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### Don't Forget:

**May 3: 7:00 PM Meeting**  
**A Great Car Collection**  
Barn #4, 7458 192 Ave, Surrey

**Jun 7: 7 PM Meeting**  
**MCL Motor Cars**  
1730 Burrard, Vancouver

### OECC Websites:

Vancouver Coast :  
[www.creighton.edu/~hutchens/oecc](http://www.creighton.edu/~hutchens/oecc)

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):  
[oecc-comox.com](http://oecc-comox.com)

Northern Interior  
(Prince George):

[www.twobits.org/nibac](http://www.twobits.org/nibac)

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

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

**Next Roundabout**  
**DEADLINE:**  
**May 20**

## AGM Report

**Steve Hutchens**

### Chris Walker photos



March 1 was our traditional AGM. This year it was at Roma Hall in New Westminster. Bart Shaw was elected as Chairperson to lead us during the coming year. Ken Miles was elected to serve as Vice-chairperson. Coming back for another term were Elaine Lafontaine, Treasurer, and Dennis Nelson, Secretary.

Continued on page 2

## Sort of Letters From Home

**Walter Reynolds**

February, 2005

Dear Ruby:

I just thought I'd drop you a line to bring you up to date on what's happened since Mr. Austin designed me.

The Austin Seven (i.e. me), transformed motoring in Britain, and I've been influential right across the globe. I've been the subject of both admiration and derision for my malnourished size but I still attract a fanatical following eight decades since the start of my production.

The secret behind my success was my price. Motoring had initially been the preserve of rich pioneers but by the time World War I broke out, the middle classes were experimenting with cars as well. Working-class families, though, were stuck with motorcycle and sidecar combinations and abominable cyclecars.

Herbert Austin, the founder of the Austin Motor Company realized that there was a gap in the auto market for a small, basic machine that could transport a family at minimal cost. After all, Ruby, more than a million of the larger Ford Model Ts had already been sold, mainly in the States, and Herbert aimed to make me (Austin Seven) even more affordable.

Working at his home (because the Austin Motor Company Director's had rejected the idea of the Seven) with a young draftsman, Stanley Edge, Herbert developed me. I was to have a rudimentary chassis, with two



main beams running my entire length and little else except for a basic suspension. Initially, my engine was a tiny 4-cylinder side-valve unit of just 696 cc, although this was enlarged to 747 cc shortly afterwards. My bodywork was a mixture of steel panels and aluminium-over-ash frame. It was very light and simple.

The public's response to me was overwhelming when I was launched in 1922, advertised as the "motor for the millions". At just £225, I was the price of a well-equipped motorcycle and sidecar combination. Also as more Sevens were sold, the price was reduced, so that by 1926, a copy of me was only £145.



Austin Seven Ruby

By 1926, I had more than 100,000 copies, giving me a 37% share of the British car market – effectively "killing off" sidecars and cycle cars for good! More variants of the Seven were introduced – saloons, open-top tourers and even sports models, some with superchargers.

Sevens were built for the army, to use as staff cars and wireless (i.e. radio) carriers, for tradesmen who used them as delivery vans, and there were even special versions

Continued on page 4

# Jerry Coleman Names Car First

## Les Foster

The Hindustan Ambassador featured in the Jan/Feb Roundabout was photographed in India by my stepmother's nephew, Jimmy Marshal, while on vacation there last year. The Ambassador is a much modified Morris Oxford. The original tooling was sold to Hindustan after the British production stopped in 1959. Today the Ambassador uses one of three available motors: 1700cc Isuzu (petrol or CNG) or a 1500cc diesel. It features a molded plastic dash, servo brakes with tandem master cylinder and various upgrades to suit modern driving expectations. Essentially, though, it is still the old Oxford with torsion bar front suspension and it's trademark rounded lines. Apparently the Ambassador is losing favour in India (except possibly for taxis) as an increasingly sophisticated population demands more modern vehicles; but it has found a following in export markets, notably England and Japan. Some years ago I was offered a Morris Isis (the six cylinder upscale version of the Oxford with a longer front end) and included with the car was all-new rubber weather stripping and other parts courtesy of the Hindustan Ambassador. Current Oxford owners might do well to inquire what Ambassador parts are still applicable to their vintage models or consider using their "Refurbishing Kits" to upgrade their cars for more drivability or safety. More information on Hindustan's interesting history and current production can be seen at [www.hindustan-motors.com](http://www.hindustan-motors.com).



AGM Report - Continued from page 1

Bart took control of the meeting following the elections, and proceed with the appointments. The following appointed positions were filled:

- > Monthly General Meeting Coordinator: Steve Diggins
- > Events Coordinator: Bence McIntyre
- > Roundabout Editor: Steve Hutchens
- > Telephone Committee Coordinator: Walter Reynolds
- > Goodwill Coordinator: David Ballantine



The AGM was an opportunity for members to socialize and enjoy relaxed conversation while enjoying their favourite beverages.

Left: Bart Shaw takes command from Gerry Parkinson who served two terms as chairperson.



Front Row: David Ballantine, Gerry Parkinson and Bart Shaw.  
Back Row: Bence McIntyre, Steve Hutchens, Steve Diggins, Walter Reynolds, Dennis Nelson, Elaine Lafontaine, Fred Bennett and Ken Miles.

