

Ladner-Bellingham Run  
Nov. 5 - See p. 2!



DUES ARE DUE  
BY 12/31/2006!  
PAY NOW &  
SAVE \$!

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Want a colour Roundabout?

[www.oecc.ca/vcb/ra05.pdf](http://www.oecc.ca/vcb/ra05.pdf)

### Nov. 7 Meeting

7:00 at OK Tire Store

5831 Minoru Blvd., Richmond

### Dec. 5 Dinner & Awards

Sullivan Hall

6302 152nd Ave., Surrey

Join us for this celebration!

6:30: Happy Hour

7:00 Pot Luck Dinner

Dinner details will be decided at the Oct. 3 meeting and posted at [www.oecc.ca/vcb](http://www.oecc.ca/vcb)

OLD ENGLISH CAR CLUB OF BRITISH COLUMBIA, VANCOUVER COAST BRANCH

SEP-OCT 2006 - VOL 11, NUM 5

## A Reversal of Fortune: ECAIP 2006

Les Foster

September 16th and 17th, 2006, marked the O.E.C.C. South Island Branch's 12th Annual English Car Affair in the Park. Twelve years! That's longer than our Vancouver Coast Branch has

## ECAIP 2006 Report

Walter Reynolds

Fort Rodd Hill's English Car Affair in the Park 2006 started off well on Saturday, September 16 with a "Congregation of Cars" in a Colwood church's parking lot. We shared the space with a wedding group who thought that the South Island Branch member's Bentley was the Bridal

## What Was I Thinking?

*Or the Restoration of a  
Demon Sunbeam Imp - Part III*  
John Chapman

Now that the interior was completely pulled out and everything by then was clean and dry (this had taken about six weeks of spare time) you could now see the extent of the rust. The worst area's being the rear seat pan and one rear floor pan. There were minor holes in various other places but these would be relatively easy to fix. The transaxle and rear suspension came out with no problems. The rear suspension and brakes were then taken apart, sand-blasted and painted. It sounds so easy doesn't it? Well, there was approx. 20 hours of standing in front of a blasting cabinet just for cleaning the rust off and about four more hours rebuilding. The bearings, seals, brake cylinders, springs and shoes all had to be replaced.

The Sunbeam Imp is so rare over here that all parts have to be sourced from England, either from dealers or from Ebay. The amount of parts that I am now discovering that I have to replace means that this "simple" project is becoming an expensive project. Not only that, every time I work on the car I am finding more rust and lots more problems, like discovering that at some stage in the car's life it had a hard knock on the front right fender. This has resulted in lots of Bondo in the fender, door and side panel, and damage to the front suspension and steering mounts.



Photo by Glenn Kemp

Fourteen "Commercials" gather for group photo at ECAIP (more photos on p. 4)

been around! Long enough to consign any memory of precipitation to the misty comfort of deep denial. Long enough to imbue Ft. Rodd Hill with an almost mythical reputation for golden foliage, sparkling sea, and the last bittersweet caress of a fading sun. Then, on the

Car, until an SUV showed up and took groom and bride away - how gouch!

The thirty or so British cars present started a run through Metchosin and on into the Sooke area, ending, eventually, in Sooke proper for dinner at a local restaurant.

Continued on page 3

Continued on page 4

Continued on page 2

## ***What was I Thinking?*** **Continued from page 1**

This will necessitate lots of straightening and a bit of welding, and probably lots of bad language.

Have you noticed that the dialogue of this story is less light hearted from when it started? Back to the story.

The back suspension and brakes were rebuilt with lots of new parts including rubber bushings and shock absorbers. The front suspension and steering came off next, and it was at this time that I discovered the damaged front mountings and the Bondo in the fender that I mentioned earlier. The front suspension took another 20 something hours spent standing in front of a blasting cabinet removing rust from all of the parts. It was painted and at the moment is ready to be built up with new bearings, brake cylinders and shoes and new shocks.

I am at the stage now that all I have is the body shell sitting on dollies waiting to be relieved of all it's rust.

