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Get the Roundabout
in full colour at
www.oecc.ca/vcb/ra02.pdf
(get it printed in colour at
Office Depot or Staples)

May 2 Meeting

7:00

**Seabird Bent Glass
104-1875 Broadway St.
Port Coquitlam**

June 6 Meeting

TBA

OLD ENGLISH CAR CLUB OF BRITISH COLUMBIA, VANCOUVER COAST BRANCH

MAR-APR 2006 - VOL 11, NUM 2

Not old, mostly not English-owned, but there were English Cars at Geneva!

Steve Hutchens

Welcome to the world of tomorrow's Old English Car Club. Someday our children, certainly our grandchildren, will refer to these as "old English cars." Imagine that, these state-of-the-art, computer-laden, high-tech creations embodying the latest of all things automotive. And imagine (or at least try to) the complexities of restoring all of the materials and systems on these sophisticated vehicles.

But for now they are new. So new, actually, that some aren't in production yet. Some are concept vehicles and won't ever be produced, though ideas they embody may be. Reflective of the times, German and U.S. ownership dominates; the only British-owned marque in the group is Morgan, ironically the largest British-owned marque left.

Enough fluff. Let's go to the 2006 Geneva Auto Show and see what British manufacturers have to offer! The articles in this section were lifted from the MSN website on the Geneva show.



Mini Traveller Concept by Brian Laban

When BMW took over the Mini brand and turned it into MINI, old-guard Mini lovers were dead certain that the German giant would drive a steamroller over the Mini's character while hijacking its heritage.

If you look hard enough, though, you'll realize that compared to most brand-name takeovers, they haven't done either—that a

MINI still has a lot of the personality as well as the visual cues of a Mini, and that far from abusing the heritage, BMW have respected it and applauded it.

And if you want to know just how well the people who matter understand and respect Mini history, take a look at the latest MINI Concept Geneva, and some of its subtler styling cues. It's another "Traveller" concept, like the one that stole the show in Frankfurt last year, and it looks back at Mini's achievements in the Monte Carlo Rally in the early 1960s.

But it's more clever than just being a composite of the rally cars themselves—it's a 2006 version of a mid-1960s rally "service barge" and it takes a neat little dig at one of the stranger episodes in the Mini's competition career.

The design includes roof-mounted spare-wheel storage, classic roof-mounted sign-reading spotlights, and a full-size tool cabinet mounted in the luggage space, behind the Traveller's clever split rear doors. On the side windows there are storage boxes that carry more tools, a snow shovel, binoculars, and several boxes of spare headlight bulbs.

And the light bulbs are the bit that shows how well Design Boss Gerd Hildebrand knows his Mini history. The bulbs in the spares box on the MINI Concept Geneva are genuine 40-year-old Lucas ones, the same exact type that got the whole Mini team disqualified from the 1966 Monte Carlo Rally by French rule makers. Oddly, a French car was declared as the "winner."



Morgan 4/4 Anniversary

The British sports car legend celebrates the 70th anniversary of its first four-wheel production model with a run of cars visually representing each year the 4/4 has been in production. But they

Continued from page 1

will build just two examples of each model year (so two 1936s, two 1937s and so on). So wherever you arrive, you're unlikely to be upstaged.



Rolls-Royce 101EX

Proving that [Rolls-Royce](#) still understands exactly what the brand stands for, the 101EX concept (or "experimental model" in Rolls-speak) is a classic Grand Tourer in the old sense of the word, for people with both money and time on their hands. The place to arrive would obviously be the Cote d'Azur—and send the bags on the train, with the valet.



Jaguar XK Coupe

Because [Jaguar](#) has finally got it so right, and the more people arrive in it, the brighter Jaguar's future will look. The XK is gorgeous in the flesh, technically impressive, wonderful to drive, and in this end of the market it's a good deal of car for the money. It is also by general agreement the closest thing Jaguar has made to a genuine sports car since the early E-Types, and that alone is worth enjoying.



Aston Martin Rapide

An [Aston Martin](#) with four doors? Whatever will they think of next? But you'd have to say, Aston have dealt with the usually thorny problem of stretching an iconic sports car shape very

elegantly indeed. And the engineering is as elegant as the looks, so it still drives like an Aston—it's just that four grown ups can now enjoy arriving in just the one supercar.



Bentley "Diamond Series" Arnage and Continental GT

Bentley used the Geneva show to celebrate the 60th anniversary of its historic Crewe factory with the debut of two special "Diamond Series" limited editions of the Continental GT and Arnage. The Crewe factory built its first Bentley in 1946 when it shifted from manufacturing airplane engines to support the war effort to building luxury cars, starting with the Mark VI. Many notorious Bentleys came out of the Crewe factory over the years, and in 1999, when Volkswagen purchased the company, more than 500 million pounds were invested to rebuild and reequip the entire factory.



