great evening!!!

## All British Easter Run

Steve Diggins

On April 11 th the first All British Easter Run was put on under beautiful summer-like weather in Richmond. By 10:00 AM 40+ cars of all makes, sizes and shapes arrived at the Delta Airport Inn on Sea Island. This was about twice as many as I had expected considering what a busy day it is for a lot of people. What a great turnout for a first time event.

Just as good was the generosity shown by everybody with gifts of food and toys. We filled the trunk of an Austin Westminster and that is quite a large trunk. All the food was delivered to the food bank that afternoon. My thanks to Michael and Barb Clague for that.

## Courtney AGM

Chris Walker

Here are a couple of photos of the cars at Courtney on Saturday, May 1. We did not take one of our English car but traveled up the Island to see the others. The weather was not great while we were there, but we enjoyed it nevertheless. We had a beer and a game of free bingo for meat and saw one Victoria club member win two different cuts of meat! Not what you would expect at an English car meet.

## Cool Display Stand

Steve Hutchens

Bence McIntyre and Itallo Cirillo teamed up to make the coolest display stand for information sheets I've ever seen. It is exceptionally well-designed and even comes apart so that



Everybody left the starting point and took the scenic route to Steveston. I provided route instructions and it ended up being more of a parade through some beautiful back roads and river side routes. Everybody seemed quite pleased with the drive. We arrived in Steveston early enough to find we had our choice of parking spots and we were quite the sensation rolling in to town with many people stopping to see us go by.

After a bit of talking we went off to various restaurants for lunch and a look around town. For those who stayed long enough there was the sight of the Vintage Car Club's Easter Parade arriving at their designated parking lot with a great variety of classic and vintage ears. What a nice bonus to a day in Steveston.

Thanks to everyone who came out.



it fits in an MG Midget. Bence used it at VanDusen to mount the two 8 1/2 x 14 OECC information sheets about his MG Midget.



## ***Celebrating 100 Years of Rolls-Royce*** **2004 VanDusen ABFM**

**Mike Smith**

Barbara and I have been attending the VanDusen Botanical Gardens ABFM every May long weekend since we first discovered that it was the place to experience a time warp. We would wander from car to car reliving our past experiences of the particular vehicle during the past 50 years that we have been together, picturing them in England, which, in those times, was the proud carmaker to the world. After each show I got the itch to own a classic and would make the rounds of cars available in section 1173 of the Sun Province Newspapers or in Western Driver. Everything was too expensive or needed too much work. I am a washer and polisher, with no mechanical traits.

Eventually I found a car that worked for us, and was able to do an exchange for our beloved XJS; this made me the proud, if slightly embarrassed, owner of a Rolls Royce. So last year we were exhibiting rather than just being a spectator and even won something! This year Rolls Royce was the featured car, and Steve asked that I write something for the Roundabout.

We were there as the RROC (Rolls Royce Owners Club) and were there in strength - over 40 cars. The first hour was spent moving cars! As each Rolls or Bentley showed up we placed it in date of manufacture. The only one who did not need to move his car was David Cohen with his 1912 Silver Ghost. David was also front and centre when the awards were presented. Another member, Howard Lengert, brought his Limousine from Calmar, Alberta. Howard drove out for the Spring Meet in Victoria where we had over 30 cars.

Three cars came from Vancouver Island, which meant that at least three drivers were sleep-deprived



those cars were circa 1934, 1949 and 1968.

Dave Waters had the only car there made in the USA with his 1930 Springfield Phantom 1. Rolls Royce

had a plant in the USA from 1920 until 1934, when the depression took its toll. The first US Phantoms came out in 1926. Charles Rolls had made his dog and pony trip to America in 1906 taking 3 cars and his mechanic, Reginald Macready. Some American owners and their cars joined us at Van Dussen. The Club in the USA is large and very active.

One car we remembered from our very first ABFM was Ted and Janet Chapman's 1955 Silver Wraith, still looking as good as ever. Some readers will remember that it often sat in Edward Chapman's men's store in Vancouver. Another part of Vancouver's history was Bob Wadden's 1947 Silver Wraith, often seen in yesteryears on Burrard Street at Valetor Cleaners where it was their trademark. Bob was last year's big winner at Van Dussen. The time flew by on Saturday as owners answered many questions about their cars and gave pleasure to so many visitors and warmed the heart of Mr Kodak as they used up Rolls and Rolls of film. Pun intended.

Rolls Royce is also the featured car at Minter Gardens Concours Classic, July 18. We hope to see everyone there, too.



## Celtic Treasure Chest

Walter Reynolds with  
photos by Chris Walker

On sunny Monday, May 24th, a group of OECC members showed up at The Celtic Treasure Chest on



Dunbar near 41st in Kitsilano to help Steve & Lil McVittie, the owners, celebrate Victoria Day. The store specializes in British packaged food items. There were seven cars and 13 people, too many to list in this little piece, but



the picture should give an idea of who attended. John Rennie showed after the picture.

