



Fred Van Aggelen's 1959 Morris Oxford is ready for Santa and Christmas all except for the snow!



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Upcoming Meetings:

January 3: TBA

February 7: TBA

DUES ARE DUE
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A Tribute to Herbert Austin

Steve Diggins

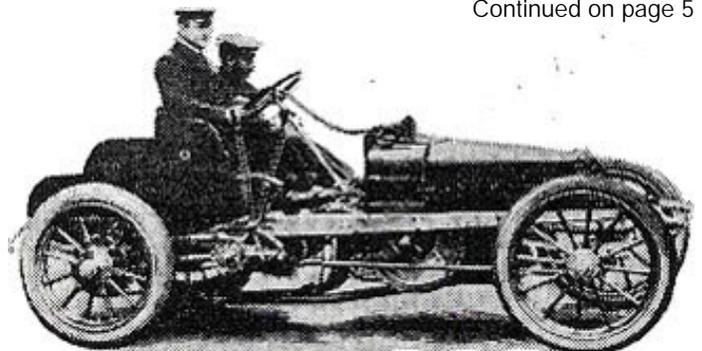
1905 - 2005: A Centenary Tribute to Herbert Austin, the man, the company and the contribution to motoring history.



Herbert Austin, born in Buckinghamshire, England in 1866, was a true car enthusiast at a time when cars were little more than experimental. Having moved to Australia in his teens and trained as an engineer, he became employed by the Wolseley Sheep Shearing Machine Company. This company fell on hard times but was bought out by British concerns and based in England with Herbert as General Manager in 1893. His job was to design

and manufacture parts for the company, but his true desire was to build cars. He built his first car in 1895. It was powered by a horizontally opposed twin cylinder engine. The second car he built was financed by the Wolseley Company and soon after that other cars

Continued on page 5



The 1902 Paris-Vienna car: Herbert Austin is in the mechanic's seat and Leslie Porter is at the wheel.

Coincidence - A Jaguar Story

Bart Shaw

During a boat cruise prior to a trip to England to visit relatives in Biddulph, I felt a "car fix" was in order. Tying up at Sidney on VI, a visit to Tanners Book Store was on the list of things to do. The Magazine "Practical Classics" caught my eye with a great MKII Jaguar on the cover. This model Jag had always been a favourite of mine.

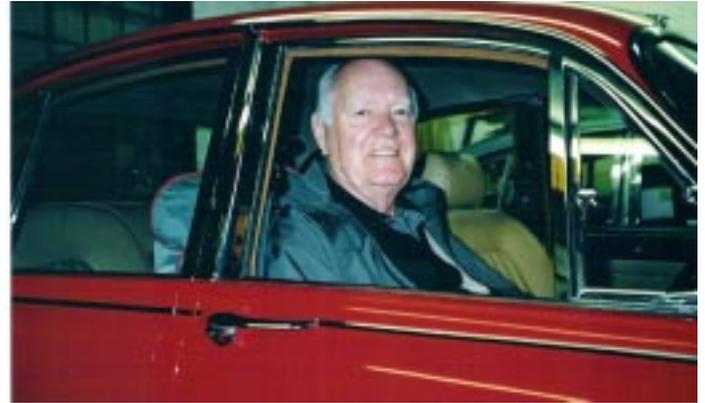


The article outlined in great detail the extensive restoration and customizing over a three year period. Modernizing with engine, suspension, brakes (from Volvo), electric seats, electric windows with parts from Series III XJ6 and manufactured turned this car into a modern Mark II in all respects.

Coincidence – Mr. Andrew Chaddock lives in a small village in Staffordshire called, you guessed it, Biddulph.

On arrival in Biddulph I showed the article to the cousins and

the hunt was on for the Mark II. We started with the phone book. A single listing for the name Chaddock, so we called. A young sounding girl stated that Andrew Chaddock did not live at this address. Seemingly at a dead end, we continued our plan of a side trip to Windermere. Returning, Cousing Diane said lets try again on her mobile phone. The same girl answered. Diane explained our situation, visitors from Canada, etc., etc. The girl stated that Andrew Chaddock was her uncle and that he was at



his shop located five minutes away.

Andrew greeted us cordially and he had just removed the Mark II from its winter bubble. It was fabulous, slated in I'm sure the polished engine, interior better than new, straight body was a natural winner at both custom and classic shows. Offers in excess of £30,000 have been refused.

Andrew's next project was already underway – a Mini with a Rover V8. We'll check this out on a future trip. The complete story of the Jag, "Custom Cat," is on page 3.

Happy Christmas to all!

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Renew now & save!

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Les Hetherington Update

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

December 5:

Les really enjoys his visitors and we appreciate having visitors here at the house. Just give me a ring to make sure we're there.

He got his defibrillator on November 7 and continues to make progress. Les has a busy morning schedule five days a week. Monday, Wednesday, and Friday mornings he is in a heart rehabilitation program at the hospital where he gets exercise. Tuesday and Thursday mornings he is in a stroke and heart rehabilitation program which is primarily social.

Les and Carol can be contacted at:

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Ladner-Bellingham Run in the Sun

Celia Obrecht with photos by Chris Walker and Steve Hutchens

Sunny skies foiled anyone who was looking for the usual excuse not to participate in the annual Ladner-Bellingham Run. No rain to sully the fenders of a loving restored English car. 47 cars, drivers and navigators gathered in the parking lot by London Drug in Ladner. Some participants wished they had not left their sunglasses at home. The run was led by Ken Miles, Vancouver Coast Branch Vice Chairperson and Honourary Grand Marshal for the occasion.



