

## IN THIS ISSUE

- AGM & Mini-Monte Report . 7
- At the Wheel ..... 2
- August MGM ..... 6
- Austin Day in the Park ..... 5
- Autojumble ..... 8
- Brits 'Round BC ..... 1
- Correction ..... 6
- Highland Games ..... 6
- June MGM ..... 6
- July MGM ..... 6
- Les Hetherington Update ... 2
- London Cab for Hire? ..... 5
- Louwman Collection ..... 4
- Morris Oxford Traveler? ..... 6
- President's Message ..... 7
- Seen At ..... 6

- Websites of Interest ..... 6
- Winning at Minter ..... 2
- Wings & Wheels 2005 ..... 8

**OUR CALENDAR IS AT**  
[www.oecc.ca/vcb](http://www.oecc.ca/vcb)

Download the Roundabout  
 from our website in colour:  
[www.oecc.ca/vcb/rabt05.pdf](http://www.oecc.ca/vcb/rabt05.pdf)

### Upcoming Meetings:

**Sept. 6, 7:00:** Roma Hall,  
 940 Ewen Ave, New West

**Oct. 4, 7:00:** KMS Restora-  
 tion Parts, 110 Woolridge St,  
 Coquitlam - Don't miss it!

**November 6**  
*The 10th Annual*  
*Ladner-Bellingham Run*  
*Put this on your calendar!*



## Brits 'Round BC - A Success!

Celia Obrecht (collage photos by Robert Atkins)

Who says there's nothing new under the sun? Certainly not the OECC when several members began to share their dreams of a tour that could include members from all the Society's branches. Spearheaded by Patricia and Derrick Sparks of the South Island Branch, members from all branches of the society made the dream a reality. Now that we are home, except for two cars that branched off on side trips, it is time to report about our adventure.

### DAY ONE

The day was sunny but cool as the touring Brits assembled at the Father's Day Picnic in Beacon Hill Park. We parked together near the show entrance, poised for an early departure, then enjoyed the event.

Leaving Victoria, cars lost and found each other again multiple times as we traveled through the many traffic lights. The same happened later as we drove through Nanaimo to our first stop. From Nanaimo, drivers proceeded at their own paces to the first night's destination in Courtenay. All cars arrived in a timely fashion although Steve Hutchens' '62 Morgan +4 was running roughly at low revs.

The Comox Valley Branch treated our cars royally with a

grassy parking area in a town park and a security guard to watch over the vehicles while we ate dinner. Mysteriously our hosts were determined to take both group photos and separate photos of each car. The reason for this became clear later.

We met many OECC members from the northern island branches and enjoyed a buffet cook-out on the beautiful deck of the Comox Marina overlooking the harbour. Views were unparalleled as the full moon rose over the water in tandem with the sunset.



Brits 'Round BC in Quesnel (photo by John Ngo, Quesnel Observer)

At the end of dinner the Comox Valley Branch presented each of us with a pocket-sized photo album containing a group and an individual car photo. The covers of the albums were adorned with the club logo. Finally we knew why they had been such dedicated photographers.

As dusk deepened we departed for our lodgings, but several members stayed to help Steve Hutchens sort out his Morgan's mechanical difficulties including Comox Valley Branch members Frank Decarlo, a fellow

Morgan owner. Brian Wright, a British car mechanic and member of the Comox Valley Branch was called for advise, then he came to the park and quickly diagnosed a seized distributor and worn points. New points and anti-seize sprayed in the distributor smoothed out the roughness.

*Continued on page 3*

## GET YOUR OLD ENGLISH CAR OUT AND ENJOY A DRIVE THIS FALL!

### Members Keep

## Winning at Minter

Walter Reynolds

OECC Members continued their winning streak at the annual Minter Gardens Concours on July 17. Following up on our member's 2004 successes, this year Mike Smith won First in Class with his Bentley and Steve Blake won Second in Class with his MG.

Attending Minter Gardens this year were Club members Bence and Helen McIntyre with their 1964 MG Midget, Mike Stout with his 1952 Jowett Jupiter, Jim and Irma Cave with "Slimer" (their 1954 Metropolitan Convertible), Brian and Iris Lees with their 1970 Rover 3 1/2 Litre P5B Coupe, Mike Smith with his 1959 Bentley S1, Steve Blake with his 1949 MG TC, and the author and Linda with our 1968 Rover P6 2000. Also there was Ivan Fisher with his 1975 Triumph Stag.