# OECC 2004 Financial Summary by Account

## Ladner-Bellingham Run Account

Opening Balance 1/1/2004	\$523.01	
2004 Income	1,766.79	
2004 Expenses	1,331.14	
Net Gain	435.65	435.65
<b>Ending Balance 12/31/04</b>	<b>\$958.66</b>	<b>\$958.66</b>

## Roundabout Account

Opening Balance 1/1/2004	\$328.00	
2004 Income	0.00	
2004 Expenses	580.84	
Net Loss	(580.84)	(580.84)
<b>Ending Balance 12/31/04</b>	<b>(\$252.84)</b>	<b>(\$252.84)</b>

## Christmas Awards Banquet Account

Opening Balance 1/1/2004	\$0.00	
2004 Income	1,272.00	
2004 Expenses	1,492.01	
Net Loss	(220.01)	(220.01)
<b>Ending Balance 12/31/04</b>	<b>(\$220.01)</b>	<b>(\$220.01)</b>

## OECC General Account

Opening Balance 1/1/2004	\$819.50	
2004 Income	2,449.45	
2004 Expenses	2,703.94	
Net Loss	(254.49)	(254.49)
<b>Ending Balance 12/31/04</b>	<b>\$565.01</b>	<b>\$565.01</b>

**Grand Total Ending Balance 12/31/04: \$1,050.82**

General Account Expense Details on Page 6

## At the Wheel

Chairperson: Bart Shaw 604-946-4700

Vice-Chairperson: Ken Miles 604-576-8036 or [kenmiles@shaw.ca](mailto:kenmiles@shaw.ca)

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

MGM Coordinator: Steve Diggins 604-294-6031

Events Coordinator: Bence McIntyre 604-536-2207 or [hbmccintyre@shaw.ca](mailto:hbmccintyre@shaw.ca)

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Roundabout Printing & Distribution: Richard Taylor 604-298-9347 or [mikmaq@telus.net](mailto:mikmaq@telus.net)

Honourary Librarian: Ivan Fisher 604-270-1096

Good & Welfare: David Ballantine 604-980-4120 or [dballantine@shaw.ca](mailto:dballantine@shaw.ca)

## A Golden Moment for a “T”rusty “R”usty Spike

Glen Reid

*(reprint with permission from Western Classics, Sept. 1993, pp. 12-13; Steve Diggins, Editor)*

This is not so much a TR-3 story as it is a TR-3 snapshot a brief incident which brightened my day and has remained in my memory for 20 years or so. The recounting of it, in fact, will take longer than the living of it did, and to recreate it for the reader will require considerable background, but please bear with me for it was a delicious moment. If you're willing, then, let's pretend that it is once again 1973, just barely post-hippie and, thankfully, pre-disco. If a fellow is 22 and he has a few hundred bucks to spare, he has his choice of somewhat shabby but strong running TR-3s. In other words, life is good.

Back in those days we foreign car freaks were still enjoying the tail end of the “sports car movement” of the '50s and '60s. This was a time of remarkable friendliness and courtesy between strangers on the road, providing said strangers were motoring about in a vehicle of interest. I remember being quite delighted to discover that people in other sports cars would smile and wave at me as we passed and I quickly grasped the not inconsiderable intricacies of waving etiquette, this being an informal pecking order concerning who was expected to wave first and thus risk the minor hurt of being ignored in return.

My TR-3, for example, was firmly in the middle of the pack, meaning Spridgets, Spitfires, Fiats and suchlike were required to acknowledge my superior (read: louder and faster) machine with an eager motion of the hand while I, if in a benevolent mood, would casually nod or lift a digit from my steering wheel in return. Of course, should I encounter a Morgan or Lotus or something, the positions were reversed and I became the fawning admirer, dutifully paying tribute with the initial wave. There were, of course, grey areas within this hierarchy such as the misguided notion of MG A drivers that their ambulatory sewing machines were somehow equivalent to my thundering old TR, and the inexplicable arrogance of bathtub Porsche owners who seemed unaware that they were even slower than the MGs, but for the most part one's ranking was pretty much dependant upon performance capability.

This was the basic concept, at least,

and I'm sure that many who are reading this remember it well, but do you also remember the numerous modifying factors which could raise or lower one's status on any given day? For example, should I in my TR-3 be driving top down with my SCCA-approved roll bar in plain view I could legitimately expect a Mk III Healey pusher with side glass and top up to give me the first wave. Similarly, were I to be chugging sedately around a corner and encounter a Bugeye sliding through the other way on opposite lock, then, by God, I'd give that trouper a full arm acknowledgment and be unconcerned if he were too busy to make a return gesture.

And here I should also make mention of those demigods of the road who could be relied upon to seldom, if ever, return a wave, these being the owners of E-Type Jaguars, Aston Martins and the various Italian exotica. I lived in a large west coast city and it was not at all unusual to encounter a DB-6 or Maserati of some sort, but giving them a salute just wasn't the thing to do. Almost an act of impudence, old boy, snort, harumph! Also of interest was the fact that drivers of Corvettes and 911s were somehow never included in the game. These people might have returned a wave if they ever noticed one, but they never did. I suspect that such vehicles are often purchased by non-enthusiasts in order to make a fashion statement rather than to drive an enjoyable car. I swear you could run an 8-litre Bentley past them at speed and they wouldn't even look up, being preoccupied with the fit of their sitzpelts, in the case of the Porsches, or with the June centrefold for the 'Vette owners. But, I digress. In general terms this is how the sports car scene played itself out in my home town at that point in time. Now to set the stage for a brief moment of glory for the Triumph marque, which I am sure the prescient among you can already see coming.

Being the young and foolish (instead of old and foolish, as I am now) I used to drive my pale yellow, small grille TR-3 top down through the winter. At first I did this because I couldn't afford a top and curtains, but later I persisted in such foolishness for the sheer hell of it. If I occasionally got a bit wet, well that was all part of the fun. What was worse, at least in my parent's eyes, was that early in each spring I would pull off the windshield and stash it in the basement (where such impediments to aerodynamic efficiency belong, I might add) and drive through the rest of the summer and fall with only Brooklands screens between my grinning mug and the insects of Canada. I thought this was grand and still do, although I must admit that if it rains on you with only aero screens for protection, you do get

wet enough to spoil your day. Nowadays I keep a Rambler for weather like this.

