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www.oecc.ca/vcb/ra01.pdf

March 7 AGM Meeting
7:30 PM, Roma Hall,
940 Ewen Ave,
New Westminster
Elections for Chairperson,
Vice-Chairperson,
Secretary, & Treasurer.
All appointed positions
to be filled.
No host bar.

OLD ENGLISH CAR CLUB OF BRITISH COLUMBIA, VANCOUVER COAST BRANCH

JAN-FEB 2006 - VOL 11, NUM 1

Building a Dream

Pat Miles

In 1973 a young American purchased a very tired and worn 1960 Morgan DHC, the result of being driven in the harsh climate of New York City. Its colour had been changed from white to black but in many places the inevitable rust was showing through the bodywork, the wooden skeleton was rotted, and you could see the ground where at one time there were wooden sills.

He never registered the car but proceeded over the years to carefully disassemble every part to its smallest piece. This included things like completely dismantling the switch for the oilers. All pieces were carefully packaged and stored away for the expected rebuild.

When he had reduced the car to its smallest pieces he began a collection, a task which must have taken many years, of the new pieces he felt he needed. There were amongst the parts a new chassis, new stainless steel gas tank, renewed gauges and a complete new set of woodwork for the car's skeleton. With all this in hand he began to rebuild his dream. He had the chassis strengthened and began to have the woodwork rebuilt. It must have been a nightmare as wooden inner door frames turned out to be too small. The wooden framing for the back deck was too small for the metal skin and none of the new frame pieces seemed to fit. As he was having the work done professionally he decided in 2001 it was better to cut his losses, abandon his dream and sell what was left of the car to someone who could reassemble the puzzle.



It was when Ken and I saw the advert for a "1960 +4 DHC in parts" that we became interested and decided we should be able to get the car back together again. We were assured all the parts were with the car, although it was missing the weather gear and upholstery. It was described as "a rolling chassis," which to us meant it had wheels mounted on the chassis. Little did we realize this meant someone had put four casters under the chassis so it could be moved and the rest of the parts were partly attached to the chassis or just stacked on top.

All the smallest bits were in a large Rubbermaid container. Unpacking for the first time was a great experience and an eye opener. We found a pair of Lucas Flame Thrower driving lights but no headlights. There were stainless steel brake parts but no dashboard or instrument panel and the leather seats although badly worn had not been sent to the junk pile. Someone had started to assemble the car and the engine was mounted on the chassis. There were, what seemed like a million metal parts, including body parts that had been sand-blasted and primed. The woodwork was piled together like a stack of logs.



Our first problem came when the car transporter could not get up the driveway into our U.S. storage location so the "car" was dumped on the side of the road in Bellingham where the wheels — being casters — would not allow us to push it so we had to call for a tow truck. It was however very exciting to see "the car" for the first time and realize the bodywork was not in bad

Continued on page 3

The world's most recognizable Jaguar MkII

Nigel Matthews

The 1960 Jaguar MkII used in the Inspector Morse TV series was voted the all time favourite famous car in a survey conducted by the Royal Mail. Beating out the Minis used in the Italian Job, Chitty Chitty Bang Bang and this one surprised me, the James Bond Aston Martin DB5.



The 1960 Jaguar MkII used in the *Inspector Morse* TV Series

The Author Colin Dexter had originally written the script with Morse behind the wheel of a Lancia. The production company could not find a suitable Lancia, so one of the production assistants located the Jaguar in a wrecking yard.

For a number of years, the MKII was the getaway vehicle of choice for the villains. They were fast, inexpensive to purchase and when things went wrong were used as a battering ram.

When the series ended in 2000, the Jaguar was offered to John Thaw an avid Jaguar owner and enthusiast as a gift. He declined and said that it was an absolute swine of a car to drive. He probably was quite correct. The production company decided to give the car away in a raffle. To avoid any legal problems, they decided to have the checked over to make sure it was safe.

The company hired to perform this felt that the car was so unsafe (a tie rod end just about to let go) that they refused to drive it to their premises in Guilford and opted to have it moved by truck! The winner of the raffle was a James Went, ironically an Oxford lawyer! He soon parted company with the Jaguar and sold it to John Potts for \$109,000.