Seen, sans Armstrong Siddeley, were Stephen and Maureen Broady.

After the event, a few of us trundled down the Lougheed to the Mission Springs Pub and Restaurant in Mission

for supper and then went our own weary ways to home.

While some Club members have concerns about the class structure at Minter, it remains a place to see and be seen at. The surroundings are the tops, and there's no registration fee.

Photos Continue on Page 5



Cave's 1952 Metropolitan Convertible



McIntyre's 1964 MG Midget



Lees' 1970 Rover 3.5 Litre P5B Coupe



Stout's 1952 Jowett Jupiter



Smith's 1959 Bentley S1

## 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.

August 5: Les is home on a trial basis to see how things work out. Someone has to be with him all the time as he tends to go somewhere at a great speed and his balance still isn't the greatest.

We have put together a private website to keep everyone up to date on Les's progress where you'll find pictures and videos of his progress as well as some detailed answers to questions we have had about his condition.

[www.thehetheringtons.com](http://www.thehetheringtons.com)  
click on "Dad's Recovery Site Login"  
the login is "dads" and the password is "recovery"

We would appreciate anyone who was planning to visit him in the hospital to continue visiting, only at the house. Just give me a ring to make sure we're there. He really enjoys his visitors and we don't want him isolated.

Les and Carol can be contacted at:

Email: LCHeth@shaw.ca  
Residence: 2614 Cactus Court  
North Vancouver, BC V7H 1R5  
Phone: 604-929-4105

### AT THE WHEEL

**Chairperson: Bart Shaw**  
604-946-4700

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

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

**Secretary: Dennis Nelson**  
[dnelson@dccnet.com](mailto:dnelson@dccnet.com) - 604-599-9032  
New memberships and correspondence:  
1932 Scarborough Drive, Delta, BC V4C 7X1

**Monthly General Meeting Coordinator: Steve Diggins**  
604-294-6031

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

**Phone Committee Chief: Walter Reynolds**  
[wreynold@uniserve.com](mailto:wreynold@uniserve.com) - 604-465-6350 / Fax 604-465-6359

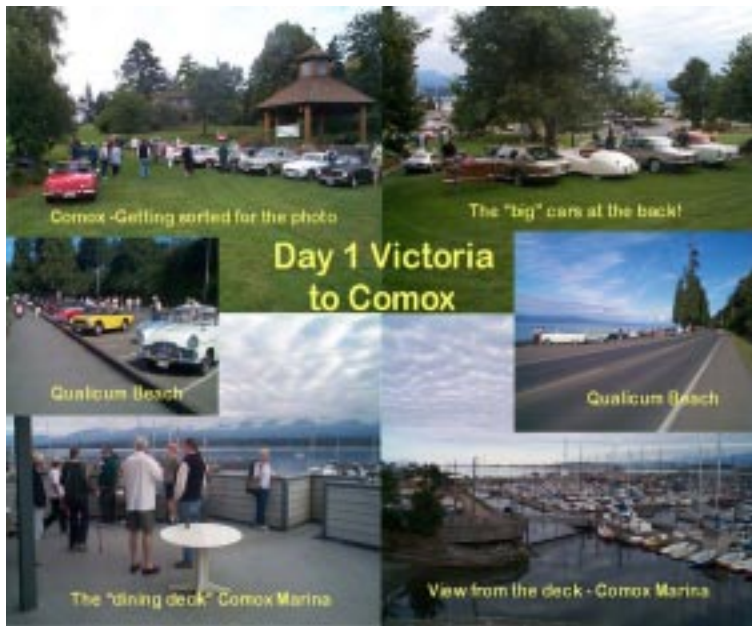
**Roundabout Editor: Steve Hutchens**  
[sp Hutchens@yahoo.com](mailto:sp Hutchens@yahoo.com) - 360-733-3568 / Call for Fax  
Articles and photos for the Roundabout:  
2090 N Shore Road, Bellingham, WA 98226-7864

