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VISIT US ON THE WEB AT
www.oecc.ca/vcb

Download the Roundabout
from our website:
www.oecc.ca/vcb/rabt05.pdf

Upcoming Meetings:

November 1: 7:00 - Dy-
nasty Electric Car Corp.,
591 Chester Road, Delta

December 6: Christmas
Pot Luck Dinner at Roma
Hall - see page 2 for more
information! Be there!

DUES ARE DUE!
\$20 ON OR BEFORE 12/31
\$25 AFTER 12/31



OLD ENGLISH CAR CLUB OF BRITISH COLUMBIA, VANCOUVER COAST BRANCH

SEP-OCT 2005 - VOL 10, NUM 5

I Fell in Love the Moment I Saw the Jensen Interceptor

David Ballantine

(as appeared in the Vancouver Sun, August 26, 2005)

Do you remember the first time you saw your British car, and knew you just had to have one?

I do.

It was 1966, at a display of British cars hosted by the Bayshore Hotel. It was at that show that I saw my very first Jensen Interceptor, and it was at that moment that I fell in love.

The elegant stance, suggesting power and muscle, the long hood, the sumptuous cockpit with Connolly leather and Wilton wool, the distinctive glass trunk lid, and that glorious engine and the twin exhausts. It was a look, and a sound that beckoned people — even those who cared little about cars — to come closer, and imagine themselves behind the wheel, pushing the vehicle to its limits, on a winding road in the distant countryside. . .

Well, imagination would play a role in my relationship with the Interceptor for longer than I would have liked, as family and career meant such indulgences would have to wait.

Flash forward to September, 1993. A classic car auction was being held in North Vancouver, at the North Shore Theatre. Being secure in career, with my family firmly rooted in self sufficiency, I went down to look at the cars up for auction. You had to buy a paddle to participate in the auction, but as I had no intention of bidding, I declined the offer.

But then I saw it, somewhat refined from its 1966 forbear, but still as distinctive, a 1974 Jensen Interceptor. I was transported back to the Bayshore Hotel, almost 30 years earlier. I swear I could even smell the leather. . . .

The car was wheeled on to the stage. "Do I have an opening bid for \$15,000?"

No bids.

"Do I have a bid for \$10,000?"

No bids.

"Do I have a bid for \$2,000?"

And so the bidding began. And up it went. Through \$3,000, past \$5,000, and all the way to \$10,000. But at \$15,000, the bidders balked. Not really thinking about what I was doing, and wondering how anyone could pass up such a fine car, I made what I thought was a quiet gesture urging the bidders to meet the auctioneer half way at his \$5,000 increment.

The next part was kind of a blur.

Apparently that bid paddle thing is not so tightly enforced, because the next thing I knew, the auctioneer accepted my bid. I told myself not to panic, as the bidders would likely renew their bidding, and the worst that would happen is that I would have owned a Jensen for about 30 seconds.

I remember the deafening silence, hearing the word "Sold!" and lots of people turning to look at me and applauding. I had now bought myself a Jensen Interceptor. Paddle be damned.



Continued on page 3

Branch Christmas Dinner

Chris Walker

The annual Christmas Dinner and Awards Program was discussed at much length at the September meeting. Coming out of the discussion was a fresh new approach that met with a great deal of enthusiasm: a pot luck dinner with greatly simplified awards program.

As we have not been getting the big numbers attending in the past few years, we will be using the smaller upstairs room to create a more friendly and casual atmosphere. The Christmas Pot Luck Dinner will be held on Tuesday, Dec. 6, our normal meeting date, at Roma Hall.

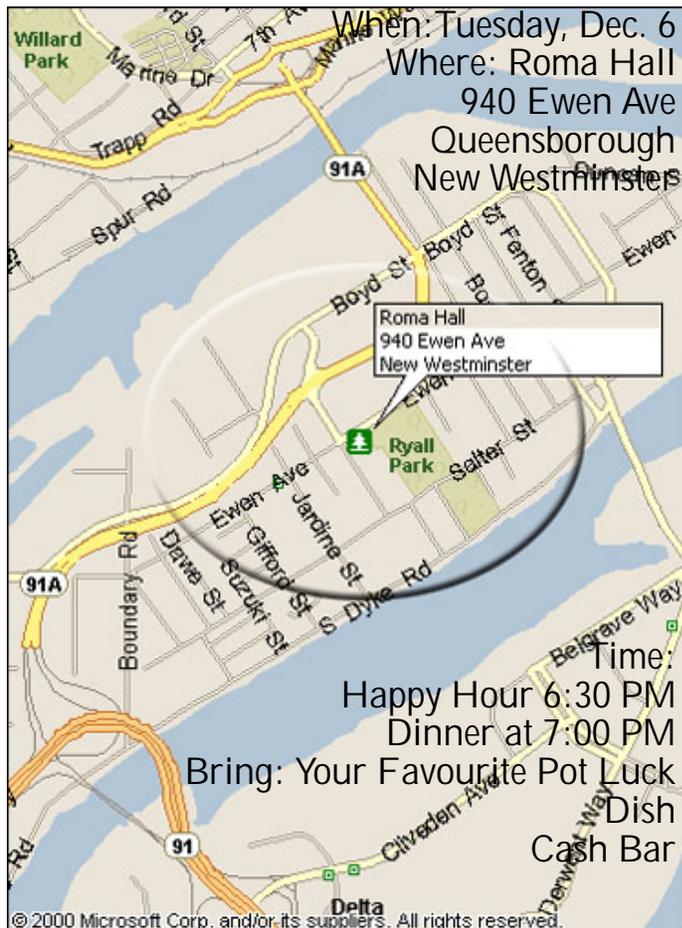
The celebration will begin at 6:30 with a "happy hour" and cash bar. Each member is encouraged to bring their favourite pot luck dish. Options include:

- hors'dourves (for the happy hour)
- salad
- main dish
- vegetable
- desert

We can either coordinate dishes or leave it up to chance! Paper plates and plastic knives, forks, and spoons will be provided to keep the cleanup to a minimum.

We may have a 50/50 draw with door prizes and a karaoke sing along, or maybe play games? The focus is on making this a fun event this year that all will enjoy. Any ideas will be appreciated.

I can be reached at 604-943-4367 or e-mail tcpl@telus.net.



DRIVE YOUR OLD ENGLISH CAR TO OUR CHRISTMAS DINNER!

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 the most recent update.

October 3: Les had an appointment with his heart specialist at UBC last Friday. The doctor was really pleased at the progress Les has made and said he was surprised at how well Les is after such a big incident.

Les is now on the list for a defibrillator. The doctor says he definitely qualifies. That's the good news. The length of the list is the unknown, so it could be a wait.

Les is progressing slowly and there's not much to show day by day. It's only when I look back that I can see the difference. His balance is much improved and we have taken the gates off the top of the stairs.

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:

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Residence: 2614 Cactus Court
North Vancouver, BC V7H 1R5
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AT THE WHEEL

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"Jensen" Continued from page 1

My first thought was that my wife would kill me. Then somehow bring me back to life so I could return to the auction to get what would have by then been her money back. I went home with a sinking feeling in my stomach, preparing to face the music. Fortunately, no one was at home, so I was able to practice my defense.

Eventually, my daughter Fiona came home. She inquired about the auction, and jokingly asked if I had bought a car. I tried out my lines, and was greeted by silence. After a very long five seconds, she fixed me with that look she still has, and quietly advised that, "Mum's going to kill you! I don't want to be home when you tell her."

Just then, demonstrating the remarkable sense of timing that has marked almost 40 years of marriage, my wife Margaret came home. She must have seen our faces, and as usual, knew something was up. Then began the questions, lots of them. After the sixth question, which had me talking about this Interceptor that had come up for auction, she had pretty much cut to the chase, asking: "Well, what did you do — buy it?"

Then began the longest 10 minutes of my life as I tried to explain to my wife, with my daughter looking on (enjoying every

minute of it, I might add) how I ended up buying a car by mistake.

It is a testament to the power of love, and the fundamental decency of my wife, that I was not required to return the car, and that I have, in fact, been allowed to go to car auctions since that day when I bought our Interceptor by mistake.

It is also a reminder of her role as family finance minister that whenever I have gone off to any kind of an auction since then, the last thing I hear walking out the door — after "I love you, too" —

is "And keep your mouth shut tight, and sit on your hands."

In the 12 years we've owned the Interceptor, it's no surprise that my wife and I have had tremendous fun. We've met some lovely people, with whom we share many similar interests and hobbies. I still get a thrill every time I see Margaret drive the car, and I love the enthusiasm she shows for my work with the car when it wins awards and prizes.

I'm not sure that buying a Jensen Interceptor by mistake is the right way for everyone to get into the classic car hobby. But for me, the day that I bought a Jensen Interceptor by mistake was the day that changed my life, and started Margaret and me on another great journey.

It is a testament to the power of love ...

ECAIP

Walter Reynolds

The first time Linda and I attended the OECC South Island Branch's "English Car Affair in the Park" was two years. That time we had the Cambridge. This time we attended with the Rover which, after having had some transmission work done a few weeks earlier at B.C. Automatic Transmission in New Westminster, performed mahvellous-lee, dahling!

For those who haven't attended ECAIP before, the event has three components:

- 1: a run on Saturday afternoon;
- 2: a social evening on Saturday at the Victoria Jaguar dealership;
- 3: the ECAIP show itself at Fort Rodd Hill National Historic Park in Colwood.

We took the 9 a.m. ferry (reservation recommended) from Tsawwassen and, from what we could see, there was only one other old English car on the ferry - the 1970 Rover P6 2000 of Barbara and Malcolm Tait (of the Rover Car Club of Canada). As we were staying at the same motel, we travelled in convoy, so to speak, from the Swartz Bay terminal to check-in.