Any one who has undertaken a restoration in the past will know that cutting out rust and welding back good metal is dirty and time consuming, especially if there is a lot of it. This is probably the worst and most demoralizing part of any rebuild because old cars were normally built as water traps and once you have repaired one hole you find that another appears and it doesn't end. The rust keeps on and on, the holes keep coming and coming, hammers start flying across the garage, the air is filled with bad words, and it goes on and on.

It's only when you start sticking bits back on a repaired and painted shell that you begin to get your enthusiasm back. You then feel a sense of achievement for all the hours that you have put into it. So, if you're at this stage of a restoration, hang in there and don't let it beat you. Think positive, there is a light at the end of the tunnel. All you have to do is hope that it's not a train coming your way. What you don't need is your wife standing next to you staring at the rusty hulk saying. "It's not too late. You could scrap it and not waste any more time and money". Lot's of empathy in that statement! Although, probably it's realistic because, let's face it, if we were in touch with reality we would not be restoring these old cars which are worth a fraction of the restoration cost. But how can you put a price on the sense of achievement you get when you finally, after all that time and effort, sometimes physical pain and mental anguish, get to drive the car?

So, armed with angle grinders, a drill, wire brushes and lots of rust remover and converter, I set about the long and dirty job of de-rusting the body shell. I cut and cut, the pile of discarded metal in the corner got bigger and bigger as the body shell became lighter and lighter. I could see the workshop floor from inside the car in many more places than I would have liked. I'm now beginning to see My Wife's point of view. Do I carry on or do I admit defeat, cut my loses and scrap it?

By now it was May and I attended Van Dusen gardens to get some enthusiasm, which at this point I desperately needed, and indeed got. After spending a most enjoyable day looking at lots of old English cars and talking to a lot of other enthusiasts I returned home full of inspiration. Yes, I was ready to fight back and finish the little demon. I then had this brilliant idea about getting the car finished and ready for the Van Dusen ABFM for the following year. 12 months away. What a great idea! What a target to aim for! What an achievement that would be! What a nut case!

What was I thinking?!

To be continued (hopefully)

## **11/5: Ladner-Bellingham Run**

### **Roy Wilkins**

Join us for the eleventh running of our classic Ladner to Bellingham All British Run, founded in 1996 to commemorate the 100th anniversary of the London to Brighton Run!

Enjoy the beautiful route to Bellingham in the company of lots of fellow English car enthusiasts. This year there is no pre-registration, so start getting your favourite English car ready for this traditional event.

**BRING YOUR PASSPORTS  
or border identification!**

Gather early to have an opportunity to socialize in the parking lot - someone will be there from 7:30 on! After we arrive in Bellingham and hand out the 2006 decals, we'll have the option to join other participants for lunch at the Silver Reef Casino near Ferndale.

**Start Location:** Trennant Square Shopping Centre, 5200 Hwy 10 (Ladner Trunk Road), Ladner

**Arrivals:** From 7:30      **First Car Out:** 9:00

**Fees: \$2 for members with a 10 year plate; \$8 for guests; \$10 for members who want new 10 year plate**

## **10/15: OECC-BCTR Challenge**

### **Dennis Nelson**

This is not a "divorce rally" but does have some challenging auto trivia and observational questions. It can be done without a navigator. Last year we lost decisively to BCTR (14-3). Help us put on a good showing! Info: Steve Diggins:604-294-6031.

**Start Location:** McDonald's in Burnaby (Willingdon Avenue, just north of Highway 1, on the west side)

**Arrivals:** From 9:30      **Departure Time:** 10:00

**Endpoint:** Horsehoe Bay (expect some interesting travel!)

**EDITOR'S NOTE:** I'm collecting back issues of the Roundabout for our OECC archives. Currently I'm looking for Vol. 7, #s 4 and 6. If you have these issues, I'd really appreciate a copy!

