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Get Roundabout in colour:
www.oecc.ca/vcb/ra04.pdf

September 5 Meeting

7:00 SPARC (Society for Preservation of Antique Radio in Canada), Riverview Hospital grounds in Coquitlam. Enter off Lougheed Highway at Colony Farm Road. Follow the signs along Holly Drive. Turn up the hill onto Oak Crescent. It's the building with all the antennas.

www3.telus.net/radiomuseum

October 3 Meeting

7:00 TBA

OLD ENGLISH CAR CLUB OF BRITISH COLUMBIA, VANCOUVER COAST BRANCH

JUL-AUG 2006 - VOL 11, NUM 4

Print Your Spanner or Roundabout - B&W or Colour!

Steve Hutchens

Would you like a colour copy of the beautiful new Spanner but don't have a computer? Are there some issues of the Roundabout that you've lost and would like to replace but you don't have Internet access to download it from the Vancouver Branch website? The answers are easier than you think!

The solution is at your neighbourhood copy centre (Office Depot, Staples, etc.) I used Staples in my example below because their website had the information I needed for the example.

Go to the store's copy & print centre with the direct link to the publication you want to print. They can print directly from the .pdf file either in beautiful colour or inexpensive black and white.

Direct link for the Spanner (16 pages):

www.oecc.ca/newsletters/

Direct link for the current issue of the Roundabout (8 or 10 pages):

www.oecc.ca/vcb/ra04.pdf

Roundabout back issues (8 or 10 pages) are at:

www.oecc.ca/vcb/Resources/roundabout_archives.html

	Staples Example
Spanner B&W (16 pg)	\$2.28
Spanner Colour (16 pg)	\$13.16
Roundabout B&W (10 pg)	\$1.80
Roundabout Colour (10 pg)	\$8.60
B&W Copies (each)	\$0.08
Colour Copies (each)	\$0.76
Digital Printing Per File	\$1.00

Collector Plate Rules

Submitted by Bence McIntyre

Langley Times, June 9, 2006, p. 12

The Ministry of Public Safety and Solicitor General recently announced that it has made changes to eligibility criteria for collector cars. Starting June 19, modified vehicles with a 1958 or earlier model year can qualify for collector car status.

"The era of drive-in movies, the cold war, civil rights and rock and roll was a time of glorious cars that are still much loved and cherished today," said Solicitor General John Les. "That's why we're expanding the eligibility time frame."

Another change now allows hobbyists who personalize their collector vehicles, while highlighting the significance of those changing times, eligible for collector car status. The collector motor vehicle program was first introduced in 1990 to provide unique licence plates for collector vehicles and lower collector car insurance premiums for hobbyists who have other licensed, non-collector vehicles that they use for general transportation.

The original regulations made modified vehicles ineligible for collector vehicle status, but in 2000, adjustments made modified 1948 and older vehicles eligible for collector status.

Owners of vehicles that now qualify are advised to submit their applications as soon as possible so they can use their vehicles this summer. Information and application forms can be obtained from local Autoplan brokers or downloaded from <http://www.icbc.com>.

What Was I Thinking?

Or the Restoration of a Demon Imp - Part II

John Chapman

As a reminder, last month I wrote of the desire and reasons to purchase a Sunbeam Imp. I also wrote of the actual purchase. Love is blind and I certainly was.

We are in the middle of November 05, both the donor car and the "good" one are side by side in the workshop. Plan "A" was to strip the donor car of all usable parts, dispose of the shell, strip the interior of the "good" car, dry it out, put it outside next to the workshop with a tarp over it. Restore at a later date when all other projects were complete.

OK, so while my ten year old son is clearing all the brambles off of the donor car so that I can get to it, I am filling garbage bags up with wet rotting carpet and various other undesirable, wet, smelly things. After that, the seats came out and there it was, or I should say, was not.

Water had leaked through the back window seal over the last eight years while it had been standing outside uncovered. The water had rotted out the rear seat pan, which was now missing, and flowed into the box sections underneath that the rear suspension bolts onto. It rotted these out and then flowed onto the rear floor pan and proceeded to do damage to that and the rear of the rockers. At the time it didn't

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2006/2007 Vancouver Branch Executive



Front Row: Gerry Parkinson and Dennis Nelson. Back Row: Steve Diggins, Ken Miles, Bart Shaw, Elaine Lafontaine, Mike Smith, and Fred Bennett

Believe It or Not ...

From the 2006 ICBC Autoplan Calendar

1966 SHELBY COBRA GT 350
Yale Shap, Surrey, BC

Yale Shap's 1966 Shelby Cobra GT 350 is the real deal, but it took a fortuitous find to restore this legendary muscle car to its original condition. As a teenager in 1965, Yale fell in love with Carroll Shelby's American classic, and he vowed that someday he would own a piece of motoring perfection. Yale found the car locally twelve years ago; it had been sitting in a warehouse for nine years. "I've replaced the interior, rebuilt the engine bay, and I've added a bunch of other parts," he explained.