Anyway, one drizzly April morning in 1973 I decided to run the Seymour Mountain Hillclimb. This, you must understand, was not a sanctioned event - it was just a nice twisty road up a local mountain, with lots of hairpins and not much traffic, and anytime you felt like a good howl up the slope, (and a better one back down) then by golly the Hillclimb was on. Picture it then, if you will, an unrepentant young reprobate in a beat-up old TR-3, bellowing through the mist up a deserted mountain road. I was having a ball and, as usual, somewhat mystified as to how the rest of the city had found something better to do a 8 o'clock on a Sunday morning. Where was everybody? Was I the only guy in town who had his priorities straight?

As it turned out, that day I wasn't. Screaming down the mountain, and I mean screaming, was the number one most beautiful, most desirable, most sell-your-soul-to-have-one, performance vehicle of the period, a Ferrari 365 GTB-4 Daytona, blood red, of course. In a second I realized that here was a kindred spirit, just somewhat better turned out than myself, and I decided to throw him a wave just because I was feeling so damn good that morning. If he chose to ignore the presumptuous bumpkin in the ratty old British four-banger, I wouldn't have really cared. Well, I never got the chance to wave because as we flashed past one another he was already laying a big grin and a thumbs-up on me! You'd better believe I was chuckling all the way up the mountain and all the way down, and I think the old TR was running a bit stronger too. A goddamn Ferrari, and he waved first! I could hardly wait to tell my buddies then, and I've dined out on the story ever since.

I'm sure my aero screens and the rain played their part in producing the unprecedented recognition but mostly I suspect this Ferrari pilot was paying his respect to the TR-3s of the world by waving to my old beater. Anyone who's had a significant involvement with these cars seems to come away with a unique set of fond memories and a real respect for their character. Would this guy have waved to a Sunbeam Alpine? “Not hardly!”, as John Wayne used to say.

It seems strange to most people to describe a machine as being fun-loving, honest and tough as a rusty spike, but that's what TRs were and still are, and even if a fellow moves upscale (to a Ferrari Daytona, perhaps) he's not likely to ever forget the particular magic that only a TR-3 can provide.

for milk deliveries, with the back adapted to carry milk churns.

On the race track, the Seven



collected speed records and irritated the drivers of larger, more powerful machinery. At Brooklands, a Seven became the first 100 mph 750 cc car in England. Another Seven was even raced in the Le Mans 24-hour race, with some success.

Private owners began to compete in their Sevens, too. Trials (which, Ruby, involved trying to cajole a car up a muddy, slippery slope), rallies, hill climbs and circuit racing were all deemed appropriate competitions for my little Austin copies. Remarkably,



the Seven continues to be used in similar sports even now.

The Seven also prompted production from several overseas car manufacturers. In France, the rights to produce a French-built Seven were bought by Rosengart\*. In Germany, the car became the Dixi, and went on to form the basic BMW (and now look what's happened – they make the new MINI!) In the United States, the Seven was bought by a new company, the American Austin Car. In a bizarre turn of events, a version

of the US-built Seven went on to influence the original Jeep.

However, by 1939, and despite several facelifts, most notably the Austin Seven Ruby (i.e. you!), with your larger more sophisticated bodywork – oh, those curves – the Seven looked dated against its rivals.

We were replaced by the Big Seven (us on steroids), which was more powerful, more comfortable, and more expensive! The Big Seven never sold as we had and Austin had to wait until 1959 before it produced another truly revolutionary vehicle – the Mini.

My original top speed was 52 mph and me and my various versions had a total production run of 290,000 cars.

And so, Ruby, there you have more history on our family.

See you at the next ABFM.

Love, Seven

\* Author's Note: According to the book, *Classic Cars of the World*, "(The Seven) was also built under license in Germany as the Rosengart and BMW Dixi." Source of data: *The Encyclopedia of Classic Cars*, published 2003 by Amber Books Ltd.

## ***Tired of a wet seat in your car?*** **Weather Stripping Fix**

### ***Walter Reynolds***

If your car is like my Rover with no weather stripping on the outside of the door window frames, this temporary fix may be of use to you.

The Problem: Rain settles on the top of the door window frame and when the door is opened, the rainwater on the top of the frame pours into the car, usually on the seat closest - this is normally the seat you are about to sit on!

The Fix: Take a piece of clear MacTac (or equivalent) and cut it to size so that it will extend across the top of the window frame when attached to the inside edge. The piece should extend about 3/8 to 1/2 inch above the frame, but sufficient so that it doesn't snag when you close the door. Also, it should be high enough so that you can fold it over on itself, sticky side to sticky side. (Folding it over on itself prevents the

sticky exposed edge from attaching itself to the weather stripping around the top of the door opening.) Attach the MacTac piece to the top inside edge of the window frame so that, when the door closes, it will form a dam to stop the rainwater from entering the car when you open the door. Because the piece of MacTac will protrude below the window opening, take an Xacto knife with a #11 blade (or suitable, at hand alternative), and cut out the excess MacTac material from the window opening. Make sure that the MacTac is securely pressed onto the door frame.

The Result: I used this fix on all four window frames on the Rover and it has cured the rainwater-getting-into-the-car problem. I did this in October 2004 and the fix is still working. The only improvement I will have to make is to use a material that has higher tacky-side to tacky-side adhesion. I find that the MacTac will not stay attached to itself for very long. That said, the fix still works. Try it: You might like it.



# The First Rolls-Royce Cars in Canada and B.C.

**John Peirson**

I like to look at pictures of early Rolls-Royce cars and study their history, especially when there is some Canadian, or even better, British Columbian, content. The first picture shows one of the two cars that Rolls brought to North America on a selling trip in late 1906.