**Roundabout Printing & Distribution: Richard Taylor**  
[mikmaq@telus.net](mailto:mikmaq@telus.net) - 604-298-9346

**ICBC AirCare Liaison: Fred Bennett**  
604-939-1773 / Fax 604-939-1753

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

**Honourary Librarian: Ivan Fisher**  
604-270-1096

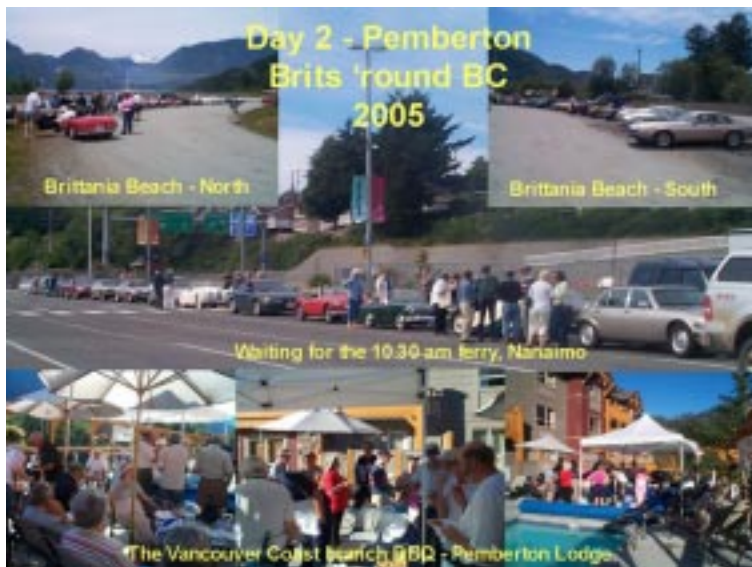


**DAY TWO**

A 7:30 start put us in the ferry line at Duke's Point in time to claim our reserved spots on the ferry to Horseshoe Bay. While we waited for the ferry, Wilf and Lynne Craven, South Island Branch members, acquired a mysterious traveling companion who was later dubbed Lucas. Information on Lucas is provided strictly on a need-to-know basis. If you feel a strong need to know, take a tour member aside at your branch's next meeting.

At Horseshoe Bay some tour members headed south to rejoin the world of work, while most proceeded to Britannia Beach to meet members of the Vancouver Branch who were joining the tour. This group included the newly elected OECC Society officers: Steve Diggins, President; Fred Bennett, Vice-President; and Jerry Parkinson, Regalia. The Vancouver contingent also included Bart Shaw, Vancouver Branch Chairperson and his wife, Audrey.

Drivers chose their individual paces past Whistler and down to Pemberton where we congregated by the pool of the Pemberton Lodge. Bart and Audrey Shaw volunteered their expertise and specialized equipment to fix fish and chips for our pool-side dinner. Fred Bennett helped the Shaws carry supplies that wouldn't fit with in their TR4 and



assisted with serving the fish and chips to the group of about forty people - quite an accomplishment! After dinner it was discovered that Bart and Audrey were just two days past celebrating their fifty-second wedding anniversary.

**DAY THREE**

8:00 came very early, but we were all ready if not entirely awake at the start. Geoff Acheson, a member of the Thompson Branch in Kamloops, touring with his dad in a gorgeous white Jaguar XK120, provided detailed instructions that were supplemented by a map and written instructions from Pat and Derrick Sparks. The shade was chilly along the Duffy Lake Road, but the scenery was incomparable. We descended to Lillooet for breakfast where we provided a business bonanza for three restaurants.

After breakfast several Vancouver Branch cars left the group, returning home by way of the Fraser Canyon. For the rest of us, the day was perfect for tops-down touring, and we continued through Lytton to Spences Bridge and on to Merritt. We regrouped at the Quilchena Hotel, a historic site and still a functioning business.

As the day went on a few of our cars began to take exception to the heat of the BC interior and the strain of a long third day of consecutive driving. The Sparks' Jaguar Series III Sovereign coasted into the Quilchena Hotel without the



engine running. Some of our best automotive minds looked into the matter and found a piece of foam blocking the Jag's air intake. Problem solved, we thought, and we left the hotel caravan style intending to parade through Kamloops on our way to a picnic in Pioneer Park.

The parade happened, but three cars were missing: the Sparks' Jaguar stalled again just outside town, the Hutchens' Morgan emitted a puff of steam just as the group drove through downtown Kamloops and pulled into a parking lot to identify the source of the problem, and the Grant's Ford Zephyr was limping badly with what turned out to be wheel bearing problems. That evening, at a breezy Pioneer Park, the Thompson Branch hosted the tour participants to an excellent barbecue.

With help from OECC Thompson Branch members in Kamloops who knew the local service scene, including Richard Blair who is a member of both OECC and MOGNW, all three vehicles were set up to receive attention at appropriate garages on the following day.