### **AT THE WHEEL**

**Chairperson: Bart Shaw**  
604-946-4700

**Vice-Chairperson: Ken Miles**  
kengmiles@shaw.ca - 604-576-8036

**Treasurer: Elaine Lafontaine**  
Wolsey@lightspeed.ca - 604-591-3332

Membership renewals:  
#73-8190 King George Highway, Surrey, BC V3W 5B7

**Secretary: Dennis Nelson**

dnelson@dccnet.com - 604-599-9032

New memberships and correspondence:  
10932 Scarborough Drive, Delta, BC V4C 7X1

**Meeting & Event Coordinator: Steve Diggins**  
604-294-6031

**Phone Committee Chief: Michael Smith**  
mlsnbarbara@shaw.ca - 604-936-8674

**Roundabout Editor: Steve Hutchens**  
sphutchens@yahoo.com - 360-733-3568

Articles and photos for the Roundabout:  
2090 N Shore Road, Bellingham, WA 98226-7864

**Roundabout Printing & Distribution: Richard Taylor**  
mikmaq@telus.net - 604-298-9346

**ICBC AirCare Liaison: Fred Bennett**  
604-939-1773 / Fax 604-939-1753

**Good & Welfare: David Ballantine**  
dballantine@shaw.ca - 604-980-4120



60's camper, and a rare Superpoise lorry), two Bedford vans (one a camper), one very rare Vanguard pickup, one Royal Army type Land Rover, and a single Mini-Moke.

Altogether about 108 vehicles were on the field. Numbers were a bit down due to the weather, but a washout it was not. The Morris dancers excepted, all the usual entertainment went on. The Saanich Pipe Band roused us with the tunes of glory and the Rig-A-Jig and Jeremy Walsh Bands pumped out tunes that gave the show as festive a backdrop as ever. A croquet game proceeded and the Welly-Toss event went on, appropriately. Relaxed picnics and lawn chair lounging was restricted but the concession dispensed sustenance and the Fort provided a fascinating and dry retreat for many. "Noted automobile journalist" (one who actually gets paid!), Bill Vance, gave his First Choice in British Motoring Award to South Island member Norm Scott for his dashing '49 Triumph 2000 Roadster.

There's no other event quite like The English Car Affair in the Park. It was particularly exciting for me to take my Thames on its first long run and to its first show and have Trisha along to share the experience this year. You might say there was a bit of a reversal of fortune regarding the weather but then, again, one other reversal turned out just fine!

## ECAIP - Reynolds Continued from page 1

Notable highlights from the run:

> Lots of winding bits which tested brakes, accelerators and arm-strong steering, not necessarily in that order, and certainly not in any consistent order, either.

> Les Foster had to drive up one hill backwards - blamed it on not being able to get a run at the hill. I'd read that Ford owners in the 20's and 30's had to back up hills that were too steep to go up forwards, so I guess that Les was just adding a period touch to the day.

> By way of traffic controls, speed of vehicles, or lack thereof, the string of vehicles that left the church was broken down into bits. As such, by the time the last groups arrived at the restaurant, (and no prizes for guessing where the Reynolds' were) all the inside seats had been taken and we had to sit (in the wind and cold) outside. Mind you, we were in the august presence of the Event Organizer, Robert Atkins and he arranged for the Outsiders to be fed first.

Come event day, Sunday the 17th, it was cold and raining. Even so, there was a good turnout and lots of getting together and catching up with people not seen since last year. The OECC Vancouver Coast Branch was well represented (see list on p. 3), with several coming over on the Sunday morning ferry.

Yours truly assisted the Rover group in the administration of the wellie toss, but, thankfully, never got close to any of the (many) off-target wellies.