Here it is standing in the snow, with rear snow chains, in Toronto. The car



**Barker Roi des Belges tourer on 1906 Rolls-Royce 30 hp chassis 60528**

was not sold in Canada, but found a buyer in the US. The second picture shows a similar 1907 car that was the first sold new in Canada, to Ketchum &



**Barker Roi des Belges tourer on 1907 Rolls-Royce 30 hp chassis 60532**

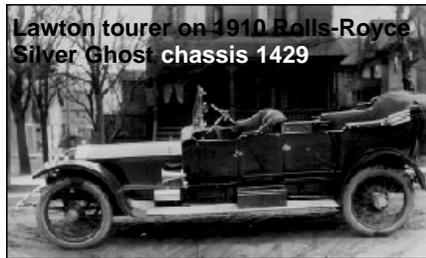
Co, a car dealer in Ottawa. Fred Booth, the son of the lumber baron, was probably its first owner. There followed a dozen or so Silver Ghosts that went to Ontario addresses, before the first Rolls-Royce was sold in British Columbia in 1910.

You have heard of Marpole, the suburb of Vancouver to the south. It was named for Richard Marpole, (1850-1920) who, as General Superintendent of the CPR, had a major role in developing Shaughnessy as a prestigious residential area. His son, Captain



**Captain Marpole** Clarence Mawson Marpole (1878-1918), also worked for the CPR from 1894 to 1899. Then he went into business with a partner, becoming President of MacDonald Marpole Co. in 1901. He was also President of Vancouver Tug and Barge, and Managing Director of B.C. Breweries. He was on the board of Vancouver

General Hospital and a member of most of the gentlemen's clubs in Vancouver. He did his bit in World War I, going to Europe with General Stewart's Railway Construction Corps. He was invalided home in May 1918 and died aged only 38 in July 1918. Captain Marpole, an enterprising and a wealthy young man, was the first owner of this handsome car, a 1910 Silver Ghost chassis 1429 with Lawton tourer body. However, he did not keep the car long.



**Lawton tourer on 1910 Rolls-Royce Silver Ghost chassis 1429**

Richard Vance Winch, a cannery pioneer, was born in 1862, in Cobourg, Ontario and died July 31, 1952, in Vancouver. He ran away from home at 16, herded cattle and worked on the CPR, arriving in British Columbia in 1893.

He established Canadian Packers Canning on the Fraser. In 1895, he shipped the first trainload of canned salmon from B.C. and sold the first B.C. halibut in New York. In 1895, he opened Queen Charlotte Fisheries. He owned seven canneries and a sawmill, valued at \$1.6 million. He erected the Winch Building (739 W. Hastings) in 1909. He must have liked Rolls-Royce Silver Ghosts, because he was the second

*"(Winch) must have liked Rolls-Royce Silver Ghosts ... 1429 ... 1550 ... 1713 ..."*

owner of 1429 and the first owner of the 1911 car chassis 1550 with a Lawton landalette body. He bought 1713, a 1912 Barker drophead coupe from another Vancouver owner in 1923.

I never met Captain Marpole or R.V. Winch, but I did meet Winch's daughter-in-law, a fine old lady living near me in West Vancouver. Mrs. Winch told me she went on her honeymoon in 1429. She and her husband shipped the car to San Francisco in 1914, and used the car to explore California, before shipping it home. She said that even then, when it was only four years old, it was already out-of-date. It had to be hand-cranked and it had no electric lights. 1429 was sold to Mr. E. Hunter of New York in 1920, and by 1921 it was in Japan. Alas, I can find no further history for it. However, its radiator mascot was retained by Mrs. Winch, and I was able to purchase it and have it still.

## Restoration Prices

*Reprinted from Old Cars, 7/30/98, page 10; Submitted by Bence McIntyre*

*Question: Why is it that it usually costs more to restore an automobile than it is worth? For example, a 1950 Ford two door sedan in No. 2 condition is worth approximately \$8,000. If a person would pay \$10,000 for the car he would still be money ahead of the cost of buying a No. 3 or No. 4 condition car and restoring it. Many times I have seen ads for cars and it is mentioned that much more money was put into the restoration than the car is selling for. Why? Do people gain satisfaction by investing \$20,000 in an automobile and selling it for one-half that amount? If it takes \$20,000 to restore a car why can't it sell for that? Alan Roth, Lakewood, Ohio.*

*Answer: Your question points to a changing economic reality of the collector car market, which many veteran hobbyists have been slow to grasp. Many restorers think that since their labor is "free," deducting its cost will enable them to "make a profit" on a*

*"... the cost of restoration is likely to be substantially more than the car's market value."*

restoration. What they usually discover is, as you point out, that the cost of restoration is likely to be substantially more than the car's market value. Why is this so?

There are several reasons, beginning with the dramatic increase in the cost of almost all aspects of restoring a car. Let's start with parts. The day when you could buy parts for a car's restoration from a salvage yard at a fraction of a new part's cost is nearly gone. Instead, most restorers will invest heavily in reproduction parts at current after-market prices. Just as a new car would cost several times its sticker price if assembled from parts, so too, the tally of all the parts required for a restoration is going to be a substantial dollar figure. Then, there's the cost of replating the car's chrome bumpers, grille, and trim pieces. Plating prices have skyrocketed over recent decades due to environmental and safety costs. Also, there's the cost of a professional paint job, which in itself may exceed the restored car's market value. The painter's cost reflects both a manyfold increase in the cost of materials plus the shop's labor

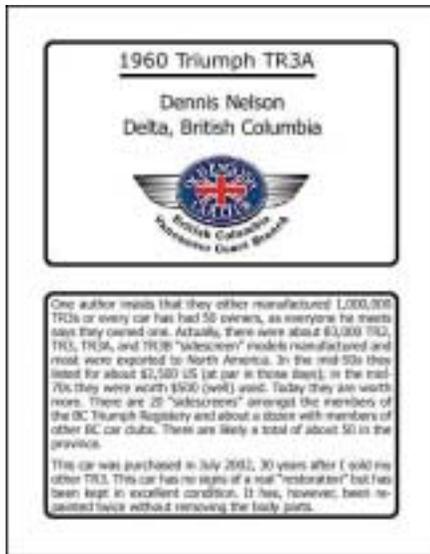
Continued on page 6

## Show at Van Dusen with an OECC Show Sheet

Steve Hutchens

Would you like to have a laminated OECC Show Sheet for the Van Dusen ABFM this year? Show sheets help others learn about your car and what makes it special. And you tell them about your affiliation with OECC.

