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NEW WEBSITE ADDRESS
www.oecc.ca/vcb

Download the Roundabout from our website:
www.oecc.ca/vcb/rabt03.pdf

Upcoming Meetings:

July 5, 7:00
 Shadbolt Cams, Ltd.
 1715 W 5th Ave
 Vancouver

August 2, 7:00
 Historic Stewart Farm
 13723 Crescent Road
 Surrey
 (come early & bring a picnic)



British Cars in Europe

Carl Knorr

In June 2004 I flew from Vancouver to the UK where my MG Metro was waiting for me at my friend's place in West Sussex. On my previous visit to England I acquired a low mileage engine and transmission to replace the one in my car that had over 100,000 miles on it and was getting quite tired. After two days of hard work, the Metro was ready for its MOT. It failed on a small nick on a rear seat belt. The local scrap yard had only a gray one, (my car had a red one like all MG Metros) which I duly installed and the car got its ticket.

On the 15th of June I took a night ferry from Dover to Calais and spent four days leisurely driving through France and Germany. Some time before I had read a fascinating article by Phil Lewellin from *Thoroughbred & Classic Cars* magazine about driving a D-type Jaguar from the UK to an abandoned racetrack near Reims, France. Now that I was driving within several kilometers of that famous racetrack I had to see it for myself. Even though it was used the last time in 1969, the grandstand and a number of buildings were still standing, and



My MG Metro at Reims race track

lots of signs were still legible.

In July 2004, shortly after arriving in Prague I went to a classic car show which has now been an annual event for a number of years. As usual, there were quite a few British cars on display. There are several car restoration companies in the Czech republic that had examples of their work on show. One had an XK 120 Jaguar in bare metal. The quality of the bodywork was to a very high standard. Another one had a rolling chassis of a Triumph Spitfire on their stand, again beautifully restored. Another surprising thing to see at this show was a row of seven prewar Rolls Royces, one recently imported from India. British cars are now quite popular in the Czech Republic. I saw a number of them recently imported from the UK and for sale. Most of them were fairly rough and seemed over priced.

Just about the time of the car show, my MG Metro started to



A row of prewar Rolls Royces at Prague classic car show

lose antifreeze. After checking all the obvious places, I finally traced it to a blown head gasket. I had no place to do the repair and also didn't have the gasket. However, one day during the classic car show, the Prague Mini Club had a large and interesting display. While talking to one of the owners, he pointed me to a proprietor of a British car repair shop. The

Continued on page 3



Ramblings from the Chair

Why do we prefer for English cars? Certainly for those born on the other side of the pond, national pride is reason enough. Their parents drove English cars they followed and supported with brand or marque loyalty. But how did we North Americans come to the same choice?

The operative words are often "fun to drive." The initial run of English imports were "fun to drive" sports cars. The returning military enjoyed the cars while in Britain and ensured their initial success on this side.

My first English car was purchased as a second-hand car for my bride, a Wolseley 6/80. Fun was not the motive, but the price was right. I was driving company cars and the "Woolie" was our first. With a few lessons from myself, my bride took her driving license examination, passed, and now the road test.

"Woolie" could be a handful. The electric fuel pump required a "rap" to overcome an excessive performance. A "belt" to the driver side trafficator to bring it back to rest position was also required. To ensure that both headlights worked, a "thump" on the driver's side was needed. In winter time, the front passenger floor was cold as hell. Later investigation showed the original drive was right hand. All the holes were still there. The driver's license tester didn't realize my wife's talents with problem dealings and told her, "Lady, I know you can drive, but come back with a real car." I guess he was cold.

After a number of years of faithful service (two I think), Woolie was traded in on a Triumph Herald Convertible, a fun car for sure. My buddy, a Detroit car mechanic, agreed to doing a

needed valve job. I was concerned as this was his first English car. He quickly put my mind to rest the following day when there he was with the whole front rolled back (forward), sitting comfortably on a tire with no trouble light needed. "These are great to work on," says he.

"Peanut," as the Herald was called, was helpful in my avocation as a drummer. Packing drums in a normal sedan was a pain, particularly getting the base drum through the doors. With "Peanut" I'd flip the top back and drop them in, no problem.

The Herald was getting long in the tooth and we traded it in on a new Fiat 124 Coupe, a great highway car. Along with my daughter's X1/9, Mr. Frank at Clementus European Motors seemed like a member of the family. We saw a lot of each other. Both cars passed away from the brown powder.