**Plan to be at ECAIP in 2007!**



Reynolds' Rover and Miles' Sunbeam (Reynolds photo)



Diggins' Austin Cambridge (Reynolds photo)



Chapman and his Morgan (Reynolds photo)



"Best of Show"  
Austin Seven  
(Reynolds photo)



Foster's Thames,  
1 of 14 commercials  
(Reynolds photo)

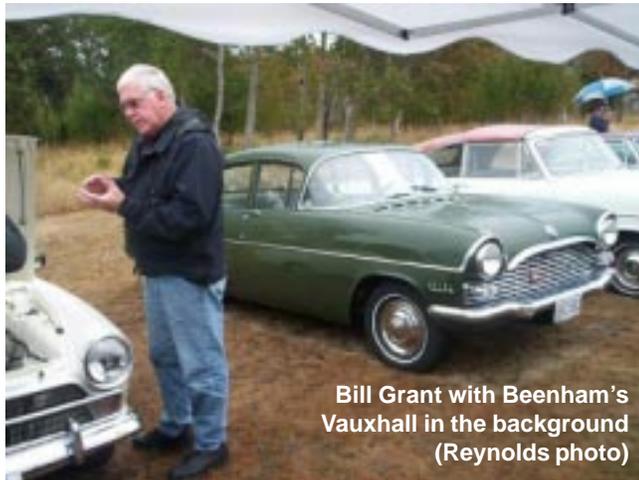


Dominic Cirillo's MGB  
and Itallo Cirillo's Vauxhall  
(Reynolds photo)



Lafontaine's Wolseley  
and Fred Cirillo's Cortina  
(Reynolds photo)

Ian Cox suggests visiting [www.britishcarshop.com/bcluv](http://www.britishcarshop.com/bcluv)  
to learn more about British Light Utility Vehicles (LUVers)!



Bill Grant with Beenham's  
Vauxhall in the background  
(Reynolds photo)



OECC group  
enjoying lunch  
(Reynolds photo)

## ECAIP Statistics

### Robert Atkins, SIB, 2006 Organizer

Here are some approximate statistics on ECAIP 2006:

Registrants: 114 (93 showed up Sunday)

Cars registered: 131 (107 showed up Sunday; two Rover drivers showed up for their T-shirts but left before 8.30 am (apparently Rover 3 Litres dissolve in the rain!)

Where did registrants come from?

- > South Island Branch: 39
- > Vancouver Coast Branch: 13
- > Central Island Branch: 10
- > Non-members of OECC: 52
- > Number of first time registrants: 20
- > Number of US registrants: 8

Number of light commercial vehicles registered: 14

Registrations by marque:

- |                                |                           |
|--------------------------------|---------------------------|
| > Jaguar - 20                  | > Morgan - 2              |
| > MG - 17                      | > Standard - 2            |
| > Austin - 13                  | > Cheltenham Caravan - 2  |
| > Triumph - 13                 | > Bentley - 1             |
| > Rover - 10                   | > Daimler - 1             |
| > Sunbeam - 10                 | > DeLorean - 1            |
| > Austin-Healey - 7            | > Humber - 1              |
| > Ford - 6 (including Thames!) | > Land Rover - 1          |
| > Rolls-Royce - 5              | > Lotus - 1               |
| > Morris - 3                   | > Mini - 1                |
| > Vauxhall - 3                 | > MINI (plus 2 demos) - 1 |
| > Commer - 3                   | > Range Rover - 1         |
| > Bedford - 2                  | > Wolseley - 1            |
| > Nash Metropolitan - 2        | > Sprite Caravan - 1      |

No Riley, Alvis, Jowett, Aston, Bristol, AC, Hillman, Reliant, Armstrong Siddeley, TVR, Singer or Marcos to name a few. This marque count might be slightly out in one or two cases as there were some substitutes on the day of the event.

If memory serves me right, I believe John Beresford reports 53 on the run to Sooke and 105 at the social.

## Asian Couple Celebrates!

### Chris Walker

You never know what is going to happen at a car show!! This Asian wedding couple asked if they could have a photo with Dave's Austin!