We get them laminated, so they aren't bothered by rain. Here's what Dennis Nelson's sheet looks like.



Mail or email the following information to me by May 13 (contact information on page 2):

- > Year, make and model of your car
- > Your name and where you live
- > 150-200 words (8.5 x 11) or up to 300 words (8.5 x 14)

I'll bring your laminated OECC Show Sheet to Van Dusen on May 21. Visitors to the ABFM enjoy reading about our cars!

## Financial Notes

Major Expenses in OECC General Account (all are included in the \$2,703.94 total):

Society Membership	\$437.50
Year End Gifts	\$341.96
Trade-X	\$220.00
Granville Museum (net)	\$170.00
Go Kart Day	\$169.17
Garden Party	\$122.79
Interurban Trolley	\$100.00
Triumph Run	\$82.88
Name Tag Supplies	\$76.95
New Westminster Show	\$75.00
Valentine Run	\$61.22
Spring Run	\$52.00

More details on request!

# Lord Herbert Austin Admitted to European Automotive Hall of Fame

The Austin Seven set a small-car standard in Europe

Automotive News 1/17/05

Just after World War I, British car maker Herbert Austin (1866-1941) had an idea that he believed would change his company forever: He wanted to build a small, inexpensive car to meet the needs of the family.

But his board at Austin Motor Co. was unwilling to finance the project. Undeterred, Austin spent his own cash to make the Austin Seven a reality.

Unveiled in 1922, the Seven sold for £165, a fraction of the price charged by rival automakers.

Sales of the Seven were slow initially, but improvements to the engine and the addition of an electric starter sparked a keen interest in the car.

By 1926, 14,000 Sevens were being produced annually.

The Seven set the standard for the European small car for more than a decade.

The car was built until 1939. That year the company's Longbridge factory was turned into a manufacturer of military equipment, just as it had been during

World War I, producing munitions, trucks, armored vehicles and aircraft.

Austin was born in Little Missenden, Buckinghamshire. At the age of 16 he went to Melbourne, Australia, where he worked as an engineer before returning to Birmingham, England, in 1889 to supervise Frederick York Wolseley's sheep shearing equipment factory.

The two also started to make automobiles. The first was a three-wheeled model that Austin created in 1895. Austin was named manager of the Wolseley Tool and Motor Car Co. in 1901.

He left Wolseley Tool and motor to start his own company in 1905. In 1906, Austin Motor produced 120 Endcliffe Phaetons. The price of the 25-hp car was £650.

After taking the company public in 1914, Austin aimed to increase car production, but World War I changed those plans.

During the war the company tripled in size to 22,000 workers as the factory switched to producing military equipment.

Austin was knighted after World War I for his contributions to the war effort.

Restoration Prices - Continued from page 5

rate, where the increase reflects various societal costs, including insurance, as well the rise in the standard of living.

The reason market value doesn't match the costs of restoration has to do with how the marketplace prices a collector car. In the 1960s and '70s, when the prices of most collector cars outstripped their restoration costs (and a restorer could expect to "make money" on his hobby), two factors were in control of pricing: the hobby's growth, and inflation in the national economy that pulled collector-car prices in the direction of other commodities - most specifically new cars.

If you compare the prices of "popular" collector cars and their new car counterparts from the 1960s to present, you'll see a close correlation.

With true Classics and other cars of a more exotic nature, pricing has other influences including the car's perceived value as "a work of art."

You ask, what's the logic of investing more in a car's restoration than its market value? For many it's the enjoyment of the process - the experience of rejuvenating an older car or truck that has meaning for whatever reason. For others it's the personal value of the restored car. A shop in my

area recently completed a total restoration of a "Bug-Eye" Sprite with a final bill to the owner of nearly \$30,000. That same car in No.1 condition has a value of \$12,000.

The logic? There isn't any. The car's owner, who isn't lacking for money, wants that particular car, which he has always owned, just like new. Will he drive it? Probably very little. Its value is personal, and that doesn't transfer to the marketplace. All the "experts" I've talked to say the same thing you note in your letter. In the economy of the 1990s and into the foreseeable future, the best value on a collector car is one that's already restored (providing, it's a quality restoration). Otherwise, restoring a car as a hobby is just that - a pleasurable activity into which economics doesn't enter.

*Editor's Editorial: One objective of OECC is preserving English auto heritage. As a car hobbyist, I enjoy all restorations. But I especially honour those who do restorations on historically unique saloons where the price of the finished car doesn't warrant the expense. Without them, people would think MGs, TRs, and Morgans were all the '50s and '60s were about!*

*OECC Members and  
British Car Enthusiasts  
plan now for the  
OECC Society Tour  
of all Society Branches  
in British Columbia!*



*Victoria  
Nanaimo  
Comox  
Kamloops  
Prince George  
Vancouver*

## **Brits 'Round BC**

June 19-26, 2005

### **The Brits 'Round BC Story**

Start your engines and get revved up for one of the finest adventures in British motoring ever! Whether you join us for a few hours, a day or two, or the full eight days, Brits 'Round BC will provide you with numerous opportunities to share the fun. Imagine an eight day holiday driving your favourite British car and sharing the experience with other British car enthusiasts. There's a comfortable average of only 174 miles/280 kilometers per day so you can set your own pace and still have time to stop and enjoy the numerous attractions along the scenic route. Mark your calendar now, and get your British car ready for Brits 'Round BC! Watch [www.oecc.ca](http://www.oecc.ca) for more information. Read on for an outline of the tour and ways to join in!