But he knew that the engine in the car was not the original and the cylinder heads didn't match the block. By word of mouth, he connected with a guy in Langley, BC, who had the correct Shelby K-code heads, but he wouldn't sell them without the engine he had sitting in the barn-so Yale bought both.

When he took the engine to his builder he discovered that the K-code stamp on the engine block matched the VIN number on his car. Amazingly, it was his car's original engine. Yale Shap's numbers-matching, 289 small-block V8 cranks out 306-hp at 6000 rpm, and according to Yale: "She's never sounded so good."

AT THE WHEEL

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seem too bad, but bad enough to change to plan "B".

Because the car was worse than I originally thought. Don't laugh. How often has that happened to you? I decided that if, after drying, I put it outside with a cover over it the condition might deteriorate beyond feasible



restoration.

So, plan "B", "Bite the bullet", "Take the bull by the horns", "Gung Ho", etc. and start the restoration right away. "What was I thinking?"

I spent a week of evenings taking all the usable parts off of the donor car that I could. That went uneventfully until the final task of cutting up the body. The plan was that I would cut the body into five pieces, load into the back of my Pacifica, take them to the factory where I work and throw them in the scrap metal bin. Easy!

The roof came off, the front basically fell off the rest of the car because of the rot in the floor and rockers.

All that was left to do was cut the rear section into half. I was using an angle grinder with a cutting disc and everything was going well until the last 1/2". I just couldn't get to the last bit with the guard attached. Well, there was only one thing for it, take the guard off. If I keep a good grip on it with both hands what could possibly go wrong?

What was thinking? Hey! We've all done it. At sometime or another, gone

against common sense and not used proper safety procedures and we think that we will get away with it. Sometimes we do, sometimes we don't. Let's face it, if we all had lots of common sense we wouldn't be in this hobby would we?

The grinder broke through, it grabbed, kicked back, pulled free from my hands and cut through the sleeve of my jumper.

It ran across my wrist leaving a deep painful burn a couple of inches away from my main artery. It then dropped to the floor and ran across the workshop until it hit the door. It was still running when I picked it up.

Not only that, when I loaded these pieces into my Pacifica, I ripped the foam headlining causing approximately \$1,000 worth of damage. I only had the car three weeks.

Having disposed of the donor car, I turned my attention to the restoration. So, let the fun begin. Fun? What was I thinking?

The car must have been stored on grass as the rear suspension was entwined with long dead grass and weeds. Throughout the car were hundreds of little white spider nests and sticky cobwebs. And I mean throughout the car. Behind door hinges, inside seats, inside the instrument cluster, etc. You get the picture.

But the best was yet to come. Mice! The car had been infested with mice that probably only vacated when the car was being transported over to my house. I

couldn't understand why there was a strange smell in the workshop. It also permeated into my clothes every time that I worked on the car. At first, I thought the cause of the smell was the seven mice nests that I found behind side panels, under seats, in the trunk and behind the gearshift protection plate. Not so! It wasn't the skeletal remains of a little mouse that I found behind a side panel either. I thought that I had solved the mystery when, after several weeks, I unbolted the heater box and discovered the slimy remains of a decomposing mouse. The body fluids had stripped the paint off the box. This was surely the end of the smell. No! The smell persisted only slightly less.

With the interior, except the head lining, out of the car I cleaned everything with a solvent and blew all cavities out with an airline. I thought that was it, smell must be gone. No! I gave up and pressed on with other work. I decided it was time to remove the windscreen and in doing so flipped down a sun visor to unscrew it. All this dried mice excrement fell down on me and there behind the visor was a hole in the headlining about an inch in diameter. There was nothing for it, the headlining had to come out. I put on paper coveralls with a hood, facemask, latex gloves and goggles. I was expecting the worst and I wasn't disappointed. As I peeled back the lining all sorts of undesirable things fell down onto the floor pan. And there, on one of the inner rails was another thick slimy mess of a decomposing mouse. I scraped it off and cleaned up. Hooray smell gone!

I do this for a hobby. Its fun isn't it. What was thinking?

Wings & Wheels

Walter Reynolds

Put Sunday, August 20, on your calendar for the Pitt Meadows Airport's Wings & Wheels 2006 show!

It runs from 10:00 AM to 3:00 PM. Cars can start showing up at 7:30 AM. 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 eleven), 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. Plan to be there!

Minter Gardens

Walter Reynolds

Photos by Walter Reynolds and Chris Walker

The 4th running of the annual Minter Gardens Concours car show took place on Sunny Sunday, July 16, 2006. Although there were less cars there than the last few years, there was still a wide spectrum of vehicles on show.

The Vancouver Coast Branch was well represented again with 11 cars on display, compared with eight last year. Of special interest was John Pierson's 1911 Rolls Royce Silver Ghost which John drove to the event and the MG M Type of Liz and Steve Blake. They had only received the car a few weeks before the show.