**Continued in the September/October Roundabout  
More BRBC photos are at [www.oecc.ca](http://www.oecc.ca)**

# A Visit to the National Automobile Museum of Holland - The Louwman Collection

John Peirson

Marny and I were in Holland for a choir tour in May 2005. Before leaving home, I searched on the Internet and found this car museum. So when we had a suitable time, we went to check it out. We were very impressed. The museum bills itself as "one of the world's finest collections of historic automobiles." It is certainly the best that I have ever seen, better than Beaulieu or Gaydon, better than Reno or Blackhawk.

I particularly enjoy very early cars. Would you believe the Louwman collection has 55 pre-1916 cars, all prime specimens and mostly totally original? Of these, 26 are eligible for the London-to-Brighton Run (1904 or earlier) - the film star Genevieve was one; and 14 are 19th century. In one display there were five 19th century Benz cars in a row. Most were unrestored but complete and original.

The museum is adjacent to the main road through Raamsdonksveer, not far from Breda. It is on the same campus as a large Toyota dealership. We were told that Louwman used to be the importer of Chrysler products until Daimler-Chrysler was formed and bought the franchise back. Now Louwman is the Toyota importer. It appears that the museum managers have very good taste and no limitations where money is concerned. The museum is beautifully arranged, and includes a coffee shop and gift shop.



John in the gift shop

The collection started in 1934 with the acquisition of a 1914 Dodge (first year for Dodge).

Surely, one of the most unusual cars ever made is the 1910 Brooke, shaped like a swan. Specially ordered by multi-millionaire R.N. Matthewson for his use in Calcutta. After one journey the police banned it from the streets because the appearance panicked the animal traffic (oxen, donkeys, elephants, which reared up and ran off in all directions). The swan's head spouted scalding water to clear a path, and from the rear of the car regular blotches of whitewash were



1910 Brooke "Swan"

ejected, "To make it more life-like" said the owner. Left abandoned for many years, it was acquired and fully restored



The entrance to the museum

by Louwman, and took the Montagu Prize at Pebble Beach, California, in 1993.

A favourite car for visitors is "Genevieve," a 1904 Darracq, the star of the film of the same name released in 1953. Some say this film was the catalyst which got the old car hobby going, the shot-in- the-arm, so to speak.



1904 Darracq "Genevieve"

It is still a regular entrant in the London-to-Brighton. Ironically, it spent about forty years of its life in Australia before returning to Europe.

Not only was Benz the first car, as we understand the term, but it was also most likely the first commercial vehicle. In the Louwman collection is an 1899

Benz 3 h.p. delivery van, once belonging to a dry cleaning firm. It did not carry



1899 Benz Delivery Van

much or take the goods very far, but it was a beginning; others soon followed suit.

One early Rolls-Royce car caught my eye. Ordered by a Scottish nobleman, who liked to shoot pheasants (or was it peasants?), it was a 1910 Silver Ghost chassis 1246 with a shooting-brake body fitted (original bodywork, according to the catalogue). It came equipped with lots of shot-gun boxes, roof-rack, and a fully antlered stag's head radiator mascot.

There were many makes of economy cars on display, seldom, if ever, seen in North America.



1910 Silver Ghost Shooting-Brake

They were often three-wheeled, single cylinder, even belt drive, but I'm not talking about the 1920s, when such primitive cars were common here; these cars were built in the gasoline-conscious 1950s and 60s by French, German, Italian, and British makers. Two RVs were worth a look, a 1932 Curtis "land yacht," which used the 5th wheel approach to being pulled by a modified 1932 Graham Blue Streak, and a 1937 Pierce-Arrow Travelodge, pulled as a regular trailer by any car with a hitch and enough horsepower.



1928 Bentley 4.5 Litre LeMans Replica



Blake's 1949 MG TC



Fisher's 1975 Triumph Stag



Reynolds's 1968 Rover P6 2000

**Wings & Wheels (see story on p. 8)**



Three Metropolitans among 92 entries!

**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

**Austin Day in the Park**

Chris Walker

Here are a few photos from Austin Day in the Park, June 12th. It was a rainy start but got better as the day progressed. About ten cars showed up. The sign reads, "Every Austin car is now equipped with SYNCHRO MESH easy gear change. Invest in an Austin, Britain's dependable car."



**Seen At ...**

Walter Reynolds

**Pitt Meadows Day, June 4**



The 1968 Rover P6 2000 of Walter & Linda Reynolds at the Pitt Meadows Airport booth promoting the August 7, 2005 Wings & Wheels Car Show. The Rover survived the Pitt Meadows Day Parade and won Third Place in the Antique Vehicles class (yes, there were more than 3 vehicles in this class).