### **Flexible Participation**

If you don't have time for the full tour, participate in Brits 'Round BC at any level your schedule permits. Just join us when we're in your area:

- Join us in Victoria for the drive to Nanaimo.
- Join us in Nanaimo for the drive to Comox for the evening event.
- Join us in Comox and drive to Nanaimo or continue on the ferry.
- Join us in Horseshoe Bay to drive the scenic Sea to Sky Hwy.
- Join us for lunch in Merritt for the drive to Kamloops and the evening event.
- Join us in Prince George for their event, then drive south.
- Join us in Hope on Saturday evening or for brunch on Sunday morning somewhere nearby.
- Really pressed? Come to a mini-car show or evening meal at any evening location.



### **Where are we driving?**

We will drive our British cars over some of the most scenic roads in North America as we tour to the home of each OECC branch. Mountain vistas and ocean overlooks will add to the thrill as we drive this fantastic route of twisting driver's roads through Beautiful British Columbia. Each day's drive is short enough that it won't be all driving - there'll be interesting places to stop with opportunities for short walks, perhaps a bit of shopping, showing our cars and sharing the camaraderie of other British car enthusiasts.

### **Accommodations**

Plans are to have choices of motels and camping alternatives at most overnight destinations. Take your choice! Information on accommodations will be provided to registrants about March 15 and on [www.oecc.ca](http://www.oecc.ca).

### **Planned Route & Activities**

Brits 'Round BC will start and end in Victoria and will offer participants up to 1390m/2236k of spectacular driving in their British cars. You'll also enjoy the camaraderie of other British car enthusiasts and the pleasure of numerous car shows. While route and activity details are subject to change, the current schedule includes:

- June 19: Victoria - Nanaimo - Comox (139mi/224km). After a leisurely drive to Nanaimo for a nice stop, then on to Comox where we will enjoy an evening event with Nanaimo and Comox branches.
- June 20: Comox - Pemberton (154mi/248km). Drive the Sea to Sky Hwy, then have a relaxing evening.
- June 21: Pemberton - Kamloops (212mi/341km). A scenic drive via Lillooet, Spences Bridge, and Merritt, then an event hosted by the Thompson Valley Branch. There's a short-cut via Cache Creek that is 165mi/266km.
- June 22: Kamloops - 108 Mile House (136mi/219km). Still more scenic driving, then a mini-show 'n shine.
- June 23: 108 Mile House - Prince George (198mi/319km). Enjoy the Cariboo Hwy and arrive mid-afternoon for festivities sponsored by the Northern Interior Branch.
- June 24: Prince George - 100 Mile House (206mi/331km). We turn south, then have an evening car show.
- June 25: 100 Mile House - Hope (192mi/309km). Enjoy a spectacular drive through the Fraser Canyon to a Saturday evening or Sunday morning event sponsored by the Vancouver Coast Branch.
- June 26: Hope - Victoria (152mi/245km). Brunch Sunday morning at a location in or near Hope, then accompany the Island folks to the ferry and perhaps all the way back to Victoria.



**PLEASE REGISTER BY APRIL 15!**

**Brits 'Round BC Registration:** In order to make the necessary plans and reservations for an event of this magnitude, your registration is important.

**Mail Your Registration:** Please mail your registration to: Derrick and Patricia Sparks  
5181 Polson Terrace  
Victoria, BC V8Y 2C5

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ Email: \_\_\_\_\_

Car Description: \_\_\_\_\_

A Brits 'Round BC Commemorative Plate will be available at the actual cost of production. Would you like one? Yes \_\_\_ No \_\_\_

**Please check the activities you plan to participate in.**

- |  |   |
|--|---|
| <input type="checkbox"/> All eight days of Brits 'Round BC       | <input type="checkbox"/> Wednesday evening event in 108 Mile House        |
| <input type="checkbox"/> AGM in Victoria June 18                 | <input type="checkbox"/> Drive to Prince George from 108 Mile House       |
| <input type="checkbox"/> Father's Day Picnic at Beacon Hill Park | <input type="checkbox"/> Thursday evening event in Prince George          |
| <input type="checkbox"/> Drive to Nanaimo from Beacon Hill Park  | <input type="checkbox"/> Drive to 100 Mile House from Prince George       |
| <input type="checkbox"/> Drive to Comox from Nanaimo             | <input type="checkbox"/> Friday evening event in 100 Mile House           |
| <input type="checkbox"/> Sunday evening event in Comox           | <input type="checkbox"/> Drive to Hope down the spectacular Fraser Canyon |
| <input type="checkbox"/> Monday morning drive to the ferry       | <input type="checkbox"/> Saturday evening event in Hope                   |
| <input type="checkbox"/> Drive the Sea to Sky Hwy to Pemberton   | <input type="checkbox"/> Sunday morning brunch (TBA)                      |
| <input type="checkbox"/> Monday evening event in Pemberton       | <input type="checkbox"/> Sunday afternoon tour to the Tsawwassen ferry    |
| <input type="checkbox"/> Drive the scenic route to Kamloops      | <input type="checkbox"/> Ferry to Victoria and drive to the finish        |
| <input type="checkbox"/> Tuesday evening event in Kamloops       | <input type="checkbox"/> Other: _____                                     |
| <input type="checkbox"/> Drive to 108 Mile House from Kamloops   | _____   |

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**Accommodation Reservations:** Information on motels, hotels, and camping will be available by March 15 and will be sent to all who register. The information will also be available at [www.oecc.ca](http://www.oecc.ca). Registrants will make their own reservations. If you have other questions about Brits 'Round BC, please contact Derrick and Pat Sparks (250-658-8614) or [dpsparks@telus.net](mailto:dpsparks@telus.net) or write to the above address.