The Club member cars present were:

- 1968 Rover P6 2000 (with Walter & Linda Reynolds)
 - 1964 MG Midget (with Bence & Helen McIntyre)
 - 1962 Sunbear Rapier Conv. (with Alan & Mary Lou Miles)
 - 1952 Jowett Jupiter (with Mike Stout)
 - 1930 MG M Type and 1949 MG TC (with Liz & Steve Blake)
 - 1929 Austin Seven Chummy (with Dave & Chris Walker)
 - 1972 Morgan 4/4 (with Mike Powley)
 - 1970 Rover P5B (with Brian Lees)
 - 1911 Rolls Royce Silver Ghost (with John Pierson)
- and past members Jim and Irma Cave with Met "Slimer"

Five awards were garnered by the group:

- 1930 MG M Type (Blakes), 3rd in its class**
- 1929 Austin Seven (Walkers), 2nd in its class**
- 1970 Rover P5B (Lees), 2nd in its class**
- 1911 Rolls Royce Silver Ghost (Piersons), 1st in its class AND People's Choice.**

Without vehicles, we also saw Gerry and John Chatterton and Mike and Barbara Smith.

Minter Gardens is an ideal setting for a car show, regardless of what it is called, or how the classes are established. Who can argue with parking on grass, sitting in the shade, viewing



1911 Rolls Royce Silver Ghost of John & Marnie Pierson



1968 Rover P6 2000 of Walter & Linda Reynolds

spectacular vehicles surrounded by gardens and talking to people who you've never met before but who are more than willing to talk cars with you.

After the show, the Reynolds', the Miles', and the McIntyre's joined two other couples and drove as a group along the Lougheed Hwy into Mission for supper at the Mission Springs Brew Pub & Restaurant. What a fun end to a good day that was.

Till next year ...



1952 Jowett Jupiter of Mike Stout (rare photo of car with its bonnet down!)



1930 MG M Type of Steve & Liz Blake (their "new" baby)



Who is this elegant gentleman?



Dave Walker with an award



Beautiful cars on the grass!



1929 Austin Seven Chummy
of Dave & Chris Walker

MCL Meeting Photos

Chris Walker



Abbotsford Wings & Wheels 2006

Walter Reynolds



On (very sunny) Sunday, July 22, 2006, while some OECC members were braving the tarmac of Bellevue, two OECC members were braving the dry grass at the 2006 Abbotsford Flying Club's Wings & Wheels show. This show has been held in the past in late June, but because of last year's lousy weather on show day, the organizers moved the event to July 22nd. And how right they were, too. Unfortunately, the heat was blamed for a very reduced showing of cars. That's OK, though. More planes to go around for

the cars to park with. Oddly enough, the majority of the Brit cars there were Rovers. There were 9 British cars present, and 5 were Rovers. The OECC was represented by the Reynolds' P6 and Brian Lees' P5B. The other Rovers were all P5's.

Unlike the previous three year's Abbotsford Wings & Wheels, this year there was no pancake breakfast. I went into breakfast withdrawal. Pancake breakfast at the Wings & Wheels is a tradition. No breaky was blamed on lack of volunteers. I told as many people that I could that at the Pitt Meadows Airport's Wings & Wheels, there is a pancake breakfast which is free to volunteers - want to sign up?

The second photo shows 5 of the British cars (4 Rovers!) and they are all dark in colour. We were at the end of a row of North American cars which were, on the whole, brightly coloured. This variety really made the British cars look boring. That said, people were still stopping by and telling us about how their uncle/aunt/father/etc. had one of the cars, etc.

While it was cloudy in the morning, by 11:30 the sun had come out and it was time to search out shade. Thankfully, the Abbotsford Flying Club's field has several very large and tall trees which proved to be shade magnets. But, by 1:30, the sun and heat were getting to people and the cars started to leave.

Although hot, it was good to see some old friends and meet and talk with small airplane pilots about their planes and how they got into flying. Makes you want to go down to the airport and take that introductory flight you've been thinking of taking.....



MGB Battery Box

Wayne Watkins

On Brits 'Round BC I mentioned to Bence McIntyre a great idea for a storage bucket for chrome bumper MGBs (these had space for two 6-volt batteries but now generally use one 12-volt). The bucket fits into the space of the second battery. It just might fit other old English cars with similar space available.

The item is a Rubbermaid brand bucket which is usually available at Home Hardware and other stores for \$10 to \$12. It sometimes carries a Rubbermaid Roughneck label.



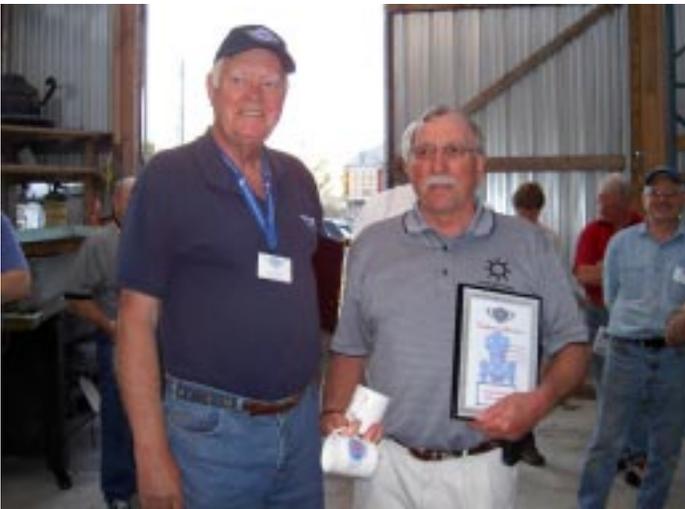
Look for model number 6962. Measuring 10.7" x 8.7" x 11.8", it is labeled to hold 2.2 gallons. But they don't know what we're going to use it for!