With retirement and an empty nest, it was time to get another fun car. I still had a Triumph loyalty but a concern whether I could still fit? Answering an ad, I found a young fellow of my size selling a Triumph TR4A. He had the steering column modified to accommodate height and beam. I couldn't resist.

As I look back, when I traded the Wolseley, the dealer said, "Who am I going to sell this to?" I said, "A chap with a tweed jacket with elbow patches smoking a pipe." I saw "Woolie" later cruising down Kingsway - I had forgotten the scarf!

Happy motoring this summer. I'm looking forward to the Brits and Others 'Round BC. I hope my tweed jacket still fits!

AT THE WHEEL

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604-270-1096

Les Hetherington Update

As many of you know, Les Hetherington had a heart attack on May 3, his birthday. Carol has provided email updates from time to time. Here is an excerpt from the most recent update.

June 5: One or two events this week. Les doesn't have to be 'slung' into the wheelchair anymore. He can actually stand with the help of a walker and take a couple of steps into the wheelchair which makes it not such a production getting him out of bed. He can actually wheel himself down the hall but his left hand is weaker than his right so there are a few bumps into walls but he's getting the hang of it.

Thanks to those who have been to see him. Paul and I now take turns going to see Les. One goes in the morning and one in the afternoon.

Les and Carol can be contacted at:

Email: LCHeth@shaw.ca

Postal Mail: 2614 Cactus Crt

North Vancouver, BC V7H 1R5

Phone: 604-929-4105



XK 120 Jaguar undergoing restoration at Prague classic car show, July 2004

shop owner said he used to own a Metro himself and had the required gasket kit in stock and agreed to do the job for about CAD \$20 for labour.



British sports cars for sale at a classic car dealer in the northern Czech Republic

While staying in Prague I made a side trip to Cyprus. It's an island well known for a large number of British cars in scrap yards, but there are still quite a few in everyday use.

In Nicosia I saw a Farina Wolseley, a very nice Vauxhall Envoy Mk 1 and several Mk 1 Escorts. Quite by chance I came across a British car restoration shop located very near "the Green Line" dividing the Turkish occupied northern Cyprus from the Greek Republic of Cyprus. The owner of the British Sports Car Shop, as it was called, was sitting outside on a chair watching two of his staff trying to start a very rusty 1960s



A Canadian model Mini in a British car repair shop in Prague

Alfa Romeo Giulia Sedan. I told him that I was in an "Old English Car Club " in Canada and he invited me to look around his shop and his yard.

In the shop was an MGB being worked on and two MK2 Jaguars undergoing restoration. Sitting right by the door was a very nice prewar Austin 10. In the yard

was a rust free MGA body shell, lots of engines and various parts, a Hillman Imp body shell undergoing major restoration and surprisingly, a circa 1985 Chrysler Lebaron with a dealer sticker from Pacific Dodge in Surrey BC which had obviously been sitting there quite some time.

Also near the "Green Line " I came across a recently opened motorcycle museum. The friendly owner offered me coffee and gave me a guided tour. There were about fifty motorcycles, some restored, some as found, mainly British, and the majority acquired in Cyprus. However there were a few American bikes and even several mopeds and scooters. The owner said that he had over 100 various bikes altogether.



British sports car restoration shop in Nicosia, Cyprus

Since I have been driving an MG Metro around Europe, I always keep on the look out for other Metros. There were quite a few in Cyprus in everyday use; I even saw two early MGs. They all looked quite rust free, except a few had typical rust blisters on the lower part of the doors. While in Europe I saw just two Metros in Prague, one of them an MG, none in Germany, and just a few in France.

On one beautiful sunny Sunday during my six-month stay in the Czech Republic, I visited a very interesting business that sells all manner of

machinery. It is located on an old farm in the village of Chotusice, about 80 km east of Prague. The more valuable vehicles and machinery were stored in two large barns, but sadly lots of the vehicles and engines were just sitting outside in the weather.

Among them was a Russian made version of 12 cyl Marlin engine for sale for about \$1200 CAD. One completely bizarre thing for sale was a 1965 Chevrolet that had most of the engine compartment covered in red velour! The oldest vehicle for sale was about 200 years old, a very ornate horse drawn hearse. One barn contained mainly pre-war motorcycles—lots of British ones that were very popular in the 20's in Czechoslovakia. The oldest one was a 1908 Triumph imported by the owner from Australia for a customer who had the restoration nearly complete when he died. Now it was for sale for about CAD \$12,000.