For two hours we sat and looked "British" outside the Treasure Chest while eating no-cost cookies and drink-



ing cost-wise beverages. To ensure that we didn't bankrupt Steve and Lil, we all bought something from the store. Most people who drove by honked at us, even the crew in a garbage truck (not sure of the significance of that, though). And a few people stopped by to reminisce. It was a very pleasant way to spend a morning. We should do it again - in fact, e are in-



vited back for the store's first anniversary, around August 2nd.

## Autojumble

Free English Car Ads!

### GUIDELINES:

- 1) Submit ads by the 20th of July for the next issue.
- 2) Ads will be run for one issue unless resubmitted.
- 3) New ads are placed on our web site as soon as received.

### Cars For Sale

**1957 MG Magnette ZB Varitone.** Green over cream; Collector Plates. Drives beautifully. Lots of documented history. \$12,500. Chris Masterman, cmasterman@shaw.ca or 250-748-8284.

**1959 Vauxhall Velox 2.2 Litre.** Good condition \$2,000 OBO. Ramsey Murray, 250-592-1091.

**1960 Morris Minor.** 1330cc engine, disc brakes, tube shocks, Midget transmission. Good shape. \$2,750. Jamie Stephenson, 250-595-8376.

**1966 Cortina.** Purchased new for my mother. Car looks and runs good. The paint is good and



has been brush touched. The windshield has a few bruises, one large. The windla cing around the doors has deteriorated somewhat. The rest of the interior is very good with no tears or wear marks. Recently the car has had 2 new tires, a new exhaust and battery. Due to my health I can no longer drive so have to sell. Asking \$4,500. Gary Holt, 306-892-2339 or g.r.nyholt@sasktel.net.

**1967 Austin 1800.** 64,000 miles. Original unrestored car, safety inspection done. Black with red interior - Car is excellent but not mint shape Price \$3,000 OBO. C l a r k e W i l l i a m s o n , 250-743-7966 or clarkewil@telus.net.



**1970 Triumph Stag.** Soft, hardtop and original V8. RHD,



manual with overdrive; engine in pieces, tranny and drivetrain out of car. Great blue body. Selling at cost. Jurgen (Vancouver) 604-737-8065 or jpeterat@hotmail.com.

**1973 Austin Marina Deluxe Coupé.** 2 Door 1.8L Automatic. 66,700 original miles. Black Tulip colour, unrestored. Record of car available. Collector Plates. \$2,000. 250-474-4355.

**1973 MG Midget.** Restoration just completed on original non-rusty body! This is the "round-wheel-arch" body with the conventional 1275cc



engine, rebuilt on standard bores. New paint. Runs well. Successfully passed Aircare and has just received collector plates. Email for more pictures. \$5,250. Alan, 604-737-0044 or alan.inglis@telus.net.

**1973 MG Midget.** Mechanically finished. Ready to drive away. All original, used original or new grade 8 parts. Minor body work and paint needed. Interior good. New windshield and dash. Electrical complete and working. Lots of extra parts and pieces. Tonneau included. \$5,000 OBO. Bruce Vay 250-652-6981 or bvay@telus.net.

**1974 Austin Marina 4 Door Sedan.** 1.8L Automatic. 51,400 Original miles, Damask red interior original, exterior repainted. Collector Plates. \$2,000. 250-474-4355.

**1976 Mk IV Spitfire.** Removable hard top. I will have to sell if I can't find suitable storage. It has been off the road for a while, so it might make a better parts source than road car (unless someone has some spare time on their hands). It also has a soft top and tonneau. Messages can be left for me in Victoria at 250-978-0043 or I call me in Ottawa at 613-741-9167 or 613-796-9622; Archer.MG@forces.gc.ca.

**1978 MGB Roadster.** This car is British Racing Green. Soft top and removable hardtop. Excellent tires mounted on limited edition mag rims; new brakes, exhaust, twin carbs, radiator, starter. Has had much engine work; compression is at 150 lbs on all 4 cylinders, body and paint are in great shape. Roll bar mounted for safety. Car comes with a number of spare parts. This car is priced for a quick sale at \$5,300. Call Luvena 250-926-0744 (Campbell River).

**1978 Triumph Spitfire 1500.** 93,000 km, 4 cly, 4 speed, single Stromberg carb, Woodlands Green with tan interior, very good condition, no rust, new black soft top, tonneau cover like new, runs great. \$4,900. Can email photos. geldof@sasktel.net or 306-789-9253 (Regina).

### Miscellaneous For Sale

**Austin factory shop manuals.** Very nice condition. A70/90, Austin 8, Princess/Sheerline. \$20 each. Fred 604-230-3386.

### Cars Wanted

**Hillman Convertible.** Email Rick at dufferinauto@hotmail.com.

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

**1948 - 1953 Thames.** Small van or pickup for restoration. Similar to Anglia car of same period. Any condition or parts. Please contact Bob Larmour, 8 Tall Pines Trail, Holland Landing, ON; 905-836-1881 or larmour@neptune.on.ca.

### Discounts for Members!



Present your special  
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any OECC meeting.