Use a hacksaw to cut off the protrusions where the handle attaches. Slide the box into the unused battery hole until it sits on the flat bar area where the battery would sit if were used for that purpose. Then mark the inch or so that extends above the storage area and cut it off flush. This is a great place to store those spare bits for a trip

This beats the \$50 or so purpose-built spare box that is available from specialty suppliers!

Coast Import Meeting Photos

Chris Walker



What has Birmingham Done for You?

Walter Reynolds

As Birmingham, England is my home town, I inevitably ask people who I know have recently been to Britain, "Did you go to Birmingham?" Responses have been known to include: "No, went around it", "No, flew over it", "No, didn't go north enough", "No, didn't go that far south", "No, why would I?"

Here are a few facts about good ol' Brum that might entice you to visit the town when you are next over there. Most of this information is taken from the "1870 - 1970 Centenary Souvenir" insert to the September 7, 1970 edition of the Birmingham Evening Mail newspaper, and is supplemented by some of my recollections, plus information from www.BirminghamUK.com.

In the 1870's the Birmingham cycle, motor cycle and motor industries were still undreamt of. Its 340,000 population still had four main staple trades - guns, jewelry, buttons and brass - employing more than 30,000 men, women and children. However, there were expanding new firms making wood screws, steel pens, edge tools, castings and engineering products. While the European countries were pre-occupied with the Franco-Prussian war, Birmingham was going through what today's planners would call an industrial "explosion". It was bursting out of the industrial area that was all crammed within a mile or so of the city centre.

In 1861, Birmingham Small Arms started business by making military arms before moving into the production of the bicycles and motorcycles, for which they are famous, under the name of BSA. During the Second World War, BSA produced much of the weaponry required for the Allied war effort.

In 1862, George Kynock established the percussion caps factory in Witton (central Birmingham) that was to grow into the present Imperial Metal Industries group. In fact, the one thing that sent Kynock out to Witton was an explosion at the factory he worked at in the city centre - one of many such disastrous accidents in the explosives industry at that time.

In 1870, James Starley, founder of the business that became the Rover Company, perfected a tension spoked wheel in Coventry (on the outskirts of Birmingham), and followed on with the production of a penny-farthing bicycle. The first Rover car was produced in 1904, but, during the Second World War, Rover produced engine parts for the British

Hercules aircraft. Unfortunately, Rover closed its doors in 2005 after 100 years producing cars.

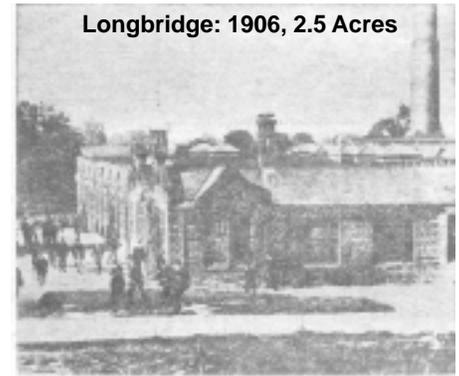
In Belfast, Ireland, in 1870, a young Scots veterinary surgeon named Dunlop was beginning to feel the discomfort of the solid tires on his dog-cart, and in 1887 he perfected the pneumatic tire. He later opened a factory in mid-east Birmingham at Wood Lane, Castle Bromwich. This location became known as, "Fort Dunlop".

In 1877, during the depression years which followed the end of the Franco-Prussian war, Joseph Lucas, then a barrow-boy, produced a cycle lamp called "King of the Road". With his son, he established a cycle lamp workshop. Depression years or not, the Lucas venture grew into a business with 200 employees in 20 years. The success of the "King of the Road" resulted in the great electrical components giant we know today as, "Lucas, Prince of Darkness"! Like other Birmingham factories in the Second World War, production at Lucas was turned over to the war effort making, amongst other things, gun turrets.

In 1879, the Cadbury brothers, Richard and George (of Cadbury chocolate fame) moved out of their small chocolate-making factory near Broad Street in west central Birmingham to a site in the country at Bournville, four miles away, in what is now, south west Birmingham. At Bournville, they started the model factory in, what was then a village and adopted a paternalistic approach to labour-management relations that for half-a-century was regarded as the most enlightened form of management. It was not until the late 1960's that the Cadbury Brothers began seeking a new approach to employer and employee relations.