Another rarity was a Czech designed and built scooter from 1946. It was all aluminum and powered by an engine on the same principal as a model aircraft running on ether! Yours for CAD \$1,500 as a non-runner. Right next to it was a prototype racing car DOHC engine from the 1920s, all aluminum except the cylinder block. All lubrication was with outside pipes. The only British cars in the whole compound and for sale were a Ford Cortina Mk1 and a 1958 Hillman Minx. Both were sold new in the 1950's and 60's in Czechoslovakia and were highly coveted at the time. The multilingual owner travels all over the world, advertises on the internet: www.oldtimer.cz/veteranbazar and organizes several swap meets a year. Besides selling his own items, other vendors come from all over central Europe. The swap meet in early November attracted a large crowd in spite of the nearly freezing weather. One interesting thing for sale was a 1958 Velocette racing motorcycle for about CAD \$15,000.

In early December I drove the MG Metro through Germany and France, back to the UK. It was already the third time that I drove the car from the UK to the Czech Republic and back and it has always made it with no serious problems. The heater is not very effective, and over 70 mph there is a vibration from the front end. In spite of the wheels being balanced twice already and the CV joints appearing to be in good condition, the vibration problem persists.

Spring Run 2005

Bence McIntyre

The turnout was disappointingly low for the run to Harrison. We had four cars with Helen and myself riding with Italo as Midge was not able to make the run. The group consisted of Italo in his Vauxhall, Alan Miles in his Rapier, Jim and Irma Cave in the Met wagon, Walter and Linda in their Rover.



The weather held off. Only a slight rain for a short time. It was a warm, mostly dry day and had Midge been along, she would have gone topless!

We met at the A&W drive-in at Lougheed and 288 St, Maple Ridge. They were very hospitable and gave us

free coffee, thanks to Walter's arrangement. We had a delightful drive through the back roads, past farms and rural sparsely populated areas. While driving through this area it was easy to forget



we were still in the lower mainland.

We had a terrific lunch at one of the most picturesque pubs around. It was in a beautiful log building with good food and great company. After lunch Jim and Irma broke away to go to Chilliwack and the rest of went to the Kilby Museum at Harrison Mills. We all really enjoyed this exhibit, and the host was a lot of fun and very knowledgeable.

This was also a bit of a sad experience as being such a young group of people (I still don't know when **OLD** starts) we all kept seeing items remembered from our



youth, from a chamber pot under the bed to Gripe Water in the same packaging remembered. I thought a museum was supposed to contain **OLD** artifacts and surely what we remember cannot be **OLD**.

In closing, I would to say how nice it is to spend a day with good friends and **NOT SO Old English CARS**. I can remember them as **NEW** cars.

Many thanks to Italo for all his hard work and time which proved to be a great adventure!

April Meeting

Photos by Chris Walker



OECC/VCB members at the April meeting at Redi-Blast/Redi-Strip in Delta



1956 Thunderbird after stripping



Our hosts



Need a name tag?

Redi-Strip (paint stripping and degreasing), Redi-Hot (ceramic-metallic coatings), and Redi-Blast (plastic, walnut shell, and garnet media blasting) has been serving auto enthusiasts since 1978, although the industrial component of their business is now larger. We had a most informative tour of their facility. They are located at 7691 Vantage Way, Delta, BC V4G 1A6 (604-946-7761) or on the Internet at www.Redi-trip.com.

May Meeting

Photos by Chris Walker



No ordinary chicken barn, this collection and had real class!

Book Reviews

Dennis Nelson

As a classic car hobbyist who reads the occasional book, the excellent books on this subject are a real treat. Each collector will look for something different in books they wish to acquire, and so this list of reviews of is aimed at helping you decide whether a book is worth the investment in shelf space, time or money.

I will only try to cover books under the classifications of sports cars, classic cars, and collector cars. And while Amazon.com seldom lets you know what size a book is, I will identify H, W, and D (for thickness), as it matters sometimes.

SPORTS CARS

The Complete Encyclopedia of Sports Cars – Rob De La Rive Box

More than 750 colour photos, in 280 pages makes for a nice book. Dimensions H 9.5", W 6.5", D 0.6" are a slight drawback, but the print is quite readable. As in many examples of this type of book, it starts with the question – "What is a sports car?" The book tries to cover 169 marques and a lot of models. The Jowett Jupiter gets 1.5 pages and 5 colour pictures, not bad for a model that only had 899 produced.

The Illustrated Directory of Sports Cars – Graham Robson

"Thousands of facts in 480 pages. More than 150 cars described in detail. Over 350 colour photos." With H 8.5", W 4.5" and D 1.2" it is a pocket book for those with big pockets. Decent little book with reasonable information, and the cover list price was \$12.95US. And yes, Graham Robson has written over 100 books.