After check-in and lunch, we drove to the Saanich Commonwealth Place Aquatic Centre for the afternoon run. Already there were OECC Vancouver Branch members, Bart and Audrey Shaw (Triumph TR4A), Paul and Kelly Beenham (Vauxhall Velox), Brian and Iris Lees (Rover P5B 3.5 Litre), and Clifford

Jones and his wife - sorry I didn't get her name - (Ford Cortina station wagon). Prior to the run, Elaine Lafontaine and Patrick Jones arrived in Patrick's Marina. (Apologies if I missed anyone.)



The run started and a tour of the Saanich Peninsula followed. Due to traffic lights, stop signs and impatient "Island import daily drivers," the stream of 30 or so English cars was broken up into small and not-so-small convoys! For 2005, the run was exactly that we drove from point "A," around the Peninsula to arrive back at Point "A." In other words, no stops of interest on the way (or potty-breaks for that matter) like there were two years ago. Regardless, we had an enjoyable time and felt sorry for the Jag pilot who's car broke down shortly after crossing the Pat Bay Highway.

Back at the Aquatic Centre, we were given goodies and coffee or tea (three dollars, please!), and caught up with people who we'd not seen since the last time. The OECC South Island Branch organizers awarded draw prizes during

the refreshment session. Our esteemed Chairman, Bart, won himself a Norton Motorcycle "racing" (read "blue and white racing stripes") ball cap. For my part, I won a Lighthouse Brewery Company ball cap!

Returning to the motel, Linda and I decided we needed to pick up some adult refreshments for the evening's post-Jag social at the motel. We ended up in the equivalent of a Telus voice mail no-exit loop while trying to find a liquor store. For us, the Town & Country Shopping Centre parking lot was the weekend's Parking Lot From Hell. We couldn't get out! All we wanted was to find if they had a liquor store, but we got caught up in their parking lot go-around. It turns out that the liquor store was across the street in the Saanich Plaza Shopping Centre.



The evening social at Jaguar Victoria's showroom was reasonably well attended, but, there seemed to be more room between bodies than there was two years ago.

Continued on page 6

Brits 'Round BC - A Success!

Celia Obrecht (collage photos by Robert Atkins)

Continued from the July/August Roundabout



DAY FOUR

For the three challenges vehicles experiencing problems at the end of Day Three (Hutchens' Morgan, Grant's Zephyr, and Sparks' Jaguar), the day started in shops. The Morgan was directed to Karl Jansson at Franco's Auto Service who maintains Blair's Morgan +8. Karl, an excellent mechanic, diagnosed the smoke we saw as steam from the radiator and tightened several things to reduce oil leaks. When we left Franco's, Karl was massaging the Zephyr's wheel bearing and brake problems. The Jaguar was sent to another shop and needed more time to diagnose the problem, so the Sparks rented a Toyota Corolla which, adorned with an MG badge on the trunk, became an MG-Corolla.

The fitter cars started on their run to 108 Mile Ranch at the appointed hour and were followed about an hour later by the Sparks in their MG-Corolla and the Hutchens in their Morgan. The first portion of the run provided the only substantial rain of the entire tour. At Little Fort we picked up Highway 24, the fisherman's highway. Views of lakes and forest kept us entertained until we all met for lunch at the Eastwood Restaurant.

Not surprisingly, the early starters were finishing lunch as the MG-Corolla and Morgan arrived at the Eastwood. Everyone agreed that lunch at the Eastwood was a culinary high point of the entire tour: the mushroom soup was amazing, the schnitzel delicious, and the BLTs had more bacon than anyone had ever before seen stuffed between two slices of very tasty bread.

By mid-afternoon, all of the cars except the Ford Zephyr had arrived at the Hills Health Ranch just north of 108 Mile Ranch. We had time to use the Ranch's facilities, and the pool and hot tub were especially popular. By late afternoon we were thrilled to discover that the Zephyr had arrived, too! Karl had adjusted the wheel bearings sufficiently to get them there, and new wheel bearings were ordered to be shipped to 100 Mile House the following day. Bill and his passengers decided to spend another day at the Ranch to relax and wait for the wheel bearings to arrive. The next day they turned south to return to Vancouver.

Our evening consisted of a buffet dinner that was moved into

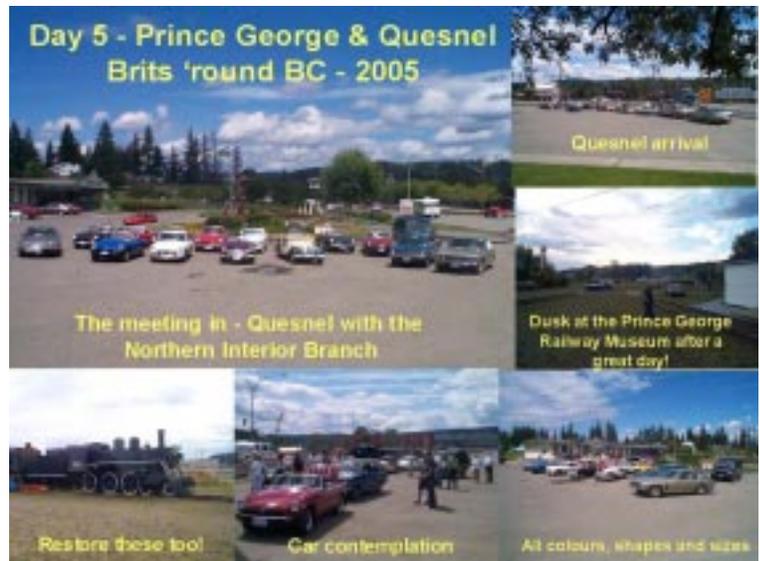
the dining room because of periodic thunder showers. Many of us enjoyed exploring the Ranch after dinner.