AT THE WHEEL

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Mike Stout Goes on Safari and Brings Back a Rare British Beastie

As told by Mike, himself

Reprint from *Western Classics*, April 1993, with thanks to Steve Diggins and Mike Stout

It all started about eighteen months ago when at the all Brit car show in Vancouver, I saw some photos of a unique collection of cars stored outside Sacramento, some of which might be for sale. For some time I'd been thinking about another restoration project, particularly since retirement was just around the corner. There was also a vacant space in the carport, waiting to be filled with some interesting old machinery.

Apparently this retired car dealer from Sacramento had collected open European two and four seaters during the 1960s, when they were quite cheap. When he died his wife inherited the collection. A phone call to her showed that the asking prices for most of these relics were high considering that although the average age was forty, at least twenty of those years were spent outside. But the price for one of these cars was

however quite low and within my price range. It was a Jowett Jupiter, but what the heck was that? I had vague memories of Javelins in my teens but little else until a few phone calls later and an article from the now defunct "Collectors Car" filled me in. The Jupiter was quite a character in its day, winning its class at Le Mans three times, which was no mean feat, and placing well at other sports racing events around the world. I heard that there was an active Jowett club in the States, another one in the UK with a spare parts facility - that sounded good. But on the negative side I heard that the engine breaks crankshafts and that the gearbox sheds gears.

However, curiosity finally triumphed. I set off for a 900 mile jaunt for California with the back of the pickup full of tools, dog and camping gear, with the thought that if I didn't like the Jupiter (after all, I'd never even seen one) I'd maybe buy something else. When I arrived two vicious Dobermans had to be subdued before a gate in the six foot chain link fence, that surrounds house and yard, was unlocked. What an Aladdin's cave for a vintage car buff, all those piles of gloriously useful rusty old parts, rows of mysterious moldering vehicles neatly tucked in under their tarps, wire wheels coyly peeping out-what was their history, what was to be their fate? Much time was spent raising tarps here and there, even though most of the goods were beyond my pocketbook - rather like going down a fashionable chorus line in a dream.

The Jupiter was a mess, the gearbox lay on the remains of the seat, the floor and all other wooden parts turned to dust when

handled. Any cavity was full of nuts and critter's nests, but the body was remarkably dent free and complete and apart from the battery boxes, door supports and floor the car appeared restorable. I decided to make an offer and now I'm the owner.

Bits and pieces were collected from around it (I didn't know whether it belonged to the car or not but I did find the spare tire). New tires had to be fitted, wheels freed and trees felled

before it could be dragged from its home of over twenty years, past a prewar DKW, a very nice Riley coupe, sundry MGs (including a T-Type) and a lonely TR2. One of the Singers had to be actually dug out of the hardened mud before it could be towed out of the way. The owner has already sold three 2 litre Sunbeams and an XK120; her prices were high and she is not actively looking for buyers.



Towing it home was an adventure that took two and a half days. Whenever I stopped at rest stops (which are very well looked after) or campsites, a group would gather around, some amused that I would buy an old wreck like that, other, previous sports car owners, were encouraging. And others slightly indignant that I was taking it out of the country, to the cold and barren North lands, even beyond Seattle.

Out on the road again, the little Datsun straining up the passes, some over 4,000 ft., in second gear, keeping up with the semis in the curb lane. It was not until I reached home that I noticed a bad crack in the left hand bumper support - the tow supports were connected to the tow bar! Also both front 2" frame tubes supporting the motor, were bent upwards exposing gaps where the welds had cracked. I was, however, able to bend it back again by simply jumping on it. I guess I was lucky to bring it back in one piece.

Restoration is well under way, missing and broken parts are being collected from all over. The sandblasted and painted frame awaits the end of the monsoon season when countless hours, early retirement and bits of metal will all start coming together in the carport.

And then there's this fellow nearby whose father left him a perfectly good 1948 Jaguar coupe years ago with the hope that he would restore and look after it. He never did, and one winter of heavy snow the roof collapsed on it. But I will tell you all about that another time.

(Mike still owns his Jupiter and it is now a beautiful car! - Ed.)

Museum of Automobile Production - Eisenach

Steve Blake

Liz and I continued our drive through the old East Germany to the city of Eisenach. It was Christmas day and we looked for a good hotel so we could have a decent room and a nice Christmas dinner. We found a great hotel at the top of one of the hills surrounding Eisenach.