Kelly Beenham has the refreshment spirit, here sharing it with Italo Cirillo

This must have been the year of the Rolls Royce and Bentley, as there were more of them than any other marque, far more than usually show up. What a stately site they were, and enjoyed by all.



Beenham's Vauxhall refreshment centre!



The route was slightly changed from previous years, but still had many familiar features. Bence McIntyre pared a few miles from the Canadian portion of the route and made up the difference with scenic shoreline roads between Blaine and Bellingham.



We took a brief stop in White Rock and refreshed before crossing the border and taking another break at Burger King in Blaine. Refreshments were the order of the day, and Kelly Beenham had the spirit!



After a tasty pasta lunch at the Sensa Restaurant at the Port of Bellingham, the cheerful participants headed home, only to discover that the day had turned into a more typical Ladner to Bellingham day while they were enjoying their meal. No rain, but no more need for sunglasses.

See the great article on the LBRun in the Friday, Nov. 11, Vancouver Sun, pages E1 and E3, and look forward to next year!

China's NAGC to buy MG Rover

Various Sources including
Automotive News 11/7/2005, pp. 14 & 28F, and
www.roverklubben.se/theende.html
as summarized by Steve Hutchens

MG and Austin may not be dead after all, although Rover may be. The saga of the fate of MG Rover which slid into bankruptcy earlier this year has been a frequent topic in the automotive press in the U.K., U.S., and China.



Some 10,000 unsold MGs and Rovers
sit on an airfield in Oxfordshire

Although it was reported in August, 2004, that Shanghai Automotive Industry Corporation (SAIC), China's largest passenger car maker, planned to buy MG Rover, ultimately it appears that China's oldest car manufacturer, Nanjing Automobile Group Corporation (NAGC), founded in 1947, may have made the deal.

Reports differ, so apparently the dust hasn't completely settled. Automotive News reports that NAGC "controls the engine production equipment, but its rights to both the engines and MG versions of the Rover cars are ill-defined." SAIC, on the other hand, "has rights and tooling for the cars but no production source for engines." The web source says that NAGC agreed on July 22 to pay between £50 and £100 million for the complete MG Rover Group, including Powertrain, but goes on to say that SAIC owns rights to the Rover 25 and 75 models.

Other details in the Automotive News articles indicate that NAGC and SAIC are negotiating over the disputed areas of the MG Rover transaction. NAGC apparently sent some 60 engineers to Britain to dismantle the engine manufacturing line, while signing an agreement with Petronas, a Malaysian engine specialist. SAIC, which apparently has limited engine capabilities, nevertheless claims that it will build engines without NAGC's help. As if this isn't confusing enough, SAIC claims that NAGC "won't be able to make the car by itself" and needs their help. Automotive News sources suggest that China's central government will ultimately step in to settle the dispute.

MG Marque

The web source indicates that NAGC "plans to continue making the MG-range of sportscars in Longbridge and the MG ZT at Longbridge or at some other place in the UK." It also indicates that NAGC plans to establish a research and development centre at Longbridge. Their plans are hardly modest, with

stated goals of employing 2,000 within five years and the introduction of "at least five new MG-models in the same time."

Austin Marque

Apparently production of small and mid-sized cars as well as the Powertrain division will be moved to China, according to the web source. Continuing, it states that "Sources within Nanjing reveal that cars built in China will be branded as Austin, which still has a good reputation in Asia."

Rover Marque

By building cars under the Austin brand in China, NAGC avoids problems with SAIC which with their rights to the Rover 25 and 75. The web source indicates that "This probably marks the end for Rover as a brand, unless BMW pops up with something new!"

Summary

So where does this leave us as English car enthusiasts? The auto industry of the twenty-first century is truly a global enterprise. I'm sure we've been aware of this, but we see it here and see it impacting the last vestiges of the English auto industry. Many auto enthusiasts, especially those of us with English cars in our blood, have had an MG or Austin at some point in our lives. Others of us have had other English marques now apparently controlled by Chinese manufacturers. We've heard rumors for several years of MGs returning to North America, but we anticipated that it would be from the efforts of the MG Rover organization, the last major British manufacturer.

Now it would appear that it is the Chinese who recognize the value of the MG brand. Whether NAGC or SAIC ultimately triumphs in this contest, it appears that for those of us in North America at least the MG brand may not be dead. And it appears that they recognize that sourcing it from the U.K. is also important. So all we can do for the present is "stay tuned," see what happens, and, perhaps, hope for the best!