**Maple Ridge A&W in Early June**



Left to right: Jim Cave's 1954 Metropolitan Convertible, "Slimer," his '1954 (I think) vintage Nash, and the Reynolds' Rover again. Making a special appearance, Cave's 1954 Nash, from which the style of the Nash Metropolitan was taken, is so large that with only a small amount of bending the "Slimer" could be packed into the Nash's trunk!

**Tradex in April**



Doug Gale's MGB under a covering of photographs promoting the "Kruise for Kids" event which he is heavily involved in. Start thinking about how you can participate this year!

**Mission Father's Day Show & Shine**



The 1965 Austin Cambridge of David & June Ellis and the 1968 Rover P6 2000 of Walter & Linda Reynolds. Over 1,100 cars plus Fred Bennet attended the Show on a very hot Father's Day.

# Highland Games

Mike Powley

Here are a few pictures of OECC participants at the June 24th Highland Games. In particular the MacKays who



won "2005 Chieftains Choice" award. They are seen here with the award and their Jaguar. The criteria was simply the car you would most like to drive home!

Other OECC participants cars are the Powley's 1972 Morgan and Doug and Rhonda Gales two MGBs (the 1969 is red, the 1972 is blue).



## Seen a Morris Oxford Traveler?

My brother in Scotland is active in the Morris Oxford/Wolesley6/90 Club. and has spent 17 years restoring his Morris Oxford Traveller. He found that more than 200 of these cars were exported to Canada in the fifties.

I've tried to locate these cars in Toronto but without success and it was suggested that I try BC where the climate is less severe. Would you know whether any of your members have one of these rare cars?

Incidentally, until last month I was a proud owner of a 1962 MGA Mk II but was forced to sell it since I have diabetic neuropathy in my legs and can no longer manage three pedals. However, I am now on a search for a 1964 Jaguar Mk II Automatic to maintain my interest in classic British cars.

Thank you for any assistance  
Paul Henderson  
pahenderson35@hotmail.com

# June MGM

Chris Walker

The first Tuesday in May we met at MCL Motor Cars in

Vancouver, purveyors of Aston Martin, Bentley, Jaguar, Land Rover, and Porsche, and did some high



class tire kicking. For most of us this was a new experience. We heard about



new English cars and how they are made today. We can say for sure that they don't build them like the used to!



# July MGM

Chris Walker

The first Tuesday in July we met at Shadbolt Cams in Vancouver for a highly

informative program on cam design and fabrication by Barry Rutherford, owner and manager. A real professional, he used a steel table like a white board to illustrate his



presentation. They've specialize in custom cams for over 50 years.



# August MGM

Chris Walker

The first Tuesday in August we met at the

Historic Stewart Farm near Crescent Beach in Surrey for a relaxed evening. The weather was beautiful and we had a nice picnic before the meeting. Then we went for a drive around Crescent Beach and White Rock. It was a nice evening.



## Correction ... Whoops!

Sharp-eyed Bence McIntyre noticed that the photos shown with the Spring Run 2005 to Harrison in the last Roundabout were actually from the Fort Langley Run.

## Websites of Interest

[www.motorbase.com](http://www.motorbase.com) - an encyclopedia of motoring with good information.

[www.e83w.co.uk](http://www.e83w.co.uk) - the only site on the net dedicated to Thames E83W commerical vehicles, built 1938-1957.

# Society President's Message

Steve Diggins, newly elected Society President

First off I would like to say what a great club we have with such a positive spirit. Recently there have been two significant events which show the character and enthusiasm of our group. I am talking about the AGM hosted by the South Island Branch and the Brits 'Round BC Tour which was a great success.

The AGM held in the Saanich area just outside Victoria was a lot of fun. There were some very nice roads on the Mini Monte, lunch at a fabulous winery and a forties-fifties bash at the Dakota Cafe. I'm not one for getting dressed up in costumes but clothing of the era is really sharp and I should have made an effort to find something to wear. (Showing up at the Goodwood Revival in period attire is on my wish list.) Anyways, it was lots of fun and the entertainment at the dinner was excellent. Thanks to the South Island group for doing such a good job of putting it together.

The Brits 'Round BC tour was quite a success and the hospitality shown by all the branches was first class. Even our smallest branch in Prince George (14 members) went out of their way to welcome the tour to their town. I met up with the tour at Pemberton and again at Mission on their way back. I can tell you they were so pleased with the experience they were already talking about doing it again. Hats off to the South Island Branch again and especially Pat Sparks for the organization.