Wandering through the old part of the town, we found the house where Johann Bach lived as a boy and the house where Martin Luther lived. We also found, quite by accident, another automobile museum.

We noticed on our way into the city that BMW and Opel had car manufacturing plants on the outskirts. While we were exploring the old part of the city we saw a sign saying "Automobile Welt" with an arrow pointing us in a certain direction. The next morning before we left, we thought we would see if the museum might be open.

We cleaned the fresh snow off our Opel Meriva and drove into the city and followed the signs, ending up in an area with derelict old brick buildings with broken windows. An automobile



museum was nowhere to be found. Upon closer inspection we discovered that the first floor of one of these old buildings was indeed repaired and housed the museum, Automobile Welt Eisenach. Turns out that this is the site of the former Wartburg automobile factory.

The factory opened in 1896, building bicycles and motorcycles. The first production Wartburg automobile rolled off the line in 1898. Fahrzeugfabrik Eisenach AG offered two and three wheel motorcycles, small busses, trucks, and delivery cars, which were all built under a French licence. The museum had



an 1899 Wartburg-Motorwagen Model 2 on display. 250 of these cars were built from 1898-1900. Eisenach became Germany's third automobile producing city, after Canstatt with Daimler and Manheim with Benz.

In 1904 the plant started to build their own cars under the brand name of "Dixi." Dixi cars were exported to other European



countries and overseas. In 1927, the company was in financial difficulties so produced a version of the Austin 7 under licence from the Austin Motor Company.

That still did not rescue the company so it was sold to BMW in 1928 and the little Dixi was rebadged the BMW Dixi. BMW built 321, 326, 327, 328, and 335 models at this plant until it was blown apart in World War II.

The museum has a very nice example of a 1938 BMW 328 sports car. 464 of these were built, capable of 150 km per hour. After the war, the factory fell inside the Eastern German state and was thus run by the



socialist government. BMW (Bavarian Motor Works) and its blue and white badge was changed to EMW (Eisenach Motor Works) with a red and white badge.



In 1965 the factory started producing the 1.3 million Wartburg automobiles. The last one was completed on April 10, 1991. It is red in colour and has only 9 km on its odometer. The car is displayed in the museum.

The factory closed its gates forever in 1991. But true to its automotive roots, Opel opened a factory in 1991

followed later by BMW to continue the tradition of building automobiles at the foot of Wartburg Castle.



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

It's probably happened to all of us at one time or another. You're driving down a highway at a good pace, perhaps enjoying the scenery, when out of the corner of an eye you catch a glimpse of a potentially interesting car. Sometimes you know what it is, but sometimes you don't. I seldom stop, but more than once I've wished that I'd turned around and gone back to investigate.

Last summer, while driving in southwest Missouri, Celia and I spotted a salvage yard with a few interesting cars parked along the road. I turned around and went back to take pictures of what's left of this English automobile sitting in the grass, obviously looking for a new home. Can you identify the make, model, and year of this car? Email or call the editor!



Update on Tradex 2006

Walter Reynolds & Fred Bennett

Fred Bennett and I will be coordinating our OECC display at Tradex this year (Saturday and Sunday, April 29 and 30). Our theme is "Memory Motorway." The display mural will show a road disappearing over the horizon. On the mural there will be room for members to attach photos of British vehicles they own or have owned in the past. In addition, there will be space dedicated to a "Bone Yard" for photos of relic British vehicles, plus an area for photos of "Work-in-Progress Restorations."

Photo size will be limited to a maximum of 8 x 10, plus you can cut out the vehicle from the photo's background if you prefer. Club members who bring their photo(s) to Tradex will have their name put in for draw prizes; those not able to attend can give their photos to Fred or me at the April meeting (or even email them to me).

We requested and have been promised space for 6 vehicles against a wall at this year's show. All six spots have been filled. As in any event of this kind, volunteers are always needed, so now is the time to mark your calendar to put in a three hour shift at the display on either April 29th or 30th. Contact Fred at 604-939-1773.

Rear View Mirror

Wilkinson's Automobilia

Reprint from *Western Classics*, June 1993, with thanks to Steve Diggins and Wilkinson's

Ever notice that most car people are hoarders? There seems to be this incredible fear that the world supply of parts for your car is going to dry up tomorrow. At 8 a.m. And if you don't have three or four of everything you'll never drive your car again.

I realize that things take a while to get in from England ... or Italy ... or Deutschland. And that usually means a car off the road for a while. But the hoarding I've seen among sports car buffs doesn't seem to fall into this category. We're talking about obsessive behaviour here!