Private Property Portfolios owned by Potts was forced into bankruptcy. The liquidator decided to have the car restored to its former glory and invested well in excess of \$200,000 on a complete nut and bolt restoration. A nine week marketing campaign took place to promote the car. It was driven through

the streets of Oxford, where the series was filmed, with Colin Dexter in the passenger seat.

I viewed the car last month in the UK at the Classic Motor Show in Birmingham. It looked spectacular despite the doggy looking nonstandard vinyl roof! Written offers to purchase the car were being accepted until November 25th. The winning bid resulted in a world record breaking figure. No one will divulge the official sales figure. The BBC reported that the vehicle had sold for more than \$207,000. Incredible. The same condition car without celebrity ownership would sell in BC for perhaps \$50,000.

Some other noted celebrity and Holy ownership vehicles that recently sold (all prices are in Canadian Dollars):

- Winston Churchill's 1964 Morris Oxford (the last car he purchased and used): \$12,390.00
- Pope John Paul II's 1975 Ford Escort GL (the only car that he owned): \$888,624
- Erin Brockovich's 1979 Hyundai Pony: \$125,000



The world's most recognizable Jaguar sold for a record price

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Les Hetherington Update

Les continues to appreciate visits at home. Just give a ring to make sure they're home. He really enjoys his visitors. Les and Carol can be contacted at:

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



shape.

When the DHC eventually arrived at our home in Surrey, British Columbia we started by totally removing parts that had been added to the chassis, dismantling the whole engine, and sorting through the boxes. Everything was spread around the house in various places. We categorized the parts and made a list of what we could see was missing and then began the hunt for the missing or worn parts. Some were purchased locally and some had to come from the UK but eventually we had all that we thought we needed and started to clean, paint and reassemble.

Firstly we re-sandblasted all the metal parts and painted them in epoxy primer to stop any further decay. We started to rebuild the wooden chassis of the car on the frame. Although it looked as if the wood parts were correct we found most were only correct in size "within an inch or two". No shaping had been done to make the intricately curved back mate with the metal. The door frames seemed to have been made for a totally different model so we had to start from scratch with new straight wood. You would be amazed how difficult it is to find out what the interior wood frame should look like. If you find a similar car the wood is all covered in metal and upholstery and no one wants to strip it down for you to inspect and measure. Luckily we had help from California, Holland, and Steve Hutchens who had a DHC in pieces. Eventually the wooden frame came together and, miracles of miracles, the metal skin fitted neatly on top.



After spending all the time to assemble the wooden chassis, we proceeded to take it apart, soak it in Thompson's water seal, and then paint each piece a shiny black using industrial enamel unaffected by oil or gas. It looked great and it seemed a shame to cover it with metal.



As we worked on the chassis we were having an outside shop work on the engine as it had arrived in rather rusty condition both inside and outside. After lengthy discussions with numerous people we decided we were going to have the engine rebuilt to a higher performance so it would be great for touring but retain the reliability for which the TR3 engine is noted. The engine was boiled, re-sleeved, and new pistons were purchased. The crank was nitrated, the head was shaved, the ports were flowed, the combustion chambers were cc'd, a 3/4 race camshaft was purchased, the weight of the flywheel was reduced considerably, and finally the engine was balanced so it would run smoothly.

We carefully installed it into the newly painted frame / chassis, which was by now beginning to look a little more like a car, and then continued with work on the body. Making the body fit so all



the spaces were equal was tedious work - more art than science. We hung, spaced, then rehung the doors; mounted the bonnet; put spacers between the wood frame and the chassis - you name it, we did it - until eventually all fitted really well and we were ready to send the body parts to the painter for painting.

When the body parts were returned they looked wonderful.

The human stress of putting beautifully painted body parts back onto the car, has to be done to be understood. There were no gentle taps to get the parts to fit, every move had to be done carefully so as not to scratch the finish but eventually everything was back in place. However, when we moved the car off the sawhorse we found the spaces around the doors were all out and we had to start the fitting process again.



Now began the task of rewiring the car and installing the electrical parts of the engine. It was decided to replace the distributor with a Mallory electronic performance ignition system to avoid the problems associated with points and condensers. The S.U. carburetors were entirely stripped and rebuilt with a rebuild kit from Burlen Fuel Systems with an increased needle size to allow for the increased engine capacity. Our DHC was actually beginning to look a little more like a mode of transportation than a pile of junk.