In 1871 a farming family moved from Little Missenden to Wentworth in Yorkshire, and their five-year-old son, Herbert Austin began his education. Later on, in the early 1900's, the Wolsley Sheep-sheering Company at Adderley Park were building cars. However, in 1905, the manager of the car plant, Herbert Austin, fell out of favour with his directors. Out of a job, Austin cycled around Birmingham looking for a factory. Against the advice of his friends, he bought an old factory at Longbridge, south west Birmingham. He was told that it was too far out of the city and he would be bound to run into shortages of materials and workers.

By 1914, Austin had 1,000 employees



and was making plans to step up production to 1,000 cars a year. Instead, the factory was turned over to making shells, guns, trucks, engines and a total of 2,000 airplanes. At the height of the 1914-1918 war, Longbridge had 22,000 workers. After the war, the business nearly collapsed and a Receiver was called in. Then in 1921, Austin produced his Seven, and began a new era in motoring.

During W.W.2, Austin returned to war production and, as an example, produced airplanes.



For Birmingham, the 1870's to the early 1900's was also the start of a new industrial era.

During the late 1800's, the Vickers Company (based at Castle Bromwich) commenced manufacturing operations, eventually including aero engines, buses and cars in their manufacturing "portfolio". Second World War production included Spitfire fighter aircraft and Lancaster bombers. As a teenager, my family moved to Castle Bromwich and while no factory existed any longer, the aerodrome was still there and active as a paratrooper training centre. I used to watch the paratroopers being taken up in a tethered barrage balloon with a basket underneath to see them jump out to practice para jumping.

Another manufacturer, Fisher Ludlow, had switched from making kettles and pans to making car bodies. These were assembled in Castle Bromwich a few blocks from Fort Dunlop, but on the Chester Road. The car bodies from their factory were supplied to Austin at Longbridge and many a tractor-trailer unit carrying completed car bodies would drive by the Chester Road factory of

Hardy Spicer where I worked as a Commercial Apprentice.

For motorcycles in general, it has been said that for every letter in the alphabet, there was a British motorcycle manufacturer. Many of these were in the West Midlands, the area of England where Birmingham is located.

Metro-Cammell, the bus and truck manufacturer in Birmingham produced amphibious craft during the Second World War.

The natural "explosion" of Birmingham's motor industry following the end of the Second World War would take companies out of Birmingham proper and into surrounding towns like Tamworth, Lichfield, Redditch and Aldridge. However, government policy started to interfere with the natural progression of business out of Birmingham and into its surrounding towns. Government policies have been to control this progression and divert its force much further afield to areas of Britain where unemployment is high. In addition, government policy has prevented the influx of new science-based industries to fill the gaps created as gun making, railway carriage building, cycle manufacturing and heavy electrical plant manufacturing have declined or disappeared.

In 1970, it was estimated that 30 per cent of Birmingham's production was directly or indirectly linked to the motor industry. With the presence of hind sight, we know that that figure can be downgraded significantly.