For more on the MG Rover saga, visit:
<http://www.roverklubben.se/theende.html>
<http://www.austin-rover.co.uk/index.htm?r40storyf.htm>
http://www.autocar.co.uk/news_article.asp?na_id=214897

Roundabout Honour Roll 2005

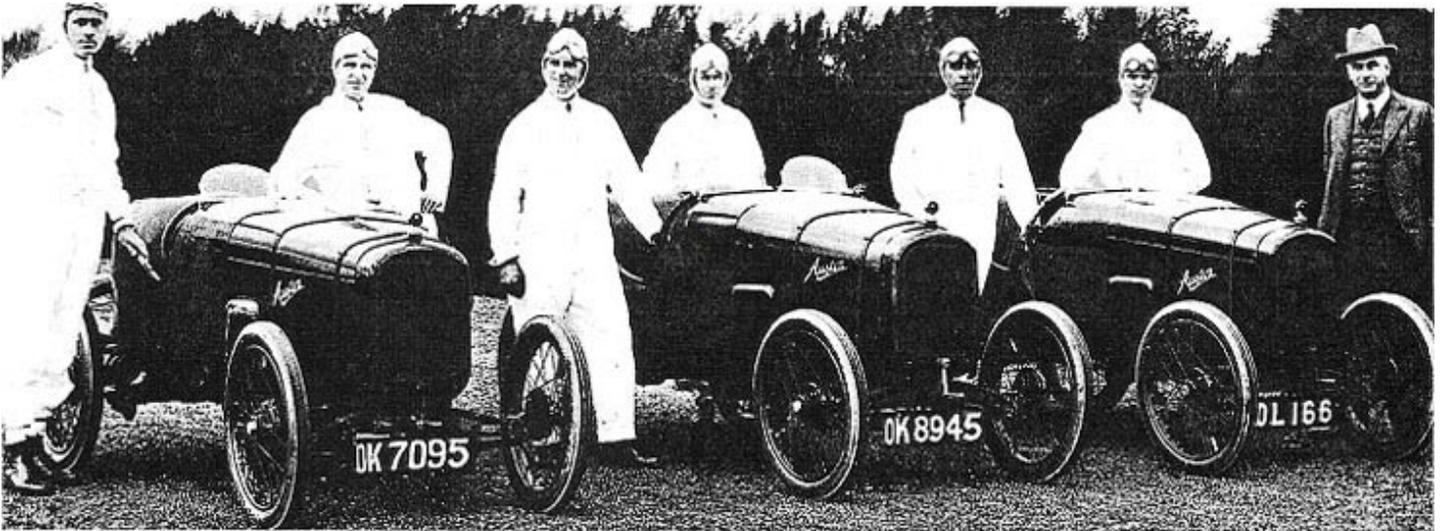
Steve Hutchens

With the last Roundabout of 2005 I want to thank all of the contributors who helped make the Roundabout a success during the year. A newsletter doesn't just fill itself - it takes an active group of enthusiasts to make the content available. And this group did a great job throughout the year:

Robert Atkins	Dennis Nelson
David Ballantine	Celia Obrecht
Fred Bennett	John Peirson
Steve Blake	Mike Powley
Steve Diggins	Walter Reynolds
Les Foster	Bart Shaw
Steve Hutchens	Chris Walker
Carl Knorr	Dave Walker
Elaine Lafontaine	(my sincere apologies
Bence McIntyre	if I overlooked anyone)

A special thanks to my wife, Celia, who has carefully proofread every issue. She was an English major, and I defer to her!

2006 is just around the corner with six more issues. If you have an idea for an article, it's a good time to put it on paper because the Roundabout has an insatiable appetite for content!

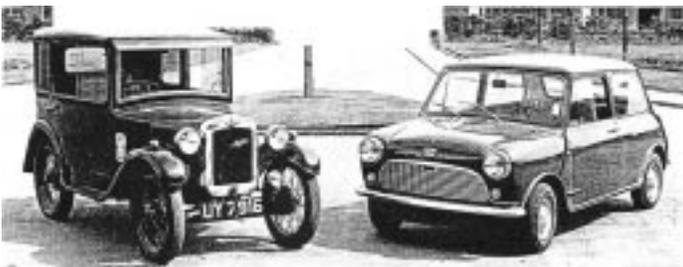


Herbert Austin stands proudly with his new race team of "Sevens" ready to go to France and compete in a Light Car Gran Prix.

Continued from page 1

were built and entered in rallies. By the turn of the century Austin was designing not only road cars under the Wolseley name but racing cars as well. These were entered in some of the first international competitions.

The Austin designed cars were truly significant because they were powered by horizontally opposed engines which gave them



Two of the world's most influential small cars: the Austin Seven and the Austin Mini.

a very low centre of gravity. This was one of Herbert Austin's greatest legacies to international motorsport. The next time you see a Porsche 911 you can appreciate where the concept originated. However, even at that very early time it was realized that making cars for competition was very different and more expensive than making cars for transportation. Also a horizontally opposed engine was far more complex than an in-line engine not only in parts but in manufacture. The Wolseley company had enough and Herbert Austin went his own way.

In 1905 Herbert Austin established the Austin Motor Company and started producing his own cars. From lessons learned at Wolseley, they were powered by in-line engines. The market in Britain was very competitive and quite small with only the upper class being able to afford motor cars. The majority of the masses were lucky to afford a good bicycle. Austin struggled for many years to stay in business even though he was making good quality cars. By 1920 his company was in serious difficulties.

In 1921 Austin brought out his first truly successful design, the Twelve, which was not an overnight hit but evolved into the hard working taxi cab. Austin still needed a good shot in the arm to make the company profitable. He had always thought that a cheap car for the masses would be the answer, but one of the obstacles was that imported fuel was so expensive. This is why the Model T Ford was not a big success in Britain. What was needed was a small light car with a very efficient engine, but a real car with four wheels, four seats and a four cylinder engine. Peugeot had a big

sales success on its hands with their "Baby" model designed by a brilliant young engineer by the name of Ettore Bugatti. This was the inspiration for a new small car from Austin, the Austin Seven introduced in 1922. It became a huge success and allowed a new and very large segment of the population to buy a car.