Our problems however were not over. The chrome strips for along the side of the car were split, badly worn, and irreplaceable so we had to find out how to get them remanufactured, and chromed. It was a task that took us to many repairers and chromers but eventually the problems were solved and like the rest of the chrome they came back looking as good as new.

Next, it was the dashboard a task we knew was going to cause us problems as the original part was not with the car and had to be totally built from scratch along with the instrument panel for the switches and some of the instrumentation. We borrowed an old dashboard from Steve Hutchens but as it was from a later model we had to modify the pattern to fit our DHC. With the patterns made we had difficulty finding wood and veneer to make the new part but eventually all fell into place and we had a shiny new dashboard and an instrument panel made by Bob McDiarmid.

We were ready to install the switches knobs and instruments. What a thrill when things eventually started to work. The headlights came on, the sidelights worked, so did the panel lights and directional signals. We had a little trouble with the gas gauge but luckily it was the inside of the sender that required repair (after removing the gas tank to get it out). The clock was another problem but this needed only patience to keep shaking it until it kept going for longer and longer times and now it keeps perfect time.

The windscreen we hoped to get installed and finished in a couple of days but the task seemed never ending. Finding the correct rubber for around the chrome proved to be more difficult than we expected. Eventually, after hours of work with a Dremel shaving small pieces of wood from the frame round the windscreen space, the glass, chrome, and rubber fell right into place and was screwed in. Fixing the wood trim that goes round the windscreen of a DHC was like doing a big jigsaw.

We must have had each of the four pieces of the frame in and out a thousand times before they fitted correctly. Each time there were very small adjustments, but eventually the four pieces fitted well and it was time to start on the upholstery.

This was a difficult job because although we had the seat cushions and back rest we did not have the remainder of the interior. Information about what the interior should look like was gleaned from the many digital photographs we had accumulated whilst we were rebuilding and numerous emails asking questions like "Are the bolsters by the door hard or soft?" "What do you think is underneath the covering?" We applied a few new tricks like the use of Styrofoam pipewrap for the elbow rests on the doors, styrene tubing to make draft excluders for the doors, and metal strapping for spring door stops.

Eventually the interior was in place and we were ready to take the car down to the mechanic to pressurize the lubrication system before starting the engine. (This was recommended and was something we had not done on previous rebuilds.) We eventually started the DHC and drove it round so we could get it mechanically inspected and to let the insurance company see the serial number before licensing. It sounded as if a tappet was loose but we thought it nothing to worry about so ran it for around 100 miles before taking it back to the mechanic for final tuning. The final tuning turned out to be a major engine overhaul as one of the tappet followers had a hole punched right through it. This required not only the installation of another tappet follower but also the regrinding of one node on the cam and hence the whole engine had to be removed. What more do you need but more practice in taking an engine in and out without scratching the paint? It all adds to the experience!!!

At this stage the car was still topless, as there was no sign of anything resembling a top in the "junk pile" we had purchased. Luckily our old friend Steve again came to the rescue as he had a top to his DHC that was in pieces giving us the start of a pattern (although his DHC was about 6 months younger and had a curved windscreen). Bob McDiarmid was a whiz with his metal work and managed to copy the metal bows and bits whilst Ken worked hard on the wooden parts. Eventually we had a frame that fitted the car. The top would stay up in the half position and we also had a wooden bar to fit on top of the windscreen when we wanted to be fully enclosed. Making the top itself looked a little difficult and the material was expensive so we left it to a professional who did an excellent job using Steve's old top as a pattern and about a dozen pictures showing how we wanted it to fit on the car. The top fits great and there is very little rain leaking although we are going to put a metal strengthened into the front wooden part where it fits across the windscreen as the pull of the top tends to make the wood bend allowing some air seepage.

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August Horch Museum

Steve Blake

Liz and I drove from the Christmas market in Nuremburg to the little town of Zwickau in what used to be the East German province of Saxony. Zwickau has a modern Volkswagen assembly plant but automobile history goes back much further.

Driving down a residential street, reminiscent of approaching the Morgan factory in Malvern Link, we came across the old Audi factory where the August Horch museum is located. The museum is very modern and has street scenes, an old gas station, and pleasing settings for all the cars. There is some English on the signs but not enough to allow one a thorough understanding of the exhibits. Examples of Horch, Audi, DKW, Wanderer, IFA, and Trabant can be found inside.