The A-Z of Sports Cars 1945-1990 – Mike Lawrence

"Encyclopedic guide to more than 850 Marques and thousands of models." H 11.5", W 9", D 0.75", softcover. But coffee table quality. More than 1000 b/w photos, and some colour as well. Very well done, and an excellent book. Cover price was \$29.95US.

CLASSIC CARS

The Car: a Book of Classic Motors and The Encyclopedia of Classic Cars – both by Martin Buckley

These books have exactly the same content, and differ only in size. We got the little one (H 9.0, W 7.0", D 0.8"), the second title above, for a song, but it really has too small a print size to ever

buy at full price. We later acquired the full size version for \$19.95US, and appreciated the H 11.5", W 9.0", D 0.75" dimensions. If you do the math, the pages have 60% more surface in the full size version, and identical content. And why is this important – because the book is excellent. As an example, for Triumphs, there are six pages, and 24 colour pictures. The text provides a fairly accurate history of the marque. There are over 250 pages, 60 of which provide an overview of cars and the evolution of the industry between 1945 and 1975. The book is organized by marque as opposed to model, so you see the best of each brand. Good pictures, and over 700 of them.

The Complete Catalogue of British Cars 1895-1975 – David Culshaw & Peter Horrobin

This book was originally published in 1976. They claim to have updated and revised the current version, but I think updated is an overstatement. Of the 250 companies that were making cars in Britain in 1920, only 28 remained in 1932. In the first sections, the 461 manufacturers who made cars in two or more years are listed, with as much model detail as the authors could assemble. Hundreds of light cars and one-offs are listed in the Appendices, with a few pictures. They don't provide production numbers (for good reason) but they work very hard to provide specifications for each model "year". H 11.5, W 9.0", D 1.25" – 490+ pages, B/W.

Standard Catalogue of Imported Cars 1946-2002 – Mike Covello

This is a reference book for classic cars and imported junk, and is based on import data for the US. They reviewed each year, by marque – with modest detail by model. They have a mix of production and import numbers, by model. H 10.5", W 8.0", D 1.25" – 900+ pages, B/W. Where else could you read about a Wartburg?

The Illustrated Directory of Classic Cars – Graham Robson

Another of Graham Robson's over 100 books. "Thousands of facts in 480 pages. More than 185 cars described in detail, and more than 290 photographs, most in colour." With H 8.5", W 4.5" and D 1.2" it is a pocket book for those with big pockets. Decent little book with reasonable information, and the cover list price was \$12.95US.

The Ultimate Classic Car Book – Quentin Willson

"More than 90 magnificent cars." This

author, in a hard cover H 11.5", W 9.0", and D 0.75 book does an excellent job on a few very significant cars models. A wonderful book with lots of appearance details on some lovely cars. If your car is in it, you'll like the book. 18.90US at Amazon.com.

The Encyclopedia of Classic Cars – David Lillywhite

The ultimate coffee table book for the classic car buff. "Over 1000 of the world's finest automobiles, from the first models to today's supercars." This is a big book, that you will not read in bed, H 11.5", W 9.0", and D 1.75", and for this one we should list the weight. While the authors seem to have no idea what a classic car is, when you cover 1000 models, from over 200 marques, with over 900 (mostly colour) photos, and 504 pages - you basically cover all you need to. Lots of 20s and 30s cars, which are missing from many books. The cover shows a list price of 40 pounds, but it is \$35US at Amazon.com (or \$7.00 used). This is a great buy.

COLLECTOR CARS

Great Car – Quentin Willson

This pint sized book contains in-depth profiles on 130 of the world's greatest cars. He gives 2 – 4 pages per car, with a good array of photo angles, and some specifications. Often six colour photos per car, one paragraph of history, and generally a dozen paragraphs on features and components in the pictures. www.dk.com for further info, and the price is \$16.95. H6.5", W5.5", D1.5" – 500+ pages.

The Art of the Automobile – The 100 Greatest Cars – Dennis Adler

A lovely book, but a somewhat pricey coffee table one. Ten British cars in the Top 100 list which their panel selected, but many more in the 2nd 100 list. Fantastic photos and a good write-up for each model.

So some great books, and some decent books, for whatever your tastes are.

London Cab Rental?

I am in search of someone that may have a London Hackney Cab for rent in the Vancouver area. I recall having seen one in Downtown Vancouver a few years ago. Is it still around? Can you assist me? Much obliged. Please contact:

Malcolm Bain
bainclan@telus.net

R.E.S.P.E.C.T.