Herbert Austin was not only a car enthusiast, he had motor sports in his blood and just as soon as he could he took the new car racing. This was instrumental in making the car better known and through development a better product. The beauty of the little Seven was in the chassis design and numerous successful race cars were built from it. Many famous racing professionals got their start with the Seven such as Bruce McLaren and Colin Chapman. What they learned from this small car served them well into the sixties and seventies.

By the 1930s Austins were being sold around the world. Special export models were produced and for Canada a LHD version with larger tires, and a better braking system was supplied. A variety of body styles from sports cars to sedans and small trucks were available. Also, in the early 1930s Austin's next big sales success the Ten was introduced and exported. This was a larger vehicle than the Seven with an 1100cc engine.

A number of famous car manufacturers got their start with Austin Sevens. Both BMW and Datsun (now Nissan) began by building the Seven under license. Jaguar started in the business by putting custom bodies on Seven chassis. The famous Jeep of World War II was a concept put forward by the American Bantam Car Co. which built the Seven under license in the U.S. That is why the original Jeep is so small.

After World War II it was most important for Britain to get the economy going again and export companies such as Austin were given priority with materials and equipment. New models such as the A40 were very successful but the competition was tough especially from American manufacturers introducing new products. In 1952 Austin joined forces with Morris Motors Ltd to form the British Motor Corporation and some of our most cherished and successful Austin models were introduced. Great cars such as the Austin Healey and Austin Mini became available along with numerous sedans and Austin-engined MG's and Morrises. Austins of many types were a force to be reckoned with in racing and rallying.

For more information on Lord Herbert Austin, check out:

- <http://www.austinmotor.co.uk/lordaustin.htm>
- <http://www.britainunlimited.com/Biogs/Austin.htm>
- http://en.wikipedia.org/wiki/Herbert_Austin
- <http://www.britishmm.co.uk/history.asp?id=81>

Who says Austins don't attract babes?

Austins Appeal to the Younger Generation

Steve Diggins

Reprint from *Western Classics*, Mar. 1993, pp. 10-11

I'm sure everyone out there remembers their first experience behind the wheel of a car learning to drive. It's one of those things that will stay in your mind forever just like a number of other big first time experiences. So, what kind of a car was it? What ever it was it probably belonged to Dad and is a bit of a classic by today's standards.

I know quite a few people had their first go at it in the family Austin. I've heard about it from a number of people and even my little Cambridge, which had been in the same family since 1972 had all the kids learn on it.

Quite a few people had their first car experience before the teen years, back when they were really little people. Do you remember the Vancouver Police safe driving school in Stanley Park? They had all those little Austin pedal cars that used to run on a paved area with little roads and crosswalks painted on it. There were traffic signs which had to be obeyed including a traffic light and, of course, a couple of Vancouver's finest to give driving instructions. This was a favourite summertime attraction and although I didn't get to try them out, I remember seeing them, usually as we drove by on our Sunday tour around the park. There must have been about twenty of those shiny little jelly bean shaped cars being driven around the little roads with lots of people standing around and watching with delight.

My experience with an Austin pedal car was through a friend whose grandparents gave him one as a present. I remember you could open the hood and change the spark plugs; the trunk opened; it had real pneumatic tires; the headlights worked and so did the horn. I also remember that it was quite heavy

and it took a good bit of effort to get it moving. On grass it seemed to be just a little too much so we used it only on pavement. Where we had the most fun was downstairs in my friend's unfinished basement. My brother Dave, my friend Ray and I used to take turns pushing each other around; with two people pushing we could get up some real speed! We could just fly around that basement making like race car drivers but there were a few tricky parts where doors were going to be between con-



crete forms. Sometimes we didn't quite make it, but boy we sure had a riot down there, laughing, pushing, driving, screaming until we tired ourselves out. Unfortunately the poor little Austin ended up looking more like a little wreck.

Now these little pedal cars and other types of old pedal cars are very collectable. Quite a few people specialize in just pedal car collecting and some examples are worth thousands of dollars. The Austin J-40 pedal car is one of the best because of its history, quality of construction and the nice detail features.

The little cars are a result of the Austin Motor Company's "Joycar" project started in 1948. Leonard Lord wanted to build a good little pedal car for children all over the world to enjoy. He invented the program after he took over the management of The Austin Motor Company from Sir Herbert Austin in 1948. The project was set up in a special factory in Wales, where disabled miners built the cars as part of a rehabilitation program. Austin provided the design and materials, quite often sending extras from the main factory, and gave the little cars a proper model classification, J-40. The J stands for junior. Both the program and the pedal cars were a great success with

thousands of the little beauties being shipped around the world right up until the early seventies.

If you have a J-40 pedal car take good care of it because they are now worth a fair bit, maybe a few thousand dollars. If you don't you might be interested to know that they are now being reproduced with the blessing of the British Heritage Trust in New Zealand. The new ones look exactly like the old ones except for a fiberglass body. A limited

run of five hundred will be built. Max Austin Productions, Inc, P.O. Box 5180, Ocean Park, CA 90409 (Ph 310-827-2727) is the agent for America and they sent me some information on the latest J-40. They look very good and in one or two ways are probably better than the original ones. How much are they? Well, they don't really say except to mention that original examples "have been known to sell for several thousand dollars."