# Pitt Meadows Regional Airport Wings & Wheels 2006

## Walter Reynolds

If the August 20, 2006, Pitt Meadows Regional Airport's Wings & Wheels Classic Car Show can be said to have an unofficial theme it would be for "Exotic Cars." In the line of participating vehicles there were five cars that would fall into that class. They were:

- > Dr. Robert Follows' 1930 Bugatti Type 44.
- > Stan Stanley's 1974 Jensen Interceptor.
- > Mlles Fenton's 1970 Aston Martin DBS.
- > Gunner Andersen's 1956 Mercedes 300C.
- > Marlene & Doug Quaggan's 1981 Rolls Royce Silver Spur (which was the Monaco Embassy car in Vancouver and was used by Prince Ranier on his visits to Vancouver - the car still displays the Prince's Royal Emblem on the doors).



Gil Yarrow receiving Best Motorcycle Trophy from Walter (Rover hiding in the background)

The OECC was represented by Linda and me (Organizers), Bence & Helen McClntyre, Dom and Fred Cirillo, Alan Miles (who volunteered for Show Day duties), Brian Bousfield, Dr. Robert Follows, and Gil Yarrow. Bill Grant and Mike Smith stopped by for a visit. Having a need for several judges, some OECC members were roped in to judge. The Rover Car Club was represented by the Reynolds'.

Because of a conflict with 8 other events that day, our attend-

ance was down to 50 vehicles, but that just goes to prove that 50 vehicle owners made the correct decision! Over 25% of the vehicles on display were imports, of which most were of British origin.

The day was sunny and hot which was a relief because it was the weekend that the PNE opened and that event usually



Bence McClntyre's Midget with Dr. Robert Follows' 1930 Bugatti Type 44 in the background



Dr. Robert Follows' 1930 Bugatti Type 44



Brian Bousfield's Midget, Fred Cirillo's Cortina and Dom Cirillo's MGB



Walter and Linda Reynolds' 1968 Rover 2000 in "Office Guise" (pre-show)

guarantees rain.

In addition to the 9 usual trophies which were awarded, two new ones were added; one for Best Commercial Vehicle and the second (won by Gil Yarrow) was for Best Motorcycle.

This year's Wings & Wheels was the last one for Linda and I. 2007's Show will be organized by Pitt Meadows resident, Gerry Steele. Our thanks go to all the Club members who volunteered (or were co-erced into judging duties) over the 4 years that Linda and I did the Show.



Stan Stanley's  
1974 Jensen Interceptor



Miles Fenton's  
1970 Aston Martin DBS



Gunner Andersen's  
1956 Mercedes-Benz 300C



The Quaggan's 1981 Rolls Royce LWB Silver Spur  
(with Linda Reynolds enjoying the moment)

## Ladner Quilt & Classic

### Chris Walker

The Ladner Quilt and Classic Car Show was held on Sunday, August 20. It was a beautiful day and the show was well attended. Quite a few OECC members were there and enjoyed the day.



# Kitsilano Hippie Daze

Chris Walker

On Saturday, Aug. 19th, Dave and I attended Kitsilano Hippie Daze. Wow, was it a lot of fun and we would recommend it for next year to anyone in the club who has a 1960s era car. Lots of entertainment, prizes, plaques etc. Five city blocks were blocked off for all the activities. Pole painting, macrame lessons, live bands etc. Dave won a "psychedelic" trophy and I won \$50 for my costume!! It was a good day!



# Peace Arch Hospital Show

Chris Walker

September 10th was the 10th Peace Arch Hospital Show in White Rock. There were about 90 cars and wonderful prizes. Weather perfect! Great day. Gives the residents of the hospital and long-term facility a chance to see all the old cars they can relate to. It is wonderful to see the smiles on their faces.



# Steamworks Car Show

Chris Walker

Here are several photos from the Steamworks Car show on September 2nd at Gastown in Vancouver. It was a wonderful show with 80 invited cars. The 1920-1930 Foreign Class had two OECC winners, Steve Blake, 2nd, and Dave Walker, 3rd. They were beaten by a 1928 Bugatti from Seattle, which I heard was worth in excess of a million dollars!! What a collection of wonderful cars. We were treated to a champagne reception the night before and a beautiful reception after the awards. They sure know how to throw a party!!