DAY FIVE

After breakfast, Elaine Lafontaine and Pat Jones took a horseback ride while the rest of the of us packed in leisurely fashion for a 9:45 start. Highway 97 took us north past more lakes, woods and a dramatic river canyon. We also encountered a few road work delays, but the day was cool so none of the cars had overheating problems. Elaine and Pat caught up with us in Quesnel where we stopped at the Quesnell Tourist Information Centre. There we met with a very friendly group from the Northern Interior Branch in Prince George who had driven south in five English cars to join the run. A reporter from the Quesnel newspaper took photographs and notes about our trip.

The cars from Prince George led us caravan-style to our dinner stop at the Prince George Railroad Museum. The Museum became the setting for our own private party as we toured the grounds at will and were treated to a great meal. Perhaps the most fascinating piece of railroad equipment was a huge wooden snowplow with its plow portion sheathed in metal. (Morgan owners have a special interest in wood that is covered with metal, a feature in the construction of our cars.) The Prince George OECC also invited members of another vintage car club to participate in a Show 'n Shine after dinner.

The mosquitoes became hungry as the evening progressed so we took to our cars and paraded through Prince George. Our route took us through a city park on the top of a butte with dramatic 360 degree views of the city. Then we wound our way up another steep slope, past a moose crossing sign to the University of Northern B.C. campus where we lodged in a student dormitory.



DAY SIX

On day six our group split as the Mugeridges (Nanaimo Branch) continued North while the Harris (Nanaimo Branch) and Cravens (Victoria Branch) took the option of driving on to 100 Mile House. The rest of the group headed to Barkerville and experienced the living history of the Gold Rush. We arrived about 10:00 in a light but insistent rain. The chilly rain and the mud added to the realism of the village, especially when the stage coach drove through town splattering mud on the unwary.

Barkerville was so fascinating that it was hard to pull away for a timely arrival at our evening stop in Quesnell. We quite

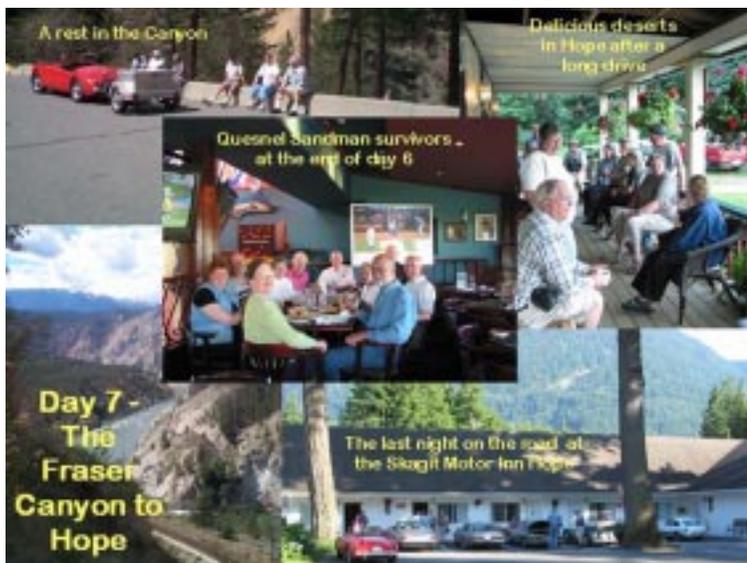


understood when we learned that Elaine and Pat, Vancouver Branch, had decided to stay on in the Barkerville's B & B for a few days. Pat and Derrick Sparks had a particularly long drive ahead as they needed to be back in Kamloops to turn in their MG-Corolla and pick up their Jaguar early the next morning. For this reason they didn't plan to stop for the night until they reached 100 Mile House.

Our diminished group arrived at the Sandman on the south edge of Quesnell late in the afternoon. We were feeling rather tired and decided to eat at the sports pub on the Sandman premises rather than driving back into Quesnell proper. There we toasted Robert Atkins, South Island Branch, who was celebrating his birthday.