Now down to business. As the new president of the OECC Society the first thing I wanted to take a look at is the financial situation. I have good news to report. There is a surplus of funds in the account. The balance stands at around \$4,000 which is far more than what is required to maintain the expenses of the Society. I can only assume this money was earmarked for a club publication known as The Spanner which was produced some six years ago or more (personally, I have never seen a copy) but withered and died, yet funds were still collected for it.

Also, the Society has not had a budget to plan spending requirements with our money. Some of the costs are a little helter skelter from year to year. For example the Society did not subsidize the 2004 AGM where as this year the AGM was subsidized with \$1,047.

I have decided that the first bit of business for the Society is to set a budget in order to maintain and control costs. This will also focus on what dues are required to maintain our expenditures year after year. The excess amount in the account seems to have been for The Spanner so I will allocate that for a new version of the Spanner which will be introduced at the beginning of next year. With this proposed budget all costs for the Spanner from printing to bulk shipping to the branches will be paid by the Society. Distribution to the members will be up to the branches.

Here-are a few other points to note about this proposed budget starting in the year 2006.

Membership dues to the Society will remain at \$5.00.

The revenues are factored to the low side and the expenditures are factored to the high side to be safe. For example the dues revenue is calculated on 300 members although at this point we have 345 members. The balance carried forward to 2006 is stated at \$3,500 although right now we have about \$4,000.

There is an amount of \$400 allocated for the AGM. That would be a \$300 subsidy to the host branch and \$100 for Society costs such as engraving.

The new Spanner, of which I will be the editor, will be of magazine format (four sheets of 11 x 17 printed both sides, folded and stapled in the middle to give sixteen 8 1/2 x 11 pages). It will be a quarterly publication and the amount of \$1,800 represents the costs for a year including shipping to the branches.

<b>PROPOSED SOCIETY BUDGET FOR 2006</b>		<b>Year End Balance</b>	<b>\$1,800</b>	
<b>2005 balance carried forward</b>	<b>\$3,500</b>	<b>NOTE:</b> Society regalia has not been included because it runs separately as a sub budget. There is an inventory of assets just over \$1,000 and \$661 in funds available mostly in a bank account.		
Revenue, memberships: 300 x \$5	\$1,500			
<b>Total Income</b>	<b>\$5,000</b>			
<b>EXPENSES</b>				This is the budget I would like to have discussed and voted on at the next Society Executive Meeting (date to be announced). It accomplishes three things: 1. the first true budget for the Society 2. a set amount for the AGM and host branch 3. funding for the new Spanner by the Society
Insurance	\$350			
Internet	\$125			
Printing	\$150			
Pro Fees	\$25			
AGM	\$400			
Spanner	\$1,800			
Misc.	\$350			
<b>TOTAL</b>	<b>\$3,200</b>			

## OECC Mini-Monte and Annual General Meeting

Fred Bennett

The 2005 Mini-Monte and AGM was hosted by the South Island Branch (Victoria). The event kicked off with the running of the Mini-Monte beginning at Wain Road just off the ferry terminal and ending at the biggest, fanciest winery I've ever seen. Taking part in the run and the AGM from the Vancouver Coast Branch were Gerry and Anita Parkinson (MG A), Bence and Helen McIntyre (MG Midget), Steve Diggins (Austin Cambridge), and Fred Bennett.

Following lunch at the winery, a move was made to the Victoria Flying Club, Victoria Airport, for afternoon tea, the AGM, and banquet. The dress theme was "the '40s." Following tea the AGM was called to order by Society President Dennis Atkinson. Reports included a financial statement indicating a good state of health and reports from the six branches. It is interesting to note that our very own Vancouver Coast's Doug Unia of the Central Island Branch (Nanaimo). The High Country Branch (Kamloops) has volunteered to host the 2006 Mini-Monte and AGM. Total society membership now stands at approximately 344.

Following the reports, new business consisted of a presentation by Steve Diggins regarding re-introduction of the society publication "The Spanner." Approval was received from the group and a motion was passed to provide a 90 day interval to allow all branches to catch up with the proposal.

Elections were held for the positions of society president and vice-president. These are two year positions with secretary and treasurer coming up in 2006. Steve Diggins was elected president and Fred Bennett was elected vice-president. Gerry Parkinson was appointed to the position of regalia coordinator. This is an interesting executive split with three on the mainland and three (secretary, treasurer, and webmaster) on the island.