Austin J40 Pedal Car Celtic Classics' Brief History

Bargoed in South Wales, in the late forties was an area dependent on mining, and the loss of a job in this field meant almost invariably joining the dole queue. With this sad fact in mind, Sir Leonard Lord conceived the idea, in 1948, of creating a factory which would employ men disabled by pneumoconiosis, and so forced to leave the mines. Doing light assembly work they would produce toy motor cars.

The idea was realised in 1949, and the official opening of the Austin Junior Car Factory was 5th July 1949. There were 55 men in its initial employ and the workforce gradually increased until it stood at just over 500 in 1965.

They started production by making one model, the Pathfinder Special. It was based on the Austin 750 OHC racing car. Its prototype was tried and tested whereas the prototype for the forebears of the J40 was not satisfactory, so it was the Pathfinder which was produced first.

The J40 prototype called "Joy 1" was designed with the Austin 10 in mind,

Continued on page 7

This month, being as it's Christmas, the writer will try his hand at fiction - or is it?

The Pedal Car - a Christmas Story

Chris Adshead

Reprint from Western Classics,
Dec. 1993/Jan. 1994, p. 8

She had wanted a Pedal car for nearly a year now, since her friend in kindergarten had been given one for her birthday in January; but the little Capricorn was much luckier than April as her father was quite wealthy. The rumour was that he'd done quite well on the black market during the war. April's parents were not so fortunate. It was 1950 and Britain was still reeling from the effects of World War II as was the rest of Europe.

Not that the family was, "living in a shoebox ill the middle of the road," but times were tough, most things were rationed, and new Triang Pedal cars were not in the Smiths budget not by a long way. Martin Smith thought hard as he and Fiona puzzled over what to give little April for her Christmas present.

Talking to a neighbour the next day, Martin found that she had an old, somewhat rusty Triang "Sport Runabout" that her children had long outgrown. A fair price was paid and Martin was able to sneak it into the garden shed to repaint and refurbish. A long and tedious job was complicated by April's constant desire to find out why Daddy was so busy in the garden shed during a particularly bitterly cold English winter.

On December 23rd it was finished. Martin took the dust cover off the little car for Fiona to see for the first time since it had come home.

She was amazed. He had converted a dreadful looking rusty old Pedal car into a child's toy fit for 'Hamleys Christmas Catalogue'. The red paint was smooth and shiny, the bumpers were coated with Halfords aluminum paint and the license plate proudly displayed the slogan 'I C U 2'. On the front left fender was painted the word, April'.

On Christmas morning an excited April woke early, Santa had indeed been down the chimney. There was a stocking filled with lots of goodies, there were Christmas canes, a Mars bar, some Brazil nuts, a Dinky Toy van which was blue and had a funny looking, silver thing on the roof, there was a "Judy" comic book, a kilted Scottish dolly (which looked to April just like the one that Auntie Mavis had brought back from Edinborough in the summer), a puzzle

with a silver ball clattering around inside, a wonderful rocket ship pencil sharpener, a pink eraser, colouring book and crayons (to keep her busy until later in the morning!) and at the toe of the stocking was a big fat tangerine.

She laid out all of her treasures on the bed and as she pushed the blue van over the mountain pass at the foot of her bed she saw it. "Mummy, Daddy, I've got a car, a car!" was what woke Martin and Fiona as April pedaled her new Triang 'Sport Runabout' somewhat crazily into their waking thoughts.

The car was a major player in April's early life, but like all things she grew out of it. In 1954 it found its way into the attic of the old house at 63 Eastgate Street. It stayed there forgotten and undisturbed even after the Smiths had tired of the economic problems of the British Midlands and had emigrated to Washington State. Martin found a good job there with Boeing.

It was not until the summer of 1973 that the Pedal car found its way back into the care of a small child. Peter loved it and drove around for several weeks, even venturing out onto the street with it much to his parents dismay. It was on an outing to the curb that a big man with a strange accent said, "My that's a nice looking car you've got there son! Have you ever thought of selling it?" Mary rushed out of the house to see who was talking to her son, Peter. "Say ma'm, you interested in selling this here Pedal car?"

Don, who turned out to be a 'Toy collector from Canada' gave them an offer they could not refuse, especially as Mary's husband's work was somewhat erratic.

While Don normally collected lead soldiers and top notch museum class tin toys he found the simplicity and lines of this somewhat bedraggled metal car most appealing and he knew that upon his return to Vancouver, Canada, it would be put into the care of his children.

"Sure could use some breakfast," shouted Hank to his wife. "Not quite ready yet dear," she said from the bathroom. "You go ahead and I'll meet you down there in the coffee shop."

They had come to New Westminster for the 1993 B.C. Medical Association annual Christmas dinner, to be held that night. Unfortunately Hank had not booked rooms at the Four Seasons Regency in time and they found themselves down the road at the Aristocrat, it was an older 1950s hotel but clean and comfortable.

Hanks wife took the creaky elevator down to the lobby and headed towards the coffee shop. This was one busy

hotel, strange because last night while checking in, there wasn't a soul around. People were carrying boxes and lots of interesting stuff, it must be some kind of an antique show, she thought.

Curious as always, following the flow into the banquet hall she found it was indeed a 'Toy Collectors Show' and they were setting up for the day's activities. She idly wandered around and watched a small boy pushing a little blue van with a silver thing on the roof over a mountain of boxes, and then she saw it.