Les Foster

Aretha Franklin sang about it. Rodney Dangerfield could never get any. Thames truck enthusiasts know the feeling. Imagine the most famous example of your favourite marque being auctioned by its maker's museum as unwanted surplus and ending up rotting in a backyard in Michigan!

That's exactly what happened to Emergency Food Van No.1, the first of 450 E83W Fordson canteen vans given by Henry and Edsel Ford to the people of Britain for relief work in bombed British cities during World War II. Emergency Food Van No.1 was presented to the Lord Mayor of London by Ford of England's head, Sir George Perry, on September 16, 1941, and, after inspection by the King and Queen, was dispatched to Newcastle for war work.

Sometime after the war, this stalwart little truck was shipped to Dearborn to take a place of honour in the Ford Museum. Whether it ever was displayed is unclear. Sometime in the late 80s or early 90s it was turfed out and bought at auction by a fellow who stored it in a friend's backyard in Inkster, Michigan. I actually called the home where it was being stored after seeing an article in the Ford Sidevalve Owners Club "Sidevalve News." The man said that he thought

that the owner wanted "about \$10,000" for it. I *am* that crazy but I just couldn't lay my hands on that kind of dough!

I later wrote an article for the International Ford Historical Project's "Universal Car" and our own club's "Roundabout" called "Mr. Fordson's War" which chronicled the wartime service of the E83W's including the Food Vans. Years passed but the Emergency Food Van



No.1 was always in the back of my mind and I hoped that someday it might be rescued and repatriated.

In mid-March this year, my wife, Trisha, and I went on a junket to the Royal Military College at Kingston Ontario, via Ottawa. While in Ottawa it was our intention to visit the Canadian War Museum but, sadly, it was closed

pending its re-opening at a grand new site on May 8, 2005 (V-E Day). We had to make do with the Parliament Buildings, Museum of Civilization and the National Gallery.

Upon returning home (and thawing out), I was perusing Rick Jones' excellent E83W Commercials website (www.e83w.co.uk). I noticed 'weblinks' on the sidebar and clicked on it. The resulting page contained a link to the Canadian War Museum. It actually was a link to Dana J. Nield's unofficial "Vimy Vehicles" website - Vimy House being the old venue of the CWM. This, by the way, is a treasure trove of interesting machines with a Canadian connection. Before me lay colour photographs of Emergency Food Van No.1 on display in the fighting vehicle collection of the War Museum in Ottawa. I was simultaneously jubilant and frustrated! I, arguably North America's most obsessed fan of the Ford E83W, had traveled over 3,000 miles and practically walked past the most famous example ever, only to be turned away!

I immediately contacted the Museum, and Cameron Pulsifer, Ph.D., Historian of the Canadian War Museum replied, saying that in 1999, "We acquired it as one of those iconic vehicles associated with the experience of Canadian troops during the Second World War."

"Iconic." I have heard Thames trucks (nee Fordson), called many things but never 'iconic'. "Iconic"... kinda has a nice ring to it, doesn't it?

The Ultimate Run?

Morgans Over America

Visit: morgansoveramerica.co.uk



Easter Run

Photos by Chris Walker



Steve Diggins conducts the driver's meeting



A grey day, but a good time!



VanDusen All British Field Meet

Photos by Chris Walker



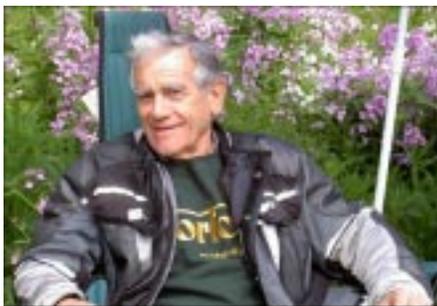
Steve Diggins and Doug Lupton received an award for starting the VanDusen All British Field Meet in 1986. The site at VanDusen Botanical Garden was made possible because the curator of the gardens had an MG TF. The first year the event was publicised to all British car clubs and there were 172 entries.



On the way to VanDusen



Austin 7 row



A serious Norton enthusiast ...



... admiring the British bikes.



1937 Austin 7 Special Sporting a new aluminum over ash body from England, this beauty has a modified Austin 7 engine and an upgrade to juice brakes. The Girling brake upgrade (from cable to hydraulic) features Austin 7 drums and Morris Minor brake shoes trimmed 1/8" to fit. What a beauty!

The 20th anniversary celebration of the 2005 Vancouver All British Field Meet, dubbed "The Greatest Show on British Wheels," took place Friday, May 20th, to Saturday, May 21, 2005, Victoria Day Weekend. This annual celebration of the British motor car is the largest in Canada, with more than 500 cars displayed at the VanDusen Botanical Garden and more than 5,000 attendees.