DAY SEVEN

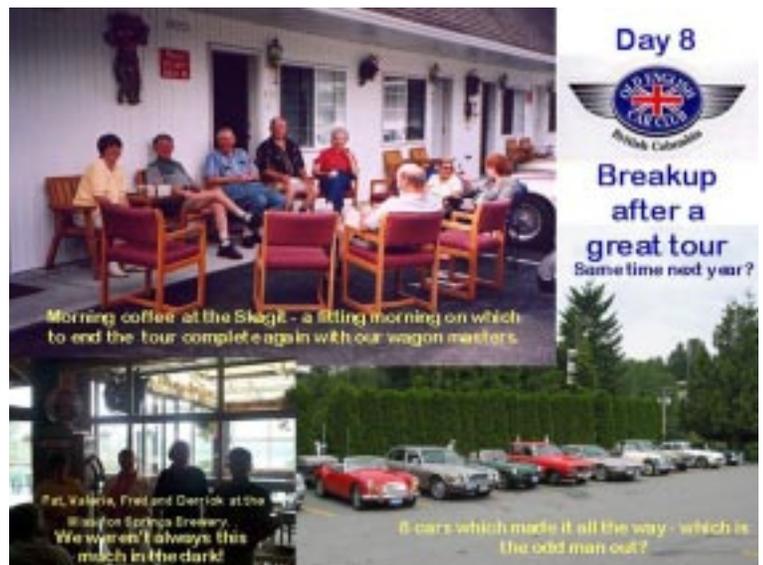
Our little group, only 5 cars at this point, assembled for breakfast a little after 7:30 and were soon on the road. By this time in the trip the habits of touring had become deeply ingrained. Some liked to step out on their own and felt free to do so. Others preferred to stay loosely in touch while on the road. The morning began sunny and cool, but warmed as we went down hill towards Cache Creek. There we all came together for lunch. Roger and Valerie Barrie from the South Island Branch, passed word from the Sparks who had called their cell phone. Pat and Derrick were leaving Kamloops on Coquihalla. They were again



driving their now repaired Jaguar and planned to meet us in Hope.

The day continued to warm as we drove over Spence's Bridge and past Lytton with a bit of high cloud to keep the heat within toleration. The Thompson and Fraser Canyons provided ample visual interest. We observed many groups of motorcyclists were heading north on weekend holidays and felt lucky to have been able to tour for a week. In fact it was hard to believe that the tour would soon be coming to a close.

The Skagit Motor Inn, in Hope is a truly welcoming place. Located away from main roads, the parking area contains large douglas fir trees that were conserved when the motel was built. The rooms, while not new, are large, scrupulously clean, and comfortably furnished, each a bit different from its neighbor. We found that Pat and Derrick Sparks had arrived slightly ahead of us, so we all pulled out lawn chairs in front of our units and relaxed together. Wilf and Lynne Craven, who had different accommodations, and Pat Sparks' brother, Ray Cochrane and his wife, Johanna, who live in Hope, joined us for dinner in a restaurant that featured Japanese and Korean food. Then we were invited to The Bears Heritage House Bed and Breakfast for dessert. It was



fascinating to learn how the Cochrane's had restored an historic but condemned house to an attractive home and business.

DAY EIGHT

In the morning we gathered for coffee and tea in the courtyard parking area outside our rooms. Gradually we packed our gear and headed out to Highway 7 for the final day's run to Mission. At the Mission Springs Brew Pub in Mission we were met by Steve Diggins, Fred Bennett, Bence & Helen McIntyre, and other members from (sorry I don't know who all was there) the Vancouver Branch. The Pub has a car theme and was also hosting another car group. Inside we were treated to a delicious array of brunch choices. Fred Bennett made a presentation to Pat and Derrick Sparks to thank them for all the work they put into organizing the tour, and we all speculated about possible routes for another tour next summer. It was hard to say good bye to our traveling companions, but in the end we all headed home grateful for the experience and for all the hospitality of the OECC branch members along the way.

More BRBC photos are on www.oecc.ca!

Continued from page 3

All the "For Sale" cars had been moved out of the main showroom and were parked in the lot or on the street. Lots of ooh's and aah's and "Did you see the price of that one?" as we walked through the lot. Of interest was a \$126,800 Range Rover with a super-charged engine and all the bells and whistles you could think of. Unfortunately, the "being" required to operate the bells and whistles was an optional extra! Not surprisingly, we decided that the vehicle was out of our price range, even considering the discount one could negotiate for the inch and a half scratch on the right front fender, and the orange peel paint on that same fender! Cheese with that whine, sir?

Again, the South Island Branch awarded draw prizes, and Bart won his second Norton Motorcycle ball cap. He threatened to wear them both at the same time, one peak forward, the other to the back, but he never did.

For once, the weatherman's forecast of a sunny Sunday was correct. We got to Fort Rodd Hill at around 9:15, in the company of two other P6 Rovers (not planned, but looked good), and found many cars were already parked. Austin was the highlighted marque celebrating 100 years since the first car. All the Austins were arranged in a circle in the middle of the park's field, just like the RCMP Musical Ride. Steve Diggins arrived with the convoy of Brit cars that came from the Mainland on the first ferry and was directed to the "circle" with his Cambridge.