Quickly pulling away the boxes from in front of the red Pedal car she saw the word "April" on the left front fender, "No!" she gasped, "it can't be", - but yes it was and the license plate, though bent, still proudly shouted out to the world "I C U 2."

The customs officer at the border didn't bat an eyelid when he looked into the back of Hank's Mulsanne Bentley, and saw a banged up old Pedal car neatly held in place by a seat belt. "Have a great Christmas!" he said. "Oh, it's a great Christmas already, thank you," said April.

J40 Pedal Car from page 6

(with separate headlamps), but as the Austin 10 was going out of fashion, it was thought better to design and produce a more modern looking roadster. So Joy 4 was based on the A40 Devon. Production of this prototype, to be called the J 40 roadster, was ready to go ahead, so after one year, the Pathfinder was dropped. No record remains of the number of Pathfinders made.

The J40 production was in the later years rather seasonal in its demands, peak being the weeks before Christmas. The method was similar to that of a full size car. Individual body panels were pressed out and then welded together to form the body shell. The metal used was thought to be off-cuts from Austins built at Longbridge, which made them very solid, this in turn was degreased ready for painting.

The paint colours used, although all thought to be Austin colours (or from the BMC/BL group) were constantly changing. The painted shell then passed along an assembly line to be fitted with its pedals, running and steering gear, wheels and tyres, spark plugs, working hand brake, upholstered seats, bumpers and number plates, grille, badge and other chrome fittings, and of course its working headlights and horn.

Production ceased in 1971 with 32,098 having been built.

OECC Society - Update to the Branches

Steve Diggins, OECC President

October 14, 2005

On September 24 a Society executive meeting was held at Gerry Parkinson's house for which we thank him and his wife Anita for hosting. The agenda was very busy with a number of items to consider in order to move the club forward. I am happy to say that we accomplished a great deal and you can read the results in the minutes of the meeting sent out by Jim Morrison.

I would like to thank all those who contributed and expressed opinions. It is very nice to work with the people of this club who are like minded and positive in spirit.

Below I have listed further details about our new recognition awards and the resurrection of our club bulletin, "The Spanner."

THE RESTORATION AWARDS

These are wall plaques, brass sheet on wood, to be given to each member who completes a ground up restoration of a British vehicle. These awards will be presented at year end to the owners of the project vehicles completed in that year. There will be no retroactive awards to previous years. The vehicle and year of completion will be engraved on this award for a job well done and another one saved.

The vehicles eligible for these recognition awards must be a "ground up" project. This would include suspension and chassis restoration. Restoration does not necessarily mean replacing old components with new ones. It includes the refurbishing of old parts. Whether the vehicle is professionally restored or is owner restored does not matter.

Modifications are allowed but primarily to the drive train. This would include engine swaps and upgrades to the braking system. The exterior and interior of the car should remain stock, although accessories and possible dealer improvements of the era are allowed. Ex-race cars should be restored to the specification of their race days although they can have modifications which allow them to be put back on the road.

You have heard the terms "restored to original" and "restored with period modifications". I think we should go with the term "restored to the road for further enjoyment."

The executive of the branches will decide on the vehicles eligible and place an order with specifics to the Society regalia officer, Gerry Parkinson, no later than November 15. Cost to the branches will be \$25 each.

THE MONTAGU OF BEAULIEU AWARD FOR PRESERVATION

This award is in recognition of a member who has shown a dedication to the British vehicle hobby. This person is someone who leads by example with saving, restoring and driving British vehicles. This person might also contribute in other manners such as historical research and parts location.

The Montagu family of Beaulieu (pronounced Bealey) has a rich and important heritage with motoring dating back to the late eighteen hundreds. Lord Beaulieu of that time helped to make motoring popular and introduced it to the royal family, who took a liking to it and helped make it acceptable. Subsequent Lord Beaulieu's (the title is handed down from father to oldest son) have been leaders in the vintage, classic and performance car history and preservation. More on this in an upcoming article in the new "Spanner." (Think of Jay Leno x 10, x 3 generations.)

We are delighted to have Lord Montagu sponsor our award with his family name. This will be a perpetual annual trophy with a keeper wall plaque to be awarded at the Society AGM. We ask that each branch pick a candidate listing their dedication to the hobby for consideration to OECC Society executive by December 31st. This award is paid for by the Society.

THE SPANNER
Editor: Steve Diggins
Phone/Fax 604-294-6031

The first issue of the revived "Spanner" is scheduled to be issued on February 15, 2006. It will be provided electronically via our website for on screen viewing or downloading to a hard copy (printed on paper) format.

OF IMPORTANCE TO BRANCHES

One half page will be dedicated to each branch. Without pictures this would be about 500 words. However we hope you include some pictures. Your current branch contact names, number, etc. will be listed in your section's heading. So, please provide this information.

Let us know about your activities and events past, present and future, Also about new branch officers, new members and new vehicles. Anything of general interest to the club but nothing of a business or political nature. Please provide your photos in one of two sizes: Send the pictures in jpg format to maden@telus.net. Single shots 2 1/4" wide (i.e.. owner with car) Group shots A 3/4" wide (i.e. group of cars, group of people) include photo descriptions (captions).

FEATURE RESTORATION ARTICLE

Each edition will have a feature article about a member's restoration. This will comprise of a photo for the cover plus a two page article with more photos. Each edition will have this feature article from a different branch. Who would like to be first? First come, first served. I will provide a question sheet to help in getting all the interesting details of the vehicle and it's restoration.