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**Disclaimer:** As planning evolves for Brits 'Round BC, adjustments to the route, timing and locations may be called for in order to take advantage of more interesting opportunities or necessitated due to group logistics. We want to maximize the quality of the event!

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2005 OECC/VCB CALENDAR (4/5)   Corrections & Additions: Steve Hutchens (360-733-3568 or sphutchens@yahoo.com)					
MGM Coordinator: Steve Diggins (604-294-6031)   Events Coordinator: Bence McIntyre (604-536-2207 or hbmcintyre@shaw.ca)					
Date	Days	Event	Contact	Phone	Email or Website
Apr 17	Sun	Fort Langley Run	Bence McIntyre	604-536-2207	
Apr 23	Sat	Tulip Rally, Burlington-LaConner	Ken Botini	425-883-9615	www.mgcnwc.com
May 3	Tue	MGM: 7458 192 Ave (barn 4), Surrey (7 pm)	Steve Diggins	604-294-6031	
May 8	Sun	OECC Spring Run	Bence McIntyre	604-536-2207	
May 21	Sat	Van Dusen ABFM (followed by Beenam Garden Party)			www.westerndriver.com
May 28-29	Sat-Sun	Mission Raceway Vintage Races, Mission, BC			www.missionraceway.com
Jun 4	Sat	Pacific Jag Enthusiasts Concours - Pitt Meadows	Art Dickenson	604-465-7244	silver007@shaw.ca
Jun 7	Tue	Monthly General Meeting - TBA	Steve Diggins	604-294-6031	
Jun 12	Sun	Austin Day in the Park	Steve Diggins	604-294-6031	
Jun 18	Sat	OECC Society AGM, Victoria	Derrick Sparks	250-658-8614	www.oecc.ca
Jun 19	Sun	Father's Day Picnic ABFM, Victoria	Bristol Motors	250-388-5923	
Jun 19	Sun	Old Car Sunday in the Park, Mission		604-463-4298	
Jun 19-26	Sun-Sun	Brits 'Round BC (1390 mile tour OECC Tour of BC)	Derrick Sparks	250-658-8614	www.oecc.ca
Jun 25	Sat	BC Highland Games, Coquitlam			www.bchighlandgames.com
Jul 2-4	Sat-Mon	Pacific Northwest Historics, Pacific Raceway, Kent, WA			www.northwesthistorics.com
Jul 5	Tue	Monthly General Meeting - TBA	Steve Diggins	604-294-6031	
Jul 6-10	Wed-Sun	MG 2005	Steve Hanegan	206-365-5807	www.mg2005.com
Jul 8-10	Fri-Sun	Rally in the Valley, Kelowna, BC	Gerry Hastings	250-769-6505	www.obcc.ca/ritv.htm
Jul 17	Sun	Brits on the Beach, Ladysmith, BC	Tony Mantell	250-245-4592	www.oecc.ca
Jul 17	Sun	Minter Gardens Concours			www.mintergardens.com
Jul 23	Sat	Western Washington ABFM, Bellevue	Arnie Taub	425-644-7874	www.abfm.com
Jul 24	Sun	Royal City Show and Shine	Italo Cirillo	604-951-0425	www.newwestcarshow.com
Aug 2	Tue	Monthly General Meeting - TBA	Steve Diggins	604-294-6031	
Aug 7	Sun	Pitt Meadows Airport Car Show	Walter Reynolds	604-465-6350	wreynold@uniserve.com
Aug 12-14	Fri-Sun	All Triumph Drive-In, Olympia, WA	John Nicon	206-325-8554	www.tyetriumph.org
Aug 13-14	Sat-Sun	Filberg Park All British Field Meet, Comox	David Whitworth	250-338-0026	wtc@shaw.ca
Aug 28	Sun	OECC Summer Picnic	Steve Diggins	604-294-6031	
Sep 3-4	Sat-Sun	Portland ABFM, Portland			www.abfm-pdx.com
Sep 6	Tue	Monthly General Meeting - TBA	Steve Diggins	604-294-6031	
Sep 10	Sat	Langley Cruise In Show and Shine			www.langleycruise-in.com
Sep 11	Sun	All British Picnic, Hougden Park			
Sep 17	Sat	Whistler All British Run	Colin Fitzgerald	604-253-4145	
Sep 17-18	Sat-Sun	English Car Affair in the Park (ECAIP), Victoria	Robert Atkins	250-544-1702	www.oecc.ca/sib
Sep 18	Sun	OECC Go Kart Day	Steve Diggins	604-294-6031	
Oct 4	Tue	Monthly General Meeting - TBA	Steve Diggins	604-294-6031	
Oct 9	Sun	OECC/Triumph Challenge Rally	Gerry Parkinson	604-943-3824	
Nov 1	Tue	Monthly General Meeting - TBA	Steve Diggins	604-294-6031	
Nov 6	Sun	Ladner-Bellingham All British Run			
Nov 13	Sun	Cruise for Kids, Guildford to Langley			
Dec 2	Fri	OECC Christmas Dinner and Awards Program	Steve Diggins	604-294-6031	

## Garden Party News

Plan to be at the annual OECC Garden Party after the Van Dusen ABFM, hosted by Paul and Kelly Beenham, 12280 Flury, Richmond, only 6.4 mi/10.3 km from Van Dusen. The event starts at 5:00, and there will be lots of good food and a beautiful setting. There is a nominal fee to defray expenses.