And I should know, because I'm guilty of it myself, though by no means the worst of the lot. When I owned my "first" sports car, there always seemed to be one or two almost complete spare cars tucked in behind my garage ... just in case. And there were lots of "just in cases" too!

Where do you get a drive shaft complete with U-joints at 6:30 at night, just before a big date? Step outside to your personal parts bin and ... VOILA! If I'd waited till morning and talked to the guy behind the counter at the dealership, he would probably just slowly shake his head as he zipped through the scratchy microfiche sheets and mumble, "Maybe in three weeks...."

Some things are sensible to hoard, of course, like metric nuts and bolts you can't find easily around town. Or endless pieces of sheet metal for shims and brackets. Broken generators are one of my favourites (you remember, I have two Fiats) – even if they are useless for producing electricity or a good engine bay fire. Just think of all those half-good brushes, different size pulleys, and those long skinny bolts that always break. Lots of good stuff to store.

But then, at the same time, I probably have four or five spare blocks and a trio of transmissions.

ANNUAL GENERAL MEETING & AMAZING RACE RALLY

**You're invited to attend the Old English Car Club's 2006 Annual General Meeting!
The Theme This Year: "GOLF ATTIRE I'D RATHER NOT BE SEEN IN"**

There will be prizes for best costume – this is an easy theme - come along, dress-up and enjoy!
It is time for all you Payne Stewart and Jasper Parnavik wannabees to come out of the closet.

SATURDAY JUNE 24TH ACTIVITIES

AMAZING RACE RALLY

A rally in the theme of The Amazing Race television reality show (time and course to be announced) will be staged commencing at 9:00 am followed by a pay-as-you-go luncheon at Hoodoos Restaurant located at the Sun Rivers Golf and Country Club. During the luncheon, our cars will be featured in a Show and Shine at the golf course parking lot.

GOLF

At 2:00 P.M. we will start our 9-hole best ball golf tournament at the Sun Rivers Golf Course. This is our opportunity to showcase our "Golf Attire I'd Rather Not be Seen In." Green fee and golf cart charge is \$45/person. Prizes for best costume, most honest golf team, etc. will be awarded at the evening dinner.

AGM

This year's meeting will be held at Hoodoos Restaurant banquet room located in the Sun Rivers Golf and Country Club clubhouse. Sun Rivers Golf Course is located off of Shuswap Road and Highway 5 North on the Kamloops Indian Band Reserve across from the Riverland Hotel. The Annual General Meeting will start at 5:30 P.M. and will be followed by dinner (7:00 P.M.) and entertainment. Society awards will be presented including Link trophy, Oxo cup, and Lord Montague of Beaulieu preservation awards.

DINNER

At 7:00 P.M. a buffet style dinner will be hosted at Hoodoos Restaurant. Cost per person is \$32.50 each, including taxes and gratuities. Awards for rally, golf, early bird draw and lucky draws will be held. Afterwards entertainment will be provided by the Kamloops Players and will follow a "British Pub Night" theme.

SUNDAY JUNE 25TH ACTIVITIES

PANCAKE BREAKFAST

The following day the Thompson Valley Branch will host a pancake breakfast starting at 7:30 am at the Riverland Motel. Cars will assemble for departing on the Second Annual Brits Round BC Tour at 9:00 am.

ACCOMMODATION

For those out of town members wishing accommodation, the Brits Round BC Tour has reserved 20 rooms at the Riverland Motel. The group rate is \$90 for a single bed and \$100 for a two bed nonsmoking room. Reservations may be made by calling 1-250-374-1530. You should identify yourself as an Old English Car Club member to obtain the group rate. Night Security will be provided for our cars at the Riverland Motel.

REGISTRATION FORM – OECC AGM – PLEASE SUBMIT BY MAY 31

Please submit by May 31 to assist with arrangements (Early Bird Draw: forms must be in Tony's mailbox by May 31)

Name: _____

Address: _____

City: _____ P. Code: _____

Phone Number: _____ Car: _____

AGM & Dinner \$32.50/per person Person(s) _____ x \$32.50 = \$ _____

Special dietary requirements:

I will be attending the Luncheon: Yes No (pay as you go)

I will be attending the Rally: Yes No

I will be golfing: Yes No (\$45/ea paid at golf course)

**Please send registration and cheque made payable to the High Country British Car Club to:
Tony Bradwell, 1323 Schubert Dr., Kamloops, BC, V2B 2G9, (250) 376-7378; e-mail: bradwell@telus.net**



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.