Also, of importance are event dates to be included in an overall calendar of events. Classified ads are also wanted which can be faxed to me at 604-294-6031.

Thank you for your cooperation and help. I look forward to putting this first one together. If you can think of any interesting stories relating to British vehicles or history in BC let me know. Also, I am always looking for pictures of British vehicles on the road (or parking lots) of BC.

Cut off dates for the Spanner are January 5 for the February 15 issue, April 15 for the May 15 issue, July 15 for the August 15 issue, and October 15 for the November 15 issue.

Dynasty Electric

Photos by Chris Walker



Italo liked this one!



Nick Banks, on the right, gave us a great presentation.



And we got to drive one - ask Chris!



PLEASE REGISTER BY APRIL 15!

Brits 'Round BC Registration: In order to make the necessary plans and reservations for an event of this magnitude, your registration is important. A registration fee of \$20 includes a commemorative "Brits 'Round BC 2006" registration licence plate and folder with route maps, location of accommodations and places of interest to visit etc.

Mail Your Registration: Please mail your registration and cheque for \$20 payable to The Old English Car Club of BC to:
Derrick and Patricia Sparks
5181 Polson Terrace
Victoria, BC V8Y 2C5

The Official Brits 'Round BC 2006 begins in Kamloops on June 26 and ends in Penticton on June 30

Name(s): _____

Address: _____

Telephone: _____ Email: _____

Car Description: _____

A Brits 'Round BC embroidered emblem T-Shirt will be available at the actual cost of production. Would you like one? Yes____ No____
(If Yes then specify size(s) and how many S_____M_____L_____XL_____

Please check the activities you plan to participate in

- | | |
|--|---|
| <input type="checkbox"/> All six days of Brits 'Round BC | <input type="checkbox"/> Take ferry from Balfour to Crawford Bay |
| <input type="checkbox"/> Drive from Kamloops to Vernon | <input type="checkbox"/> Drive from Crawford Bay to Creston |
| <input type="checkbox"/> Drive from Vernon to Halcyon Hot Springs | <input type="checkbox"/> Visit Creston Wild Life Sanctuary |
| <input type="checkbox"/> Drive from Halcyon Hot Springs and visit Sandon | <input type="checkbox"/> Drive from Creston to Salmo, Nelson, Castlegar, and Rossland |
| <input type="checkbox"/> Drive from Sandon to Kaslo | <input type="checkbox"/> Drive from Rossland to Penticton |
| <input type="checkbox"/> Stop at Ainsworth Hot Springs | <input type="checkbox"/> Registering for RITV |
| <input type="checkbox"/> Drive from Ainsworth to Balfour | |

Will you be requiring accommodations in Hope on June 22? _____

Will you be requiring accommodations in Kamloops on June 23 and 24? _____

Will you be requiring accommodations in Penticton on June 30 and July 1? _____

What type of accommodations will you need for the tour? Hotels/motels _____ Camping _____

Would you be interested in touring a dam on the Kootenay River on June 29 if it can be arranged? _____

Accommodation Reservations: Information on motels, hotels and camping will be available by March 15 and will be sent to those who register. The information will also be available at www.oecc.ca. Registrants will make their own reservations. If you have questions about Brits 'Round BC, please contact Wagon Masters Adèle and Ken Hedges at 250-468-5828 or akhedges@shaw.ca

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

Autojumble - English Cars For Sale

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

Cars For Sale

1957 Austin A55 MK I Cambridge 4 door sedan, 2nd owner, Alberta car, now BC plated, 48000 original miles, garaged, 4spd 4cyl, light blue with darker blue interior, recent safety, new tires, brake shoes, wheel cylinder, clutch master cylinder and servo rebuilds, new windscreens, battery. A running vehicle needing a new owner to care for. \$3,950. Mike at 250-757-8850, Bowser, B.C.

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 deal \$500 for all. Dennis at 250-468-5775.

1959 Morris Minor Convertible, I have owned this car for 30 years, it has been in storage for the last 14 years. Motor runs well, needs upholstery & paint. Have some spare parts & a new top. The body is sound & would be a wonderful car to restore. Asking \$4,500, contact Steve akenclose@shaw.ca or 250-758-5990.

1965 Austin Cambridge. A.60 Bermuda Blue Automatic Transmission. AirCared, comes with complete history since new. 36000 original miles. This Austin is in immaculate condition inside and out. \$6,000. 604-463-1258, cell 604-808-1794. jeda@shaw.ca.

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 (blue), collector plates and I'd like offers on \$7,500. Ken MacIntyre, 250-740-0308.

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.

1970 Triumph Stag. Soft and hard top and original V8. RHD, 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 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 back to 1989. Original factory hardtop in Charcoal Gray. New soft top and replacement frame with new full tonneau. Recent work includes overhauling rear brakes, new clutch, muffler, new ignition, new alternator, Appraised by T.C. Consultants, Tom Cino, Certified Appraiser, 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. Victoria, Gillian Ley gley@shaw.ca or 250-888-3196.

1974 Triumph TR6 white. California car, no rust, runs great has always been garaged. \$11,500. Factory hard top, black for TR6 new paint and total metal up restoration new roof lining. New chrome trim attachment bolts and brackets \$2,500. 250-383-1928.

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 email us at dvdorn@shaw.ca.

1979 MGB New sills, paint tonneau, tops, carpets alarm system. 79k original miles, asking \$6,200. Rob, 250-655-1249 or 250-743-3379.