In 1932 the four companies of Horch, Audi, DKW, and Wanderer merged into one to be called the Auto Union (hence the four rings in the emblem). After the war, Audis were built in West Germany and the lowly Trabant was built in the Audi factory in Zwickau. Three million of them were built in this factory, with the last one produced on April 30, 1991.



1911 Horch 12/28 PS

One room has a movie showing the history of the Horch factory and another room has screenings of old movies featuring Horch automobiles. An interesting exhibit is a collection of machinery from the old factory. There are lathes, presses, an old workbench complete with tools, and a recreation of the men's change room complete with sinks for washing up and the lockers for the men's belongings. Another interesting exhibit shows the wooden frames used for shaping fenders and scale models of the wooden frames of some of the older cars.

The museum contained numerous cars of note including a prototype Horch 920 S limousine from 1950, a 1936 Horch 853 Sports Cabriolet, a 1936 Auto Union Grand Prix racer with 16 cylinder engine capable of 340 km per hour, the one millionth Trabant built, and the one millionth VW Passat built. I highly recommend this museum if one is touring in Germany.

For more on this excellent museum, visit these websites:
www.audiworld.com/news/04/082504/content.shtml (English)
autoweb.drive.com.au/cms/A_102565/newsarticle.html (English)
www.horch-museum.de/ (the official site in German)



1936 DKW F5 Front Wheel Drive

Horch started building cars in Cologne in 1899, then moved to Reichenbach in 1902 and finally to Zwickau in 1904. After a disagreement with the Board of Directors, Horch quit his company and set up his fourth operation, also in Zwickau. Since his name was trademarked and being used, he named his new company after his name in Latin. Horch means "hark" or "listen" and the Latin translation is "Audi." Thus in 1910, the Audi name and factory began. This factory dates to 1910 and was the fourth location for August Horch to build his automobiles.



1936 Horch 853 Sport Cabriolet



1930 Horch 375 in the gas station

Blake photos from the August Horch Museum



1936 Auto Union replica Grand Prix racer



This is the one millionth Trabant



This exhibit shows how they make the fenders



The model of a frame for an early car

Continued from page 4

Only many little things remain to be done, like the fitting the new doorsill plates, putting on the carburettor air breather box and a final engine tune up after it is run in. Would we do it again? No question. Although at times it was frustrating and progress was slow the final reward of seeing the whole car

together and working is well worth the effort. Knowing you have a car that is truly the best that it can be and reliable is worth its weight in gold and I cannot wait for its first long distance trip to California. I believe we have finally finished a dream that began over 25 years ago and we only wish Richard Paulson, whoever he is and where ever he may be could see his dream completed.



2006 OECC/VCB CALENDAR

Please send updates and corrections to sphutchens@yahoo.com
 Visit OECC/VCB online for the latest updates: www.oecc.ca/vcb

Apr 9	Sun	Restoration Fair & Swap Meet, Saanichton	Robert Atkins	250-544-1702	rtatkins@shaw.ca
May 20	Sat	Van Dusen ABFM, Vancouver (location TBA)	Win Muehling	604-299-2425	wmuehling@telus.net
May 27-28	Sat-Sun	Mission Raceway Vintage Races, Mission, BC	Win Muehling	604-299-2425	wmuehling@telus.net
Jun 18	Sun	Father's Day Picnic, Victoria	Kit Raetsen	250-544-2026	kitjo@shaw.ca
Jun 24	Sat	Highlands Games	Mike Powley	604-542-0921	mpowley@telus.net
Jun 25	Sun	Bellevue Strawberry Festival Classic Car Show	Tim Johnson	425-455-1629	tc.johnson@comcast.net
Jun 26-30	Mon-Fri	Brits 'Round BC (Kamloops to Penticton)	Steve Hutchens	360-733-3568	www.oecc.ca
Jun 30-Jul 2	Fri-Sun	Rally in the Valley, Penticton, BC	Gerry Hastings	250-769-6505	www.obcc.ca/ritv.htm
Jul 1	Sat	Canada Day Show & Shine, Ganges, Salt Spring Island	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Jul 1-2	Sat-Sun	Pacific Northwest Historics, Pacific Raceway, Kent			www.northwesthistorics.com
Jul 16	Sun	Brits on the Beach, Transfer Beach, Ladysmith, BC	Tony Mantell	250-245-4592	www.oecc.ca
Jul 16	Sun	Minter Gardens Concours, Fraser Valley BMC	Bob Stewart	604-795-5054	www.mintergardens.com
Jul 22	Sat	Western Washington ABFM, Bellevue, WA	Arnie Taub	425-644-7874	www.abfm.com
Aug 12-13	Sat-Sun	Filberg Park All British Field Meet, Comox, BC	David Whitworth	250-338-0026	www.oecc.ca
Aug 20	Sun	Pitt Meadows Airport's Wings & Wheels 2006	Walter Reynolds	604-465-6350	wreynold@uniserve.com
Sep 2	Sat	Portland ABFM, Portland (MOGNW event afterward TBA)	Heinz Stromquist	503-224-9576	www.abfm-pdx.com
Sep 16	Sat	Whistler All British Run, North Vancouver, BC	Win Muehling	604-299-2425	wmuehling@telus.net
Sep 16-17	Sat-Sun	English Car Affair in the Park (ECAIP), Victoria, BC	Robert Atkins	250-544-1702	www.oecc.ca/sib
Sep 24	Sat	Ken Griffin Memorial Run, Salt Spring Island	Marv Coulthard	250-537-5206	coulthard@saltspring.com
Nov 5	Sun	Ladner-Bellingham All British Run	Steve Hutchens	360-733-3568	www.oecc.ca/vcb