At the Park when we arrived (and from what I recall) were John (Oops) and his family with their Triumph Stag, Bart and Audrey, and the Beenhams. Shortly



thereafter, the ferry group arrived, consisting of Steve D. and his passengers (Gerry Parkinson, Fred Bennett and Les Foster), Dennis Nelson (TR3), and Alan and Mary Lou Miles (Sunbeam Rapier convertible). We were pleased to see the Cirillo family arrive as a group: Italo (Vauxhall Victor), Fred (Ford Cortina Mk1), and Dom (MG B). In the Cirillo convoy were Italo's sister and his nephew (sorry, no names). If there were other Vancouver Branch OECC members present who I've not mentioned, please accept my apologies - I wasn't taking notes!



It was fun walking around all the cars, talking to new people and old friends. Linda and I found this routine worked well: walk a bit, return to the Rover for something to eat; walk a bit more, return to the Rover for more to eat; walk even more - you get the picture by now. As with most other participants in the car show, we did the obligatory walk to the Fisgard Lighthouse - into the wind on the way; pushed by the wind coming back.

There were draw prizes and a Vauxhall Viva was auctioned off to a lucky (?) bidder for something like \$250. The day opened to the pipes of two pipers. Music was provided by various local groups during the day. At 3 p.m. the event was over and people started the process of packing up and returning from whence they came. For the Reynolds', we were staying overnight so our packing up was more leisurely than others. We went on a tour of Victoria's Inner Harbour after the car show, and it is well worth the cost for the 45 minute boat ride around the harbour. We recommend it.

On Monday morning we took the Rover for a tour of the Victoria area and up through Oak Bay and Cordova Bay to the Swartz Bay ferry terminal. When we were waiting at the lights at Hwy 17 and Ladner Trunk Road (by Delta Municipal Hall), the Beenham's Vauxhall cruised to a stop beside us and only then did we realize that they'd been on the same ferry.

Overall, a very enjoyable weekend with a very pleasant car show thrown in for good measure. Robert Atkins and his Committee from the South Island Chapter deserve a "Jolly well done" for this one.

Ladner Classic

Chris and Dave Walker

The Ladner Classic Car & Quilt Show was Sunday, August 14. Over 300 cars and 200 quilts! Lots of spectators, too. The weather very hot. Here are a few shots from the event. Dave won "Best Import in Show" with his 1929 Chummy!



Bennett Wins OXO

Roundabout Followup

The photo below of Fred Bennett receiving the coveted OECC OXO award was received too late for the last Roundabout!



Auto Report: China

Steve Blake

China is one of the hottest markets for automobiles as their economy is booming. Since automobiles are fairly recent to the general population, we did not see one "interesting" car on our whole trip! There is a Ferrari dealership in Shanghai so in time travellers should see some unusual cars. Saw two Jaguar XJ8s and several Audi A6s. A scattering of Mercedes Benzs were seen but models unknown. They weren't the big ones. The most popular car is the Volkswagen since it was the first to set up a joint venture in Shanghai. Many Japanese cars on the road that we would not recognize but they are badged with Toyota, Nissan, or Mazda with an indescribable Chinese name or an absurd English one. Hyundai is representing the Koreans. One interesting car was called a Chairman. Model was "Limousine." GM is also building Buicks on a joint venture basis so quite a few of them are seen on the road. I spotted one BMW. The French are represented by Citroen and Peugeot.



Gas was \$.62 CDN a litre but they are talking about putting a tax on fuel to help keep consumption down. Both propane and gasoline are being burned. All taxis run on propane. In Shanghai it costs the equivalent of \$5000 US tax to purchase a licence for your car (first year only.) The idea is to help keep numbers of car sales down. It has had no effect and the roads are becoming very crowded. In Beijing, it takes an hour to break free of the city limits because of overcrowding on the streets. For the Olympics in 2008 to combat the traffic congestion, they are suggesting the locals take holidays and leave the city. Without this there will be many athletes missing their events as they get stuck in traffic trying to get to their venues on time.

Driving overall is poor and we witnessed many accidents everyday. In

Xian, the driving was the worst. Drivers think nothing of going from the far left lane on a three or four lane roadway and making a right turn in front of everyone else. Defensive driving is a must. Drivers change lanes without so much as a glance and will u-turn or stop wherever they please without warning. Maybe this is why I didn't see any old cars on the road!

Auto Curiosity

Submitted by Bence McIntyre

If you lock yourself out of your car, you may get in ... if ... your car has remote door locks, you have a cell phone, and someone at home has spare keys

Here's how: Call home on your cell phone. Hold your phone about a foot from your car door. Have the person at home press the unlock button of your key fob (clicker), holding it near the phone on their end. Your car doors will unlock!

OECC Picnic

Walter Reynolds

Photos by Chris and Dave Walker

Sunday, August 28, 2005 dawned rainy and dull, but turned out not so bad for the 2nd Annual OECC Vancouver Chapter Picnic. Organized quite capably by Italo Cirillo, the event went well, even though Queens Park may never be the same.