DIRECTIONS from Van Dusen Botanical Gardens:

- > Drive SOUTH on Hwy 99
- > Exit EAST on Bridgeport Rd
- > Drive EAST on Bridgeport
- > Turn RIGHT No. 5 Road
- > Turn LEFT on Bath
- > Turn RIGHT on Flury

## Member News

Chris and Dave Walker's Mini Traveller was at the TV studios recently for use on the TV series "Driving Television." The studio did a segment using their 1965 Mini Traveler and a new Mini Convertible. Walker's aren't sure when the program will air but will keep us posted so we can notify Roundabout readers!

## Member News

Andy and Rachel Nelson now have a Mini Website at [www.arperformance.citymax.com/page/page/1801296.htm](http://www.arperformance.citymax.com/page/page/1801296.htm). Roundabout readers will want to check this cool new site out!

## Obituary

March 5, 2005

Dick Van Dyk  
Richmond, BC

Dick passed away peacefully on Saturday, March 5, in Richmond at the age of 74 years. Predeceased by his wife Coby in 1991 and survived by his loving family: son Brian, daughter Yvonne (Rob); granddaughter Christie and sadly missed by brothers, sisters, relatives and friends. In lieu of flowers, donations may be made to The Heart & Stroke Foundation.

# Autojumble

## Free English Car Ads!

### GUIDELINES:

- 1) Please submit ads by the 20th of May for the next Roundabout.
- 2) Ads will be run for one issue unless you notify the editor.

## Cars For Sale

1949 Austin Pick-Up Project. Very good body and frame with Datsun 1300 cc bolted in. Aluminum box to restore or use for pattern. Option 1: Spares including good front fenders, grill pieces, suspension pieces, second pickup and A40 4-door for parts (both with original motors and transmissions); second Datsun 1300. \$2,750. Option 2: Parts to convert to complete MG B running gear. \$3,500. Scott Melton, Campbell River, 250-287-7923.

1957 Austin A55 Cambridge MK1 4-door sedan. 49,000 miles, everything is original. New tires, exhaust, brakes. Light blue, blue leatherette. Barn stored 23 years. \$2,950. Mike, near Bowser, 250-757-8850.

1957 Morris Minor Convertible. Full photo history of restoration. Soft yellow, maroon top, red seats and carpets. New brakes and drums; collectors plates. \$10,000 firm. Jeannie, 250-247-9952 or 250-361-3001.

1960 MG A Roadster. Red, black interior, wire wheels. Runs excellent, needs paint and cosmetics. \$9,500. 250-285-3481 or keala@telus.net.

1960 Vauxhall (GMC) Envoy for sale (rare Canadian rebadged F-series Vauxhall Victor). Running but needs restoration. Includes 1960 Vauxhall Victor Deluxe parts car (engine removed). Both cars complete and restorable. \$2,650. Will not split cars. Brian, Abbotsford, 604-853-3679.

1960 Wolseley. Six-cylinder, automatic. Interior very good. Usual sills that could be replaced; no major rust through. \$3,200 OBO.



Adrian, 604-290-2989 or [apercival@shaw.ca](mailto:apercival@shaw.ca).

1967 E Type Jaguar, Series 1, 4.2, 2+2; BRG, tan interior, full UK specifications; collector plates. \$33,000, Chris Masterman, 250-748-8284.

1967 MG B. \$9,750. View restoration at [www.usedmgbparts.com/mgbrestoration.html](http://www.usedmgbparts.com/mgbrestoration.html). [info@usedmgbparts.com](mailto:info@usedmgbparts.com).

1970 Triumph Stag. Soft, hardtop and original V8. RHD, manual with over-



drive; engine in pieces, tranny and drivetrain out of car. Great blue body. Stored dry. Manuals.

Selling at cost. Jurgen, 604-737-8065 or [jpeterat@hotmail.com](mailto:jpeterat@hotmail.com)

1972 MG-B. Pristine; Ford Capri 2.8L V6 and 4-speed manual (can be easily converted back to original). Hard top and soft top. Photos at [www3.telus.net/mgbv6/](http://www3.telus.net/mgbv6/). \$8,000 OBO. 250-923-4269; [v6roadster@yahoo.ca](mailto:v6roadster@yahoo.ca).

1972 Rover TC2000 RHD. Collector plates, great shape; lots of spares. Email for details. \$3,700.00. John Walkden, 604-533-1257 or [rovohn@telus.net](mailto:rovohn@telus.net).

1973 MG Midget. Restoration special. Nanaimo. 250-753-5746.

1976 BMC Mini 1000. Mayfair interior, Dunlop mags, new Yokohamas. \$5,500. Doug, 250-756-2207 or [cioecc@shaw.ca](mailto:cioecc@shaw.ca).

1977 Triumph TR 7 Coupe. Green with sliding roof, manual transmission. 57,000 miles, excellent body, no rust; rebuilt transmission and water pump, new clutch, fuel pump, windshield, tires and battery. Road worthy. \$2,900 OBO. Courtenay, 250-334-0399.

## Parts For Sale & Misc.

1962 Jaguar Mk X. Parts car with running 4.2 litre engine and automatic. Self-contained IRS with inboard disc brakes; perfect for street rod or racer. Interior and other goodies missing. Jurgen, 604-737-8065 for a quote on parts or email [jpeterat@hotmail.com](mailto:jpeterat@hotmail.com).

Morris Minor Registry of North America. B.C. contact, Ian Cox, 250-384-2910.

British Saloon Car Club of Canada. Contact Ian Cox, 250-384-2910.

British Classic LUVers Group: [www.members.shaw.ca/gck](http://www.members.shaw.ca/gck).

Morris Minor parts, new and used. What do you need? Ian Cox, 250-384-2910.

## Discounts for Members!



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