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
Apr 15	Sat	PACCAR Technical Center Open House, Burlington, WA	Details: www.paccar.com/tech_ctr_open_house.asp		
Apr 22	Sat	Tulip Rallye, Cascade Mall, Burlington (I-5, Exit 230)	Kenneth Bottini	425-883-9615	www.mgccnwc.com/tulip.htm
Apr 23	Sun	Fort Langley Run, 10 a.m. at Fort Langley parking lot	Steve Diggins	604-294-6031	www.oecc.ca/vcb/
Apr 28-30	Fri-Sun	Tradex 2006 Car Show	Walter Reynolds	604-465-6350	wreynold@uniserve.com
May 20	Sat	Van Dusen ABFM, Vancouver	Steve Diggins	604-294-6031	www.oecc.ca/vcb
May 27-28	Sat-Sun	Mission Raceway Vintage Races, Mission, BC	Win Muehling	604-299-2425	wmuehling@telus.net
May 28	Sun	Boulevard Park Car Show, Bellingham (~250 cars)	Bob Auld	360-758-4117	www.oecc.ca/vcb
Jun 18	Sun	Father's Day Picnic, Victoria	www.oecc.ca		
Jun 24	Sat	Highlands Games	Mike Powley	604-542-0921	mpowley@telus.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	Wings & Wheels 2006, Pitt Meadows Airport	Walter Reynolds	604-465-6350	wreynold@uniserve.com
Sep 2	Sat	Portland ABFM, Portland	www.abfm-pdx.com		
Sep 16	Sat	Whistler All British Run, North Vancouver, BC			
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	Roy Wilkins	604-943-3882	www.oecc.ca/vcb

Autojumble

English Cars For Sale (see www.oecc.ca for the latest in stuff for sale and wanted)

Cars For Sale

1949 Sunbeam Talbot 80. Straight and rust-free body. Sunroof. No engine or transmission, otherwise appears to be complete. Stored dry for decades. Very rare 4-door saloon. \$250. Could be a unique driver with a newer engine and transmission. Steve Diggins, 604-294-6031.



1953 MG TD 1953. \$35,000. Black with beige leather interior, galvanised chassis, enamelled wheels. Negligible mileage since rebuild, unleaded. Christine, 250-337-5679 or chris@gardensofdistinction.co.uk

1956 MG Magnette. Project, has accident damage and includes lots of spares from other parted out cars. Has early MG B motor. Need the space so must go soon. \$1,000. Brent, 250-743-5597, Cobble Hill

1957 MGA 1500. Project car. Rebuilt motor. Some body work done. Needs dedicated mechanic and body person to complete. Lots of new and used parts. \$5,750. Chislens need not inquire. Randy 1-306-653-0014, cyclebits@hotmail.com.

1961 MGA. Older restoration but low miles since completed. Good mechanical and body condition. Located on Vancouver Island. Offers to \$16,000. Serious enquiries only. Recent history and photos available upon request. Brian, gphr1234@yahoo.ca

1961 Morgan 4/4. 1600 cross flow, wire wheels, complete top and side curtains, British racing

green, 8 year old restoration. Leo, 250-245-2477 or lholiday@telus.net. Email for pictures.

1966 Rover TC. Complete, original local car. All offers will be considered. 250-474-7214.

1967 Lotus Cortina Mk II. Good condition. \$15,000. Pete Mack 361-0990 or info@finishlinemotobilia.com

1969 Austin 1800 Mk II. Factory sunroof. Meticulously restored, finished in British racing green with tan interior. Asking \$3,500. 250-474-7214.

1970 Triumph Stag: Soft and hard top, original V8. RHD, manual with overdrive (rare in North America). Engine in pieces, transmission and drive train out of car. Great 2+2 blue body. Stored dry. Manuals. Selling at cost. Offers considered. Jurgen, 604-737-8065 or jpeterat@hotmail.com.

1971 Triumph TR6. Call for details. 250 724-5946 or 250 720-7092. Asking \$12,500.

1977 MG B MK IV. Gold in colour Pirellis, newer paint, never hit. Never winter abused or even winter driven. Virtually

rust free or very very minor surface rust if you really look for it. No rust through anywhere. \$7,000 or close. Randy 1-306-653-0014 Saskatoon, cyclebits@hotmail.com

1987 Jaguar XJS V12. 2-door hard top. Dark grey with light grey leather interior. Runs well, mechanically sound, needs cosmetic TLC. \$5,000 OBO. Alan, 250-287-9049 or wondergirl3@shaw.ca

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 conditioner. 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 \$8500. May trade. 250-757-8850.

Stuff Wanted

Wanted: Complete, running Rover 3.5 V8 or Triumph Stag V8 ready for transplant into Triumph Stag. Jurgen, 604-737-8065 or jpeterat@hotmail.com.