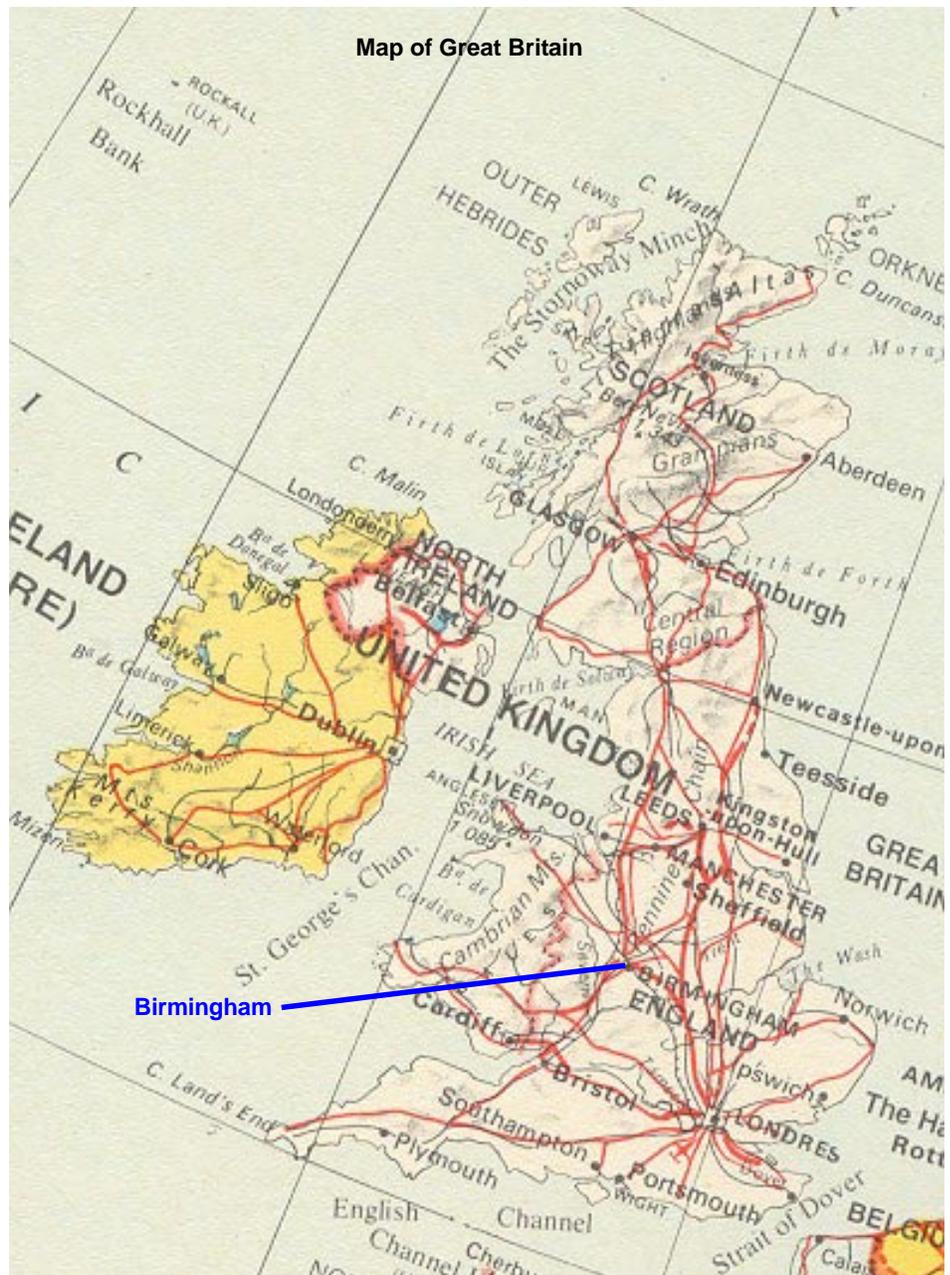
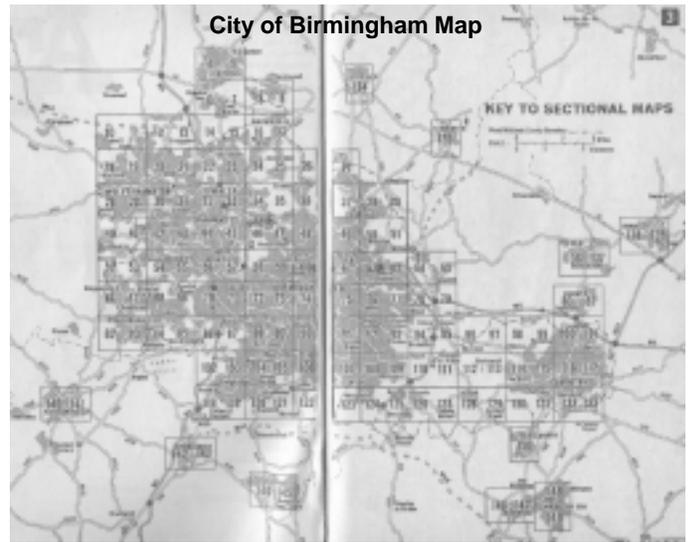
The 1970's and its associated strikes and management problems decimated the motor industry in Britain. Japanese imports made matters worse and the car and motorcycle industry went through many mergers and closures. The great names such as BSA and Triumph lost ground against the Suzuki's and Yamaha's from Japan and Datsun-Nissan and Honda looked set to finish off what remained of the British Motor Industry.

Recent years have seen a turn around in the fortunes of car making in the West Midlands. Whilst many car manufacturers are foreign owned they have capitalized on the expertise that the region provides. There are more than 500 (in 2003) car component suppliers in the region and 40% of all new automotive investment in the UK is in the West Midlands. The region is responsible for a third of the UK's automotive output. It is easy to forget that Rover was not the only car producer in the West Midlands. Land Rover, Jaguar and Peugeot are all producing cars there and LDV produce

commercial vehicles.

LDV is the name of the company that grew out of Leyland DAF Vehicles when the management staff bought out the company. LDV, created in 1993 is based in Drews Land in east-central Birmingham and produces vehicle pressings for, amongst others, Land Rover. They are Europe's leading commercial vehicle maker.

So, you see, there is more to my home town than meets the eye. Next time you go to Britain, plan a visit to Birmingham. Who knows, like "Mikey", you might like it!



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

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 16-17	Sat-Sun	English Car Affair in the Park (ECAIP), Victoria, BC	Robert Atkins	250-544-1702	www.oecc.ca/sib
Sep 23	Sat	Whistler All British Run, North Vancouver, BC (new date)			
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 ads and newer cars)

Cars For Sale

1946 Jag Mark IV. Four-door sedan, not running but body in excellent condition - new tires, woodwork and other parts. Asking \$12,000. Dennis Coates, 250-319-4808 or dpc@mjbaw.com

1953 MG TD. Black with beige leather interior, galvanized chassis, enameled wheels, carburetor and electric rebuild, all bills. Negligible mileage since rebuild, unleaded. \$3,500. Christine, 250-337-5679 or chris@gardensofdistinction.co.uk

1956 MG A 1500. Lincoln blue, black leather. 1798 cc MG B engine. 8-spoke factory optional aluminum racing wheels, Supertrap muffler. Arizona car. Completely restored. \$21,000. London, Ontario. 519.453.7686 after 8 pm.