When Linda and I arrived, Italo had "everything" set up and was in the company of Bart and Audrey Shaw, Bence and Helen McIntyre and Doug and Rhonda Gale. Eventually the Walkers, the Chattertons, Dom Cirillo and his wife, plus Italo's non-Club-member brother swelled the ranks. Not to be outdone by the Cirillos, Doug and Rhonda's extended family expanded the



numbers by about another six or so people (not to mention two family dogs). Later on, Elaine LaFontaine and Patrick Jones joined the group.

Some people brought prepared food



while others brought food for cooking on the BBQ. When he arrived, Steve Diggins brought a liquid lunch. If I've

missed anyone, I apologise.

When the eating was over, Italo's non-Club brother brought out the bocce balls for a game of, you guessed it, bocce. I had my bocce set there, but left it in the truck once I saw Cirillo's professional set. Eight people at a time played the game in two teams, male vs. female, though I am sure that Italo made up the rules as he went. With Queens Park



being on a hill, it was fairly impossible to find a flat piece of ground to play the game. That said, the techniques used by some players to get the large ball onto or as close to the small ball were quite enlightening. Regardless, everyone enjoyed themselves.



Linda and I had to leave after the first tiring but challenging bocce game, but we gather all went well and plans were in the making to book the Park again for the Third Annual Picnic for the same time (?) in 2006.

Autojumble - English Cars For Sale

(see www.oecc.ca for the latest in cars for sale)

1957 Austin A55 Cambridge MK1: Four door sedan. Alberta car, now BC plated, recent certification, 49,000 miles, 4 cylinder, 4 speed manual, everything is original, new tires, exhaust, brakes, light blue, blue leatherette, have owned for 10 years, barn stored 23 years. \$2,950. Mike (near bowser), 250-757-8850.

1958 Jaguar Mark 9: Package of 3 (one RHD, 2 LHD). Loads of parts have been removed for the bodies to be sand blasted, these parts are included. These are very unique vehicles. Options include full red leather interior, tons of chrome, side band radio, two gas tanks, hill holder, 4-speed automatic, 4-wheel power disc brakes, torsion bar suspension, power steering, picnic tables in rear seats, under seat heaters, sunroof and very nice gauges and indicators. All are rough and rusty. Offers. David Sebastien, Vibank, Saskatchewan. davebastien@hotmail.com.

1960 MGA Roadster. Wire wheels, red with black interior. Runs excellent, needs paint & cosmetics, too much new to list. \$9500 Phone 250-285-3481 or E-Mail keala@telus.net.

1965 Austin Cambridge A60 Bermuda Blue. Automatic transmission. Aircared. Comes with complete history since new. 36,000 original miles. This Austin is in immaculate condition inside and out. \$6,000. 604-463-1258, cell 604-808-1794, or jeda@shaw.ca.

1966 Rover TC 2000: \$2,200 spent on mechanical work (have receipts). Good original Oak Bay car. \$3,000. Vic, 250-474-7214.

1966 Triumph TR-4A IRS: White with black top, wire wheels and overdrive. Asking \$15,000. Dale Boyd (Ontario), lynesboyd@aol.com or 1-613-269-3604.

1967 MG B: Excellent condition, professional paint job, collector plates. Offers on \$7,500. Ken, 250-740-0308.

1969 Austin 1800 Mark II: Body and paint professionally restored, looks beautiful. \$2,000 plus (have receipts) recently spent on mechanical. Also included 3 extra complete cars (1800s) and many extra parts. \$3,500. Vic, 250-474-7214.

1969 MG C GT: Rare 6-Cylinder, 4-speed with overdrive. Running, drivable car. Mechanically sound. In need of some rust repair and interior work. Comes with many spare parts including extra motor, head, manifolds and interior kit. \$5,200. Victoria, 250-480-4092 or sniemann@shaw.ca.

1972 MG B: Vancouver Island car, serviced by Mike Owen of Owen Automotive for the past 8 years, impeccably maintained and in excellent running condition. Records of current and previous owner available back to 1989. Original Factory Hard Top in Body color (Charcoal Gray). New Soft Top and replacement frame with new full Tonneau. Garage stored. Luggage Rack – early rare original rack. Factory styled road wheels, complete with trim rings and centre caps. Have original radio and new Nakamichi CD, sound system. Pirelli tires – near new condition. 4 cylinder, 4 speeds. No accidents. Excellent Body. Recent work includes overhauling rear brakes, new clutch, muffler, new ignition, new alternator, Appraised by T.C. Consultants, Tom Cino, Certified Appraiser – recognized by ICBC – appraised as “mechanically superior car”, “the exterior of the car is in very good condition for the year. There is no old damage or rust anywhere on the vehicle”, “the interior is in very nice condition”. \$13,900. Gillian Ley (Victoria), gley@shaw.ca or 250-888-9136.

1975 MG Midget: Original un-restored condition (re painted), mechanically sound. \$5,000 OBO. Malcolm Baster (Cobble Hill) spmanor@msn.com or 250-743-1791.

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

1978 Triumph Spitfire Convertible 1500: 60K. Fully restored, collector plates approved. New 15" rims and tires. Extra set of original rims with tires. Tonneau cover, CD player. Lots of extra parts. \$10,000 OBO. 250-724-4526 or dvdorn@shaw.ca.