Aftermarket Car Heater

Tim Johnson

My search for information on the heater in my Morgan began when the 12-volt fan motor quit working. The heater also needed to be repainted. My 1957 Morgan Plus 4 (chassis number 3946) was originally delivered to Fergus Imports, New York, from the factory. The chassis record Remarks section indicates "Grey Leather, Wire Wheels." There is no mention of a heater.



**Hup #356, now Maradyne #5000
(replacement motor #53005)**

I pulled the entire heater out of the car, took it completely apart and could not find a single brand name, model number or any identifying markings. The only mark was a 1955 date stamp on the motor. After having removed the heater, I found that all of the parts can be serviced or replaced without having to pull the whole heater from the

car. To service or change the fan motor, you will need to pull the heater core from the heater, so you can access the nuts that hold the fan motor in place.

I did extensive Internet searches and finally reached a man by telephone who was able to help me. When I described the heater box dimensions and design, he told me I had a Hup brand, Model 356 heater. He said the color of my heater was the original grey hammertone. Hup, he told me, had been sold a number of times, the name discontinued, and my heater was now very similar to a Maradyne, Model 5000. He said Maradyne kept the original design because it was so well done. I called Maradyne and they confirmed that their model 5000 is the old Hup 356

only now with square corners instead of round. They said the replacement fan motor part number was 53005 and they were even able to supply me with a local supplier who had three motors in stock.

I took all of the heater parts with me when I bought the fan motor. With the exception of having to drill out the two holes to mount the fan motor in the heater box, it was an identical replacement. The new motor has a slightly heavier mounting bolt, 1/16 inch diameter larger, but on the same center-to-center dimensions.

I repainted the heater box with an exact match on color, using Hammerite grey paint. I also repainted the fan blade, and took the heater core to have it pressure checked. The radiator shop did find a small leak near one of the supply tubes which they repaired and then painted the core.

I suspect that the switch which is mounted on the front door of the heater is not original. It is drilled slightly off center, something I doubt that would have been done during manufacturing. I left the switch in place because I like the way it works. It has a "full on" position with a light behind the knob to indicate it is on. A second position puts the switch in to a variable mode, allowing the fan to run at various speeds, with the light dimming or brightening with the speed of the motor.

Editor's Note: Inspired by Tim's article, I did a bit of surfing on this heater. It is readily available at attractive prices. But I also found an even toastier Model 8000 if you have room.

	5000	8000
Width:	6 7/8"	8 1/8"
2"Depth:	7 1/4"	8 1/8"
Height:	6 7/8"	8 1/8"
BTU/hr	12,500	20,000
Air Flow	130 cfm	250 cfm
Motor Speeds	1	3
Amps	1.5	5

For more information, visit www.maradyne.com/maradyne_mobile/ and click on "Heaters." Searching Google for "Maradyne heaters" found several sources with varying prices including: www.servicemate.com/catalog/partlist.aspx?CategoryID=158

Workshop Tool Humor

Bence McIntyre (from numerous Internet sources)

For anybody who has ever used a tool, you can relate.