Morgan and MG A were featured this year (Morgan & MG A photos from 2004)



Digging for treasure at the Garden Party ... or was it veggies?

Wellbrook Winery Show

Photos by Chris Walker



Although it was very hot on Saturday, May 28, the Wellbrook Winery Show was a good show. There were 40 plus cars on display. Each person displaying a car received a bottle of wine. Now that's class!



Special Events Alert

Walter Reynolds

Sunday, June 12

Austin Day In The Park, Historic Stewart Farm, 13723 Crescent Road, Surrey. Contact Steve Diggins for details, 604-294-6031.

Saturday, June 18

OECC Society AGM, Sidney (see p. 9)

Sunday June 19 - Father's Day

Beacon Hill Park All British Picnic, Victoria

Old Car Sunday in the Park, Mission Historic Park, Mission.

June 19 to 26

Brits 'Round BC (do all or any part)

Monday, June 20

Fish and Chips Fry-up in Pemberton - Vancouver Branch hosts BRBC participants.

Contact Bart Shaw for details, 604-946-4700.

Sunday, June 26

Lunch at Mission Springs Restaurant

(Lougheed Hwy in Mission, next to the RCMP) - Vancouver Branch joins returning Brits 'Round BC participants. Details: Bart Shaw or Bence McIntyre.

AirCare/ICBC Update

Fred Bennett

AirCare/ICBC Liason

Matters on the AirCare side of the automotive hobby have been quiet for some time. Generally, I have been receiving an average of one telephone inquiry a month. Usually this inquiry relates to an AirCare failure on the part of a hobby car.

Recently I received a call from an owner who had inherited his mother's '79 Chrysler and had attempted AirCare ten times with no success.

Don't do that. If you experience two failures, or a maximum of three, your corrective measures are not working. A call for help at this time is justified.

On the ICBC side of the hobby, things are a little more active. Two meetings have been held in the past months, the first October 18, 2004, and the second on March 5, 2005.

The focus of these meetings was discussion relating to a possible expansion of the Collector and Modified Collector Vehicle Programs. Topics included:

- > Accessories acceptable for "pure" collector cars

- > "Survivor" cars (do not qualify for Collector status due to minor cosmetic flaws)

- > An improved cut-off date for modified collector vehicles (currently 1948 and earlier)

- > Constructed Vehicles built from the ground up (currently not considered "Collector")

These proposals are in response to identified client needs (that's us). The meetings were hosted by Nigel Matthews, Manager of Specialty Vehicles. In attendance were ICBC staff from several departments and stakeholders from SVABC, NAAACCC, the Vintage Car Club, the Collector Car Council, and myself.

As a result of the meetings, an email survey of four questions was circulated to clubs and owners. A total of 3278 responses indicated that a majority of owners (78% to 90%) supported the proposals and the needs of other categories of other car hobbyists.

These proposals must be approved by government before any action can be taken. The survey results will help in working toward approval. I will keep you in touch.

Remember, if you have AirCare or ICBC problems, contact:

AirCare: Ron Leavitt, 604-453-5163

ICBC: Nigel Matthews, 604-982-4718

TREASURER'S REPORT		ELAINE LAFONTAINE	
OECC 2005 BUDGET			
INCOME		EXPENSES	
Opening Balance	\$1,050.82	Society Membership	\$437.50
Membership	\$1,927.50	Roundabout	\$600.00
LB Run	\$1,800.00	Thank You Gifts	\$120.00
Events Admission	\$300.00	LB Run	\$1,530.00
Bank Interest		Christmas Event	\$1,560.00
Regalia		Subsidized Activities	\$520.00
Name Tag \$	\$233.00	Running Expenses	\$253.00
Christmas Event	\$1,500.00	Meeting Expenses	\$385.00
Income Total for 2005	\$6,811.32	Expenses Total for 2005	\$5,405.50
Income - Expenses	\$1,405.82		
Possibly Due to Society*	\$225.00	*Note: Society dues may	increase
Budget Surplus	\$680.82		

You are Invited to Attend the Old English Car Club & Registry Society of BC's
2005 ANNUAL GENERAL MEETING & MINI MONTE
Saturday, June 18, 2005

THE THEME THIS YEAR IS EARLY 1940s - BRITISH WAR TIME

There will be prizes for best costume – this is an easy theme - come along, dress-up and enjoy!