1979 Jaguar XJS: The "Pussy Cat" has been in the family for the past ten years and is collector plate eligible. It has been garage kept and driven by an OECC member who has enjoyed it at many car club events. It is in good condition, with a V12, 150,000 kms, and a red leather interior. You will not purchase an XJS for its fuel economy, but for the love of driving a fun and fast machine. Asking \$5,900. 250-474-0599 or bibis@shaw.ca.

1989 Jaguar XJS V12 Cabriolet: A black beauty, well cared for by 1st & 2nd owners. 167,000 Km. \$14,000. Virginia and Larry Blatchford, 250-246-9910 or info@birdsongcottage.com.

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

MG Collector/Broker (Puyallup, WA): (1) 1974.5 MG B GT: Wire wheels, new interior, good paint, all factory air equipment, good tires, US\$5,300. (2) 1964 MG B roadster: no motor or transmission. US\$700. (3) 1979 MG B roadster: maroon, needs windshield and top, carpets. Webber carb, good tires, under 57,000 miles. US\$2,950. (4) 1957 MG A: white, restored, complete rebuild. US\$16,995. (5) 1952 MG TD: red, very nice car, 5 speed transmission (original included), good paint, top and curtains, good tires. US\$12,950. (6) 1958 MG A: blue, restored, single disc player, a beautiful MG. US\$16,500. (7) 1967 MG B GT: black, restored like new, black wire wheels, leather interior. US\$15,995. (8) 1960 Bug Eye Sprite: white with red interior, restored, nict top and curtains. US\$9,350. Larry, LVERHuffines@msn.com or 253-539-7574.

Cars Wanted

Sunbeam Rapier: In fair to good original shape at a modest price. guzziguy88@hotmail.com or mttrout99@hotmail.com.

Parts For Sale or Free

Free: Lucas distributor top DC4 for British Ford 4 cylinder cars such as Anglia 66-68, Escort 1971 on, Corsair V4 66-70, Cortina 1970 on, 6/8 cwt van 1971 on. I have 2, new, and you can have them for the cost of postage. John Peirson 604-926-2753 or jpeirson@telus.net.

MGB parts for sale, 1974 rubber bumper model. Car completely stripped, most parts available. Phone John 250-701-0162 or E-Mail johnniebee@shaw.ca for list of parts.

For Sale, Tonneau cover for MG Midget, nice condition, black with headrest spaces. \$65.00. Call Mike at 250-757-8850 or E-Mail mikejbull@shaw.ca

1500cc MG Midget engine, \$500. Phone Oscar @ 250-753-0229

1958 Jaguar parts for sale. 3.4 rebuilt cylinder head, complete with cam covers. Intake & exhaust manifold for 3.4 cylinder head. New timing chain for 3.4 engine. Package \$500 for all. Dennis, 250-468-5775.

Parts Wanted

Wanted, generator to fit 1957 Austin A55 Cambridge Mk1. Mike, mikejbull@shaw.ca or 250-757-8850.

Wanted, MG A frame. Brian, blsmith@island.net.

Wanted British Leyland wing badge for 1970 MGB. Green background with studs on the back. Roger, 250-758-1860 or rkillin@telus.net.

Parts wanted for 1936-46 Standard Flying 8. Require complete front suspension, engine and transmission. Have drop-head convertible body for trades. Also looking for contact with owners of Flying 8s. Bruce Cornfield, 250-475-2700 or bcornfield@shaw.ca.

Bring Your
Passport or
Appropriate ID
For Border Crossing



Pre-register by
October 29 -
Limited Day-of-Event
Registration Available

The 10th Annual Ladner-Bellingham All British Run
Sunday, November 6, 2005

Packet Pickup & Late Registration: 8:00-8:45; Driver's Meeting: 8:45; First Car Out: 9:00
Start: Trenant Park Square Shopping Centre, 5200 Ladner Trunk Rd (Hwy 10), Ladner, BC

Cut and mail your preregistration to OECC, 3492 Pandora, Vancouver, BC V5K 1W8

Mail by October 25 to assure delivery by the deadline. Preregistrations must be **RECEIVED** by October 29!

Driver's Name: _____

Address: _____

Phone: _____ Email: _____

Automobile: _____ Club Affiliation: _____

OECC Members (any branch):

Basic Registration (car, driver and passengers) \$5.00 _____

Optional Permanent Ladner-Bellingham Plate (includes Basic Registration; generally for members who are first-time registrants and do not have a Permanent Plate) \$20.00 _____

Non-Members:

Basic Registration (driver and passengers, car and temporary LBRUN Plate) \$15.00 _____

Optional Lunch Reservations (Buffet Style choices include Beef Ragout and Smoked Chicken with several sides dishes and home baked bread). Vegetarian option available. _____ @ \$20.00 _____

(price does not include beverage; a cash bar with several beers on tap will be available)

(U.S. residents: multiply Total by .86 and send a check for US\$) Total: _____