Following elections, the awards were presented. The OXO Award, for the society member most demonstrating the club spirit, went to Fred Bennett. The Link Award, for the most deserving member(s) of the host branch, went to Pat and Derrick Sparks. The Dennis Smith Memorial Trophy, for winning the Mini-Monte, went to Gerry and Anita Parkinson.

Adjournment followed the awards, with everyone repairing to the bar in preparation for the banquet. It seems that the event consisted of various activities interrupted by frequent eating. It was a very well organized and enjoyable day. A big "Thank You!" to the South Island Branch.

## Autojumble - English Cars For Sale

(see [www.oecc.ca](http://www.oecc.ca) for the latest in cars for sale)

1957 Austin A55 Cambridge MK1 4 door sedan. 49,000 mls, 4 cylinder, 4 speed manual, everything original; light blue with blue leatherette. New tires, exhaust, brakes. \$2,950, Mike, 250-757-8850 (near Bowser).

1956 MG A Roadster. 1.8 cylinder, front modified to look like a mini-Cobra. Runs good, needs some inner seals and bodywork but can be driven as is. \$3,500, 604-826-0089 (Mission).

1959 MG Roadster. \$15,900, trevor@ptsoptics.com (Surrey).

1960 MGA Roadster. Wire wheels, red with black interior. Runs excellent, needs paint & cosmetics. \$9,500, 250-285-3481 or keala@telus.net.

1961 MGA 1600. Red, black interior, wire wheels. Very good exterior and mechanical shape. \$18,000, Brian, 250-743-6831 or 604-985-3280. Email gphr2003@look.ca (near Mill Bay).

1962 Jaguar Mk X. Running 4.2 litre engine and automatic. Interior and other goodies missing. Price reduced to \$800 for quick sale. Jurgen, 604-737-8065 or jpeterat@hotmail.com.

1966 Rover TC 2000. \$2,200 spent on mechanical work (have receipts). Good original Oak Bay car. \$3,000, Vic, 250-474.7214.

1969 Austin 1800 Mark II. Body and paint professionally restored. Beautiful. Over \$2,000 recent mechanical expenses. Includes three extra complete cars (1800s) and many extra parts. \$3,500, Vic, 250-474-7214.

1970 Triumph Stag. Soft and hard tops, original V8, RHD, manual with overdrive. Engine in pieces; drivetrain out of car. Great blue body. Stored dry. Offers. Jurgen, 604-737-8065 or jpeterat@hotmail.com.

1971 MG B. Not running, needs floor and sill sections; good otherwise. Overdrive, hard and soft tops, roll bar; new chrome strips and 185x14 tires on MoMo rims. \$1,350, Harry, 604-898-1480 (Squamish).

1973 Aston Martin DBS. Fuel injected V8, automatic, RHD, 85,000 miles. Black/black leather. Collector plates. Serious inquiries only please. \$29,900, 604-826-0089 (Mission)

1973 MG B. Canadian car. Excellent original, Teal Blue. Fresh engine. Overdrive, new Panasports. Visit [www.cars.com/go/search/fsbo\\_search.jsp?affiliatead=1296021&affiliat](http://www.cars.com/go/search/fsbo_search.jsp?affiliatead=1296021&affiliat). \$8,750, 858-453-8688.

1975 Austin Marina. Two door, automatic. Good reddish brown body; \$1,200 spend on front end. \$2,200, Robert, 604-988-2415.

1975 MG Midget. Original unrestored condition. Re-painted, mechanically sound. \$5,000, 250-743-1791 or spmanor@msn.com (Cobble Hill).

1975 MG Midgets (two). Both unrestored, re-painted, mechanically sound and driveable. Malcolm Baster, 250-743-1791 or spmanor@msn.com (near Duncan).

1975 MG B. \$8,500, Geoffrey, 250-246-2354 or ghirst111@shaw.ca.

1979 Jaguar XJS. V12, 150,000 kms, red leather interior. \$5,900, 250-474-0599 or blbis@shaw.ca.

1979 MG B. 79,000 miles, excellent condition. New sills, paint, tonneau, soft top, hard top, carpets, stereo, alarm system, and dust cover. \$13,000 invested. \$8,300, T. P. Wagner, 250-655-1249 or 250-889-1453 (cellular).

1981 Triumph TR8. Convertible with hard top, 5-speed, excellent condition. New top and interior. Runs and drives excellent. Photos available. \$10,500 OBO, John, 604-796-8784 or d.pike@telus.net.