ADAPTER, 3/8 to 1/4: This tool is used to add higher torque to very small objects with little or no effort from the operator easily snapping off Bolt and Stud Extractors and Taps. Also allows you to easily strip the heads from all those aggravating little 5/16 body screws with no effort at all. Also works well with a 1/2 to 3/8 adapter for even more effortless destruction of small expensive sockets and parts when used with the correct Breaker Bar (see below).

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last over tightened 50 years ago by someone at BMC, and neatly rounds off their heads.

AVIATION METAL SNIPS: See hacksaw.

BATTERY ELECTROLYTE TESTER: Used to transfer sulfuric acid from your battery onto the fenders, the sleeve of your new shirt, or the inside of your tool box after determining that your battery is indeed as dead as you thought.

BOLT AND STUD EXTRACTOR (E-Z OUT): A tool designed to break off the first time it is used. Ten times harder than any known drill bit. Snaps off in bolt holes you couldn't use anyway.

BREAKER BAR: A long handled ratchet type device used specifically for breaking the heads off of only the back bolts of exhaust manifolds allowing you to slip and fall, land on your chest and break your ribs on the radiator cap. Hence, the name "Breaker Bar." This tool leads to practice with the Bolt and Stud Extractor.

CHISEL: A hand-held cutting tool. When swung at with a hammer it is usually missed, causing great pain to the hand that holds it. In this respect it also informs the ER doctors of your project's current progress.

DAMNIT TOOL: Any handy tool that you grab and throw across the garage while yelling "DAMNIT" at the top of your lungs. It is also the next tool that you will need.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering an automobile upward off a hydraulic jack handle.

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

EXPLETIVE: A balm, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

HACKSAW: A hand-held cutting tool used in a back-and-forth fashion on a too-large piece of metal. Seldom cuts a straight line; transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal it becomes. Will, however, reveal internal finger structure at stressful times, either by breaking its cutting blade and causing you to bash your hand into the work, or by jumping out of the cutting groove and biting the hand that holds the work piece down.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

HOIST, ENGINE, TWO-TON: A tool for testing the tensile strength on everything you forgot to disconnect.

HOSE CUTTER: A tool used to cut hoses too short.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

PLIERS: Used to round off bolt heads. Also useful for adjusting the threads on bolts.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

SAFETY GLASSES: Protection for the eyes. Seldom used until after visiting the above friendly eye doctor to remove metal fragments.

SCREWDRIVER, CRAFTSMAN 1/2 x 16-INCH: A large prybar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dogshit off your boot.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

TWEEZERS: A tool for removing wood splinters.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."



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 25 and ends in Penticton on June 30

Name(s): _____

Address: _____

Home Phone: _____ Cell Phone: _____ 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, please specify size(s) and how many S_____ M_____ L_____ XL_____ XXL_____

Please check the activities you plan to participate in

- | | |
|--|---|
| <input type="checkbox"/> June 22 Pre-BRBC: Drive from the Island to Hope | <input type="checkbox"/> Stop at Ainsworth Hot Springs |
| <input type="checkbox"/> June 22-Pre-BRBC: Meet group in Tsawwassen | <input type="checkbox"/> Drive from Ainsworth to Balfour |
| <input type="checkbox"/> June 23 Pre-BRBC: Drive from Hope to Kamloops | <input type="checkbox"/> Take ferry from Balfour to Crawford Bay |
| <input type="checkbox"/> All six days of Brits 'Round BC | <input type="checkbox"/> Drive from Crawford Bay to Creston |
| <input type="checkbox"/> Drive from Kamloops to Vernon | <input type="checkbox"/> Visit Creston Wild Life Sanctuary |
| <input type="checkbox"/> Drive from Vernon to Halcyon Hot Springs | <input type="checkbox"/> Drive from Creston to Salmo, Nelson, Castlegar, and Rossland |
| <input type="checkbox"/> Drive from Halcyon Hot Springs and visit Sandon | <input type="checkbox"/> Drive from Rossland to Penticton |
| <input type="checkbox"/> Drive from Sandon to Kaslo | <input type="checkbox"/> Registering for RITV |

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

Will you be attending AGM (mini monte, lunch, show & shine or 9-Hole golf, and dinner after the AGM) on June 24? _____

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/brbc. 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. Changes will be posted at www.oecc.ca/brbc.