MEETING & MINI MONTE

This year's meeting will be held at The Dakota Café at the Victoria Airport in Sidney on June 18th. The Dakota Café is located very near the airport control tower and not far from the Airport Museum, site of last year's South Island Branch Old English Car Show. The AGM will start at 4:30 PM this year and will be followed by dinner (6:30 PM) and entertainment.

A Mini Monte (time and course to be announced) will be staged Saturday morning. It will be followed by lunch at The Victoria Winery in Brentwood Bay. The luncheon is pay as you go (not included in the registration).

For members wishing to start in Sidney, you will start at Wain Road which is the first road on the right after you leave the Ferry terminal. For up island members the starting point will be at the south end turnoff to Shawnigan Lake, which is just past the summit of the Malahat. Victoria members will be starting at Mile Zero. **Mini Monte details will be faxed to registrations received June 9-13. Please call Valerie on June 13 to arrange a fax!**

SATURDAY ACTIVITIES

At 3:30 there will be an afternoon tea at the Dakota Café (included in the registration) and may have your picture taken with a P40 Kittyhawk fighter plane and/or a pre-war Dodge car. We also intend on having some prewar British cars on display. Both will be on display on the tarmac outside the restaurant. Photos will be taken by a professional photographer.

At 4:30 p.m. AGM proceedings will begin followed by awards for the Link Trophy, the Oxo Cup and the Mini Monte award.

At 6:30 Dinner will be served and will cost \$30.00 per person including taxes and gratuities. "Lucky draws" will be made for free dinners and some twenty draws will be made in all. Some will be for early bird registration.

SUNDAY ACTIVITIES

The following day, cars will assemble from 9:00 a.m. at Beacon Hill Park for the annual Fathers Day British Car Picnic. At approx. 1:00 p.m. many of the Club cars will be departing Beacon Hill for the "Brits 'Round BC" which runs from June 19th thru 26th.

ACCOMMODATION

For those out of town members wishing accommodations, the Society has blocked 20 rooms at the Travelodge in Sidney. The group rate is \$95.00 for a double occupancy 1 or 2 bed non-smoking room. Reservations may be made by calling 1-866 -656-1176. You should identify yourself as an Old English Car Club member to obtain the group rate.

REGISTRATION FORM - OECC AGM

(Absolute Deadline – form and payment must be in the Valerie's mailbox by June 13)

*Please note that no registration is needed for the Father's Day Picnic at Beacon Hill Park on Sunday.
This is a free event for all English Cars and their families.*

Name: _____

Address: _____

City: _____ P. Code: _____

Phone Number: _____ Car: _____

Dinner: \$30 per person Number of Persons _____ x \$30 = \$ _____

Special dietary requirements: _____

I will be attending the Winery Luncheon Yes _____ No _____

For Mainland residents: I will be coming from Vancouver via Tsawwassen _____ or via Nanaimo _____
For Vancouver Island residents: I would like to start the Mini Monte from Sidney _____, Mile 0 _____, or Malahat _____

Please send registration and cheque to:

**Valerie Barrie
3354 St Troy Pl.
Victoria, BC V9C 3J9**

Valerie will be out of town June 8-13. Phone 250.474.4355; Fax 250.474-4361

Autojumble - English Cars For Sale

1957 Morris Minor Convertible. Completely restored. Colour - soft yellow, maroon top red seats and carpet. Mileage? New brakes and drums all round. Collectors plates, great condition. Call Jeannie, 250-2479952 or 250 361-3001. Vancouver Island car. Full photo history of restoration, etc. \$10,000 firm.

1961 MGA 1600. Red, black interior, wire wheels. In very good exterior and mechanical shape. Rebuilt about 14 years ago and very few miles since. Can been seen near Mill Bay by appointment. Offers to \$18,000. Serious enquiries only, please. Call Brian at 250-743-6831 or 604-985-3280. Email: gphr2003@look.ca.

1967 E Type Jaguar. Series 1, 4.2, 2+2, BRG, tan interior, full UK spec. Collector plates, many Jaguar E type aficionados believe this to be the best year and model. Selling to make room for C Type. \$33,000. Chris Masterman, 250 748 8284.

1969 MGB V8. It's conversion that was done about 5 years ago with the engine fully rebuilt two summers ago and no mileage on the car since the summer of 2003. The car is in great shape but has a bit of rust on the floor and sills. Nevertheless, it comes with pretty much new Rover V8 3.5 L, new upholstery package, newly recovered Fiero seats, new carpet set, etc. Has been dyno-tuned two years ago but it needs tune-up. I am taking offers on \$15K. Email Bartosh at virage@shaw.ca.