1957 Austin A55, Cambridge. 4-door sedan, blue/blue, 49,000 miles. Second owner. Brakes done including master cylinder. Clutch master cylinder done. Body, interior and paint all original. New tires, minimal rust, a running and decent looking 50 year old, doesn't smoke or let you down. Asking \$3,500. Mike, 250-757-8850.

1957 MG A 1500. Project car. Rebuilt motor. Some body work done. Needs dedicated mechanic and body person to complete. Lots of new parts. See www.oecc.ca for more details. Randy, Saskatoon, 306-653-0014 or cyclebits@hotmail.com.

1957 Morris Minor Traveler/Woody Wagon. Restoration in progress. Good wood, generally good condition. Excellent availability of new and used parts. \$3,850. Ian Cox, Victoria, coxian@telus.net or 250-384-2910.

1960 Vauxhall Velox. Original owner, was used for regular transportation until recently. Useable as is and very restorable. Little body damage, some rust to inner fenders and aprons. \$2,200. Bob Lees, alees@dccnet.com or 604-943-4343.

1964 Austin Cambridge. Automatic, runs well. Original paint. \$600. 250-592-7156.

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

1967 Jaguar E Type 4.2 2+2. UK import, owned for 7 years. Converted from an Texas car and fully restored to UK specifications shortly before I bought it. Comes with an extensive history and a heritage certificate. Jaguar racing green with tan interior and is used as a daily driver on collector plates. First offer over \$28,000 will be accepted. Chris, 250-483-7400.

1967 Lotus Cortina Mk II. Good condition. \$15,000. Pete Mack, Victoria Harbour, 250-361-0990 or info@finishlinemotobilia.com.

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

1969 Austin 1800 Mk II. Factory sunroof.

Meticulously restored, finished in British racing green with tan interior. Asking \$3,500. 250-474-7214.

1969 MG C GT. Rare. 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. \$5,000. Will consider trades, especially British sports car or saloon. Stefan, Victoria, 250-480-4092 or sniemann@shaw.ca.

1970 MG B. Split bumper. Totally restored, drives like new. \$14,900 Jim, 250-753-5780.

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. \$12,500. 250 724-5946 or 250 720-7092.

1972 TR6. No rust, timing chain broken, stored 5 years. Buck, Ladysmith 250-245 1031.

1974 MG B. Good unrestored condition, very good runner with strong motor and gearbox. Offers on \$5,950. Stu, 250-474-3956.

1974 MG B Roadster. Chrome bumper model, with new top, tonneau cover, boot cover, boot rack. New brakes and master cylinder, battery, regulator, alternator, muffler, car service. Dark green paint, nice dash. Everything working and running great. \$7,500. Mike, Bowser, 250-757-8850 or 250-474-1244.

1975 Austin Mini. Low mileage. Beautiful condition, BRG with tan interior. \$7,000. 250-592-7156.

1975 MG B. Full engine rebuild. All new or rebuilt accessories. New top. Collector plates. Excellent condition. \$7,500. Bill, Victoria, 250-658-4908, 250-812-9750 or bhoyt@shaw.ca.

1976 Triumph TR7 FHC. In running condition with very little rust. Painted BRG (a stock Ford Explorer colour) a couple of years ago. Two dents in the body. New interior, clutch, gearbox, and exhaust. Rebuilt motor. Mechanically sound and a good project car or would make a good parts car. Offers considered. 604-377-3983.

1976 Triumph TR6. Includes parts for restoration. I bought it new. No restoration but worth the project. Deb, Vancouver, luka6@shaw.ca or leave a message at 604-676-1989.

1977 MG B MK IV. Gold, Newer paint, never hit. Pirellies. Never winter abused or even winter driven. Virtually rust-free or very minor surface rust. No rust through. \$7,000 or close. Randy, Saskatoon, 306-653-0014 or cyclebits@hotmail.com.

1978 Triumph Spitfire 1500. Fully restored, 60K, Collector plate approved. New 15" chrome rims and tires, includes original rims and tires. Tonneau cover, CD Player, lots of extra parts. \$10,000 OBO. 250-724-4526 or dvdom@shaw.ca.

1979 MG B Mark IV. Second owner since 1985. BRG, tan interior, new top, no O/D,

71,500 km, excellent tires. A-1 mechanical shape, no accidents, never winter driven, no rust anywhere. Edmonton, 780-488-4174 or maxcon@shaw.ca

1980 MG B. 105,000 km, repainted in original factory russet brown with MG B Mk IV decals. Very nice driving car, Collector plates, excellent interior including original seat covers, very good soft top. Comes with full and small tonneau covers. Trade for an MG B GT (I own another sports car). Will consider adding cash for the right car. Vancouver, 604-733-8047 or myroachmotel@yahoo.com.

Cars Wanted

Former Magnette owner wants to buy a **MG ZA/ZB Magnette** saloon. Wanted for use this summer so it must be a runner, not a basket case. Prefer to buy in BC or nearby. Fair price willingly paid for the right car. Rich, leftent1@shaw.ca.