1988 Jaguar XJ6 (XK40) 6 cyl. 3.6 lit. Sovereign sedan in squadron blue with only 100,000 km usual full features, all working including the air con. Always garaged, never winter driven, sold new in California, brought into Alberta in 1993, then BC in 2005, lovely car, as new, 2nd owner, hard to find one nicer, full service history, needs nothing. Reluctant sale \$8,500. May trade W.H.Y.? 250-757-8850.

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

Triumph Spitfire in Kamloops area. \$500, 250-542-6698.



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, nice top and curtains. US\$9,350. Larry, 253-539-7574 or LVERHuffines@msn.com.

Parts For Sale or Free

Two Paddy Hopkirk Rally Seats, good condition, \$500, OBO for the pair. 2 4-point rally seatbelt harnesses, good condition, \$150, OBO for the pair. 4 100+ Octavo 5J X 13 alloy rims from a Lotus Cortina. \$250 set of 4. Pete Mack, 250-361-0990, pmack5424@shaw.ca Finish Line Motobilia Ltd., 2008 Douglas St., Victoria.

MG B parts for sale - new parts ordered from Victoria British Ltd catalogue:

- 1) Driver's Handbook (1978-80) \$13.95
- 2) Dash Overlay (1977-80) \$49.95
- 5) Plastic door handle bezels - black - Left and Right (1968-80) \$ 2.95 x 4
- 6) Improved door lock set - (1965-80) with keys \$59.95
- 7) Front parking lite lens-amber- (1974.5-80) \$14.95
- 8) Left front side marker lamp with plinth- (1970-80) \$78.90
- 9) Key blanks - RV style logo polished brass (1978-80) 8.95 x 2
- 10) 2 Steering rack boots (without clamps) \$16.95

Prices above are as listed in latest Victoria British Catalogue MG.57 and are in US \$. Will accept above amounts in CDN \$ so purchaser will save exchange, duty, pst, gst and brokerage fees if ordered direct from the US.

Used MG B Parts

- 1) Aluminium threshold plate set \$10.00
- 2) Convertible top cover - black \$80.00
- 3) Convertible top storage straps - (2) - black \$10.00
- 4) Tonneau cover support bars with original case \$15.00
- 5) Trunk handle - no key \$10.00
- 6) Walnut gearshift knob (1977-80) \$10.00

Shipping charge on new and used parts, if any, from Campbell River to destination purchaser's responsibility. Mike Wilson, 756 Bowen Drive, Campbell River, BC V9H 1S2, 250-923-7189 or wilsonsmw@telus.net

Tonneau cover for MG Midget, black, head rest space, good condition \$65.00

Rover Workshop manuals Rover 3500 and Rover 2000, \$25.00 each, both in good condition.

Tail light lenses for 70s MGB, with gasket \$15 each.

Call Mike @ 250-757-8850 or email mkejbull@shaw.ca.

Austin Marina parts for sale. Excellent chrome bumpers with overriders and brackets, dash board, lights, switches and much more. Please enquire. Moving so it must go soon. Any reasonable offer will be accepted. Ian, 250-384-2910 or coxian@telus.net.

Morris Minor rubber windshield seal.

Never used. Later style which uses a silver plastic insert, not the steel one. Insert not included but readily available. Believed will fit any Minor. \$40.

Ian Cox , 250-384-2910 or coxian@telus.net.

Universal Slide Hammer/ Puller with fine threaded end on a 3/4" shaft. Part # C15SR6016. \$35. Ian Cox, 250-384-2910 or coxian@telus.net.

TR3 grill & Bugeye Sprite grill, phone 250-758-9686.

Free to a good home, Anglia/Prefect transmission & drive train also rad cradle & front cross member. Toronto, 416-767-4936 or LINDUSHA13@aol.com.

TR4 engine (CT29044 E), stored indoors since 1979, includes clutch & pressure plate. \$300. Rod, 250-380-9577 or I1rah@telus.net.

Tonneau cover for MG Midget, nice condition, black with headrest spaces. \$65. Mike, 250-757-8850 or mkejbull@shaw.ca.

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

Parts Wanted

Workshop Manual for 1936 Austin Seven to borrow or purchase. Rob at Brodie@pacificcoast.net.

Laycock Type LH Electric Overdrive Unit for my 1980 MGB. If I must, I will purchase the complete transmission/overdrive unit assembly. Windsor, ON, Perry Burford. 519-737-6424 or pburford@sympatico.ca.

Wanted for a TR6. Posti-traction, and four mag wheels. For an MGB conversion. Rover V8 plus bell housing & 5 speed transmission. Mike Coe. 403-281-0363.

1967 Sunbeam Minx service/parts manual needed - I am working on a '67 Minx, and would like to get my hands on a service and/or parts manual for same. Any help would be appreciated. Bob Aiken, ba56j@shaw.ca.

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

Wanted: reasonably lightweight car trailer to haul little British cars and on occasion perhaps a larger one. Prefer a low bed, ramps or tip type OK. Bill, 250-751-8909; cbdean@shaw.ca.

Wanted, MG A frame. Brian, at btsmith@island.net

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

Wanted voltage regulator to fit 1957 Austin A55 Cambridge MK1. Mike, mkejbull@shaw.ca or 250-757-8850.

DUES ARE DUE! \$20 BY 12/31; \$25 AFTER 1/1 - RENEW NOW!