1970 Triumph Stag. Soft, hardtop and original V8, RHGD, manual with overdrive. Engine in pieces; transmission and drivetrain out of car. Great blue body. Stored dry. Manuals. Selling at cost. Offers considered. Jurgen, 604-737-8065 or jpeterat@hotmail.com.

1972 Rover TC2000 RHD. Presently on collector plates, this car is in great shape and comes with a lot of spares (to many to list). All kinds of work done in the last year. Driven to the ABFM in Washington, 32.5 MPG. Please email for more details. This car deserves to be driven. I don't have the time nor the room to store it much

longer as I am concentrating on the 3Litre. \$3,700. John Walkden, 604-533-1257 or rovoan@telus.net.

1973 MG Midget. In storage for 5 years. Restoration special. Nanaimo. 250-753-5746.

1976 BMC Mini 1000. Mayfair interior, 10" Dunlop mags with new Yokohama tires. \$5,500. Phone Doug, 250-756-2207 or Email cioecc@shaw.ca.

1977 Triumph TR 7 Coupe. Sliding roof, manual transmission, 57,000 miles, excellent body, no rust, green paint. Rebuilt transmission and water pump. New clutch, fuel pump, windshield, tires and battery. Asking \$2,900, will consider offers. This car is certified and road worthy. Can be seen in Courtenay on Vancouver Island. Please telephone (250) 334-0399.

1979 Lotus Eclat. One of 1522 Eclats built. Equipped with a Rover 4-ltr V8 and automatic transmission. Dunlop SP tires, clean fibreglass body. \$6,000, Phone Doug, 250-756-2207 or Email cioecc@shaw.ca.

1979 MGB. Excellent condition. New sills, paint, tonneau, soft top, hard top and carpets. Comes with new stereo, complete alarm system and dust cover. 79k original miles. Mechanically sound and body in excellent condition. Over \$13,000 invested, asking \$8,300.00. T.P. Wagner, 250-655-1249 Home or 250 889-1453 Cellular.

1980 Rover SD-1. Will just have to go. I have no room left to store it indefinitely, and after a complete rebuild (engine, transmission, brakes, electronic injection system, new tires, etc, etc) it is for sale for \$4,500 firm. Top running condition. See at 1975 Dogwood Drive, Courtenay. Call 250-334-0673 anytime for more information. Think about it!

Triumph TR 7 CONVERTIBLE. \$500. Runs ok, mags - fixer upper or parts. Car located in Duncan, BC. Email: Miller.DZ2@forces.gc.ca. Don Miller, 250-709-9694.

What kinds of events do members want?

Bence McIntyre

I have to confess that I'm a bit concerned. The turnout for some of our day runs has been quite low. For instance, our Spring Run to Harrison had 5 out of 88 members turn out, less than 5%.

Understandably, members have many demands on their time and many opportunities for recreation. My job as events coordinator is to provide events that meet the interests of OECC members. Members vote with their presence, and something is missing from too many events. The question: How can event planners structure driving events to best meet the needs of members?

It takes a lot of time for someone to create a quality run - a day or two, sometimes more, to check out roads; time to check out and make reservations at restaurants, pubs, or picnic spots. The effort can be either rewarding or a let down depending on participation.

Don't get me wrong - a group of eight can have as much fun as twenty. But eight would require a lot less planning.

The point, however, is this: Members

should speak up honestly and let event planners know what they want in driving events. Honest responses to the questionnaire below will provide a starting point.

Please feel free to speak to me at a meeting, phone me at 604-536-2207,

email me at hbmccintyre@shaw.ca, or bring it up during discussion of events at a meeting. Unless I know what members want it is difficult to plan events that appeal to the broadest number of members.

EVENT PLANNING QUESTIONNAIRE

Circle your response to each question. Please be totally honest!

NAME: (optional) _____

- 1) WEATHER: Does weather affect your participation? Yes No
- 2) LUNCH: Should lunch be part of a run? Yes No
What type of lunch location would you prefer? Pub Restaurant Either
- 3) DAY: Which day is better for your participation? Saturday Sunday Either
- 4) TIME: What time would you prefer to start a run? 10 AM 1 PM Other: _____
- 5) ACTIVITIES: Are automotive activities important to your participation? Yes No
- 6) ROADS: Do you enjoy backroad drives? Yes No
- 7) START: Where is a good place to start a run? _____
- 8) RIDE-SHARE: Would you like to go with someone else if your car isn't running? Yes No
Would you be willing to take someone along with you in your car? Yes No
- 9) PARTICIPATION: What would encourage you to participate in more events?

COMMENTS: _____