Wings & Wheels 2006

Walter Reynolds

Update your personal Car Show Calendar: the Pitt Meadows Airport's Wings & Wheels 2006 show is Sunday, August 20, 2006 from 10:00 a.m. to 3:00 p.m. Cars can start showing up at 7:30 a.m. The Show is later than last year to avoid conflict with the B.C. Day weekend (Aug 5-7) and the Abbotsford Airshow (Aug 11-13). Last year's Wings & Wheels was a "run-away" success with 92 cars showing, of which 14 were Brits, and one of those came over from Victoria. We ran out of room!

For 2006, we are adding two more trophies (for a total of 11), one each for "Best Commercial Vehicle" and "Best Motorcycle." Although we will have more room this year, only vehicles 1979 or earlier will be allowed.

Name This Mystery Car!

Steve Hutchens

I saw what's left of this English automobile sitting beside the road, obviously looking for a new home. Can you identify the make, model, and year of this car? Email the editor!



Restoration Fair & Swap Meet

Robert Atkins

Old English Car Club of BC, South Island Branch
Restoration Fair and Swap Meet For Old British Vehicles

Motor Cycles, parts, tools, literature & collectibles
Sunday, 9th April 2006 - 10am to 4pm rain or shine
Heritage Acres - 7321 Lochside Drive, Saanichton
(East side of Highway 17 - The Pat Bay Highway.
East on Island View Road and immediately left on
Lochside Drive which leads straight into the site)

In cooperation with Saanich Historical Artifacts Society
Artifacts Sale (The Museum will be open during the Fair)

Admission \$2.00 per person to the Fair and grounds

PARK FREE, Children under 12 FREE

Food concession and restrooms on the grounds.

Separate parking and show area for British
cars 15 years old or older (no "For Sale" signs)

Participant facilities: Spaces for stands, booths or demonstration
areas (indoor and outdoor); Tables (2'6" x 8' indoor and outdoor
without cover); Indoor and outdoor spaces for tables or tarps (not
provided); Separate "For Sale" enclosure for old British cars and
bikes only; British car club stands.

For information and a registration form visit www.oecc.ca or
contact Robert Atkins (250-544-1702 or rtatkins@shaw.ca).

Autojumble

English Cars For Sale

(see www.oecc.ca for the latest
in stuff for sale and wanted)

Cars For Sale

1946 Jaguar Mark IV: 4-door,
not running but good body.
New tires, woodwork, and other
parts. \$12,000 OBO. Dennis
Coates, 250-319-4808 or
dpc@mjblaw.com.

1952/3 Austin Somerset: Very
good. Surface rust, great
restoration project. Lots of bits
and pieces. \$1,000. Eric,
annex@shaw.ca.

1957 Austin A55 Cambridge:
4-door, 4-speed 48,000 original
miles, light blue, darker blue
interior, garaged. New tires,
brakes, clutch master cylinder
and servo rebuilds, windscreen,
battery. \$3,950. Mike, Bowser,
250-757-8850.

1959 Morris Minor Convertible: Owned 30 years, stored
last 14. Runs well, needs paint
and upholstery. Spare parts and
new top. Body sound, good
restoration project. \$4,500
OBO. Steve, 250-758-5990 or
akenclose@shaw.ca.

1961 MG A: Older restoration,
low miles since completed.
Good mechanically and body.
\$16,000 OBO. History and
photos available. Brian,
gphr1234@yahoo.ca.

1965 Austin Cambridge A60:
Bermuda blue, automatic,
36,000 original miles. Aircared.
History since new. Immaculate
inside and out. \$6,000. 604-
463-1258 or jeda@shaw.ca.

1966 Triumph TR4A IRS:
White, black top, wire wheels,
overdrive. \$15,000. Dale Boye,
1-613-269-3604 or
lynsueboyd@aol.com.

1967 MG B: Excellent condition,
professional blue paint, collector
plates. \$7,500 OBO. Ken
MacIntyre, Nanaimo, 250-740-
0308.

1969 MG C GT: 4-speed,
overdrive. Drivable, sound
mechanically. Needs some
rust repair, interior work. Spares
including extra motor, head,