1988 Jaguar Vanden Plas XJ12. 110,000 kilometers, runs well. Generally fine appearance with slight blemishes and wear. Well maintained. Good tires. \$5,000 OBO, Garry, 250-882-1620 or paleredfloyd@yahoo.com.

1989 Jaguar XJS V12 Cabriolet. A black beauty, well cared for by first and second owners. 167,000 km. \$14,000, Virginia and Larry Blatchford, 250-246-9910, 1-866-246-9910, or info@birdsongcottage.com.

Triumph TR 7 Convertible. Runs ok, mag wheels, fixer upper. \$500. Don Miller, 250-709-9694 (Duncan).

### PARTS FOR SALE

1958 Jaguar Parts. 3.4 rebuilt cylinder head, complete with cam covers. Intake and exhaust manifold for 3.4 cylinder head. New timing chain for 3.4 engine. Package deal: \$500. Dennis, 250-468-5775.

Morris Minor Parts. >Convertible floor pan. Free. 250-721-4181. >Excellent chrome bumpers, dash switches. Any reasonable offer. Ian Cox, 250-384-2910 or coxian@telus.net.

Rover 2000 and 3500 Workshop Manuals. \$25 each. MG Midget tonneau cover, black, head rest space, good condition. \$65. MG B tail light lenses with gasket, \$15 each. Mike, 250-757-8850 or mikejbull@shaw.ca.

Austin Marina Parts. Windshield seal. \$40. Ian Cox, 250-384-2910.

## Wings & Wheels 2005

Walter Reynolds

Sunday, August 7, 2005 started early with the set-up of the "Wings & Wheels 2005" Classic Car Show at the Pitt Meadows Airport's Open House.

There were three pleasant surprises. The first surprise was that cars started arriving at 7:30 AM, then they started to stream in. The second surprise was that by 11:45 when the last car arrived we had 92 vehicles in the show. Surprise #3 was that we ran out of room!

The day was hot and filled with lots of bright colours, large cars, not so large cars, motor cycles (3), commercial trucks (3), and sun tents. When people were tired of looking or talking cars, they could walk over to the Airport and look at all the vintage planes that had flown in for the day. There were also several places to eat, if you didn't pack a lunch.

From the Old English Car Club we had Bence & Helen McIntyre (MG Midget), Jim and Irma Cave (two Mets, including "Slimer" which was driven by Bob and Val Patrick visiting from the UK), Gil Yarrow (Jaguar), Stephen Lyons (Rolls Royce Silver Spirit II from OECC's South Island Branch), and Linda and I (Rover 2000, representing the Rover Car Club of Canada). Mike and Barbara Smith came by for a visit, but I did not see them.

The Vancouver Mini Club brought five cars, including a new Mini. The Best Import Trophy was won by Larry Sutton with his 1965 Morris Cooper S.

Other Brit cars present were the Met of Bob McDairmid (no relation to the Morgan/TR6 Bob McDairmid) with his '56 Met, a Jag XJ6, a '72 Triumph TR6, and a '54 MG A.

There were also two hot-rodded British cars, a Sunbeam Alpine and a Morris Minor, both looking rather silly with their V8

engines stuffed into small engine bays!

Discounting the two hot rods and the new MINI, there were 14 British cars present, the most ever at Wings & Wheels.

For those into statistics:

36 sponsors provided 9 trophies and 36 draw prizes. In addition, for the first 41 cars, Redi-Strip of Delta provided baseball caps. The next 28 cars received "nut & bolt" boxes from Webber Naturals of Burnaby. The value of all the items provided being just short of \$3,000.

While part of my job was to present trophies, there were two special trophies awarded: The Mayors' Award, presented by Pitt Meadows' Acting Mayor, Gail O'Connell, and the RCMP Award presented by Pitt Meadows & Maple Ridge RCMP Detachment's Inspector Janice Armstrong who really got into her role of Judge and Presenter.

In 2003 there were 82 vehicles, in 2004 there were 62, and in 2005 we had 92. So, overall this was the best ever Pitt Meadows Airport Wings & Wheels Show. It was with some satisfaction that I went to the Airport Administrator that Sunday morning and said to him, "Bill, we have a problem. We're out of room!"

The Show and Airport Open House were in support of the Pitt Meadows & Maple Ridge Friends In Need Society. Linda and I conjured 9 volunteers for the Show, and without their help, we would have been sunk. A BIG "Thank You" to them!



Additional photo on page 5.