Morris, Austin or other British pickup, wagon or van. 250-368-6618.

Parts For Sale

Triumph TR4 engine (CT29044 E), stored indoors since 1979. Includes clutch and pressure plate. \$300. Rod, 250-727-8934 or 1rah@telus.net

Rebuilt 1098 "A" series engine. \$500. Jim, jim@island.net.

1974 MG B parts, rubber bumper model. Car completely stripped, most parts available. John, 250-701-0162 or johniebee@shaw.ca.

Austin Cambridge, Farina, sheet metal. Brand new front fender and a good used hood for sale. Need the space. \$100 for both. Brent, Cobble Hill, 250-812-0786.

1971 MGB GT, parts car. Badly rusted in lower area, blown crank. Available for a nominal fee for a parts car. Interior pretty good as are the hood, doors, back hatch, instruments, etc. Dennis, dpc@mjbaw.com.

1965 MG Midget, remnants. With running gear. Part of the back end has been removed. Dennis, dpc@mjbaw.com.

1975 MG B sheet metal parts. Original panels repaired in preparation for restoration but never used. They are butt welded panels and professionally done. Parts available: trunk floor, \$150; full rear fenders, \$350 each; front fenders, \$300 each; trunk lid, \$250; two doors, repaired, \$100 each; two doors, repaired with new skins, \$300 each. Brian Burke, 250-494-7863 or wharf-st@shaw.ca.

Various Parts: Two Paddy Hopkirk Rally Seats, good condition, \$500 OBO for the pair. Two 4-Point Rally Seatbelt Harnesses, good condition, \$150 OBO for the pair. Four 100+ Octavo 5J X 13 alloy rims from a Lotus Cortina, \$250 set of 4. Pete Mack, Finish Line Motobilia Ltd., 2008 Douglas St., Victoria, 250-361-0990 or pmack5424@shaw.ca.

Tires: Set of five new B F Goodrich 16x5.50 4 ply. Cost over \$1,200. Asking \$1,000. Steve Diggins, 604-294-6031.

Ford 100E crankshaft. Fresh from the machine shop. Ten thousandths under on mains, 20 thousandths under on rods. \$500.

Steve Diggins, 604-294-6031.

Morris 8 engine. Short block, rebuilt, no valves or head. \$600. Steve Diggins, 604-294-6031.

Vancouver ABFM dash plaques. New, from 1994 and 1993. Cast metal, enameled maple leaf with car in centre. \$5 each, plus \$2 mailing. Steve Diggins, 604-294-6031.

Jensen and Jaguar lower ball joint kit (big ball), NOS. Ford 10 piston set (.030) with rings, NOS. Ford 8 and 10 main bearing set (std), NOS. Steve Diggins, Burnaby, 604-294-6031.

Haynes Manuals: Ford Cortina MkII, 1960 to 1970, soft cover, excellent condition, \$10; Sunbeam & Singer, 1955 to 1965, hardcover, mint condition, \$12; Whitworth wrenches, seven each 3/8 & 7/16 double open end, new, black finish, \$5 each; various other older DOE wrenches and spanners, \$2 each. Offers accepted. Ray Field, Victoria, rayfield@telus.net or 250-721-4011.

Ford 100E Anglia parts. Misc. small parts; rad; engine; steering box; trans; doors; fenders; bonnet; instrument panel; sunvisors; handles; etc; etc; early model; all parts cheap! Les Foster 604-999-4936 or leswfoster@hotmail.com.

Unidentified British parts: instrument panel with three round gauges (oil/water, amps/fuel, speedo - Jaeger) in trapezoidal chrome bezel; cylindrical/horizontal oil-bath air cleaner; nice chrome bumpers, rear has license lamp in top of bumper, blade-like cross-section and bump-out towards ends. Les Foster, 604-999-4936 or leswfoster@hotmail.com.

1962 Ford Consul fuel pump (NOS). \$20 Ron Jarville 604-324-4825

Standard Vanguard Series II Owner's Instruction Book. Good condition. Cover slightly soiled, has fold-out lube chart. Asking \$15. Les Foster, 604-943-4936 or leswfoster@hotmail.com.

Parts Wanted

Trailer: 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.

For 1947-1950s Hillman and/or Commer van: What do you have? Contact me for a list of what I want. Ian, Victoria, coxian@telus.net or 250-384-2910.

For 1974 MG B Roadster: decent pair seats. Mike or Pat, 250-757-8850 or mikejbull@shaw.ca.

For Cortina MK II: front seat (black), must be in good to excellent condition. Also, various other small trim pieces required. Steve, 604-852-2392 or smwalsh@shaw.ca.

For 1969 MGB: engine, good used or rebuilt. Bruce, Sidney, 250-656-0302 or brucecarson@gmail.com.

For 1975 MG Midget: 1500 crankshaft, piston and rod, or complete motor, running gear, or parts car. Ron, 250-791-6447 or rdembree@shaw.ca.

For 1936 Austin Seven: workshop manual, to borrow or purchase. Rob, Brodie@pacificcoast.net.