Steve and Liz Blake and their MG



Ken and Pat Miles' Morgan Drophead



Steve Blake and his award



Walker's Austin Seven



Dave Walker and his award

# 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

Oct 15	Sun	OECC-BCTR Challenge Rally (see article on page 2)	Steve Diggins	604-294-6031	www.oecc.ca/vcb
Nov 5	Sun	Ladner-Bellingham All British Run	Roy Wilkins	604-943-3882	www.oecc.ca/vcb
Nov 7	Tue	Monthly Meeting, OK Tire Store, Richmond	Steve Diggins	604-294-6031	www.oecc.ca/vcb
Dec 5	Tue	Christmas Dinner & Awards, Sullivan Hall, Surrey	Steve Diggins	604-294-6031	www.oecc.ca/vcb

## Autojumble

**English Cars For Sale**  
(the listings below are presented as they are found on OECC websites)

### Cars For Sale

**1959 Morris J2 Pickup:** "the only complete one in the world." http://www.tropicsurf.com/morris/

**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. \$2200. Contact Bob Lees alees@dcnet.com or 604.943.4343

**1967 Jaguar E Type 4.2 litre 2+2:** This car is a UK import and has been in my possession for 7 years. It was converted from an ex - Texas car and fully restored to full UK specifications shortly before I bought it. It comes with an extensive history and a heritage certificate. It is finished Jaguar racing green with tan interior and is used as a daily driver on collector plates. the first offer over \$28,000 Canadian will be accepted. Phone Chris 250-483-7400

**1967 MGB:** Excellent condition, professional paint job, collector plates, offers on \$7500. Contact Ken, 250-740-0308.

**1969 Cortina GT:** \$1500 - please see Society Autojumble for full listing.

**1969 MGC GT:** \$4500 - please see Society Autojumble for full listing.

**1970 Austin America Pickup:** 5 new tires, new paint, brakes, battery & exhaust. 1300 engine with automatic transmission. asking \$4500. Call Leo at 250-729-7970 or email leoetienne@shaw.ca

**1970 MGB Split Bumper:** Totally restored, drives like new. \$14,900 For more info phone 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.

**1972 MGB:** Teal blue, body & floors are good, engine runs good, needs power train work. \$4000 Phone 250-334-8425.

**1972 TR6:** No rust, timing chain broken, stored 5 yrs, phone Ladysmith 245 1031.

**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.

**1975 TR6:** Our Triumph has four new fenders from England, new clutch, new brakes, new roof, four new tires. Needs a good home. Asking \$9000.00 Dennis Leslie, 343 Campbell Street, Duncan, B.C. Phone # 250-748-8106

**1976 FHC TR7:** In running condition, and has very little rust. Was repainted a couple of years ago as British Racing Green (was a stock Ford Explorer colour I liked). It does have 2 dents in the body work however that will need repair. Has new interior, new clutch, new gearbox, new exhaust and a rebuilt motor. Mechanically sound and thus a good project car ... or would make a good parts car. All offers considered. Phone: 604-377-3983.

**1979 Jaguar XJ-S, 2 Door Coupe:** One of 2,405 built in 1979. Good original condition and a reliable driver. 149,000 kms. This is an up and coming collector vehicle!! Steal it for \$2,800. Call (250) 474-0599 (leave message).

**1980 MGB to trade for an MGB GT:** Reason being that I already own another convertible sports car. 105,000 kms, repainted in original factory russet brown with MGB MKIV decals. Very nice driving car, collector plated without trouble, excellent interior including original seat covers, very good soft top. Comes with full and small tonneau covers. Will consider adding cash for the right car. (604)733-8047 Vancouver. myroachmotel AT yahoo . com

**1980 MGB:** \$6,500. Dennis Broad 250-339 7188 or Sandy Mathieson 250-703 0344 Current owner since 1988. Never winter driven. Always garaged. Originally Alberta car. 125,000kms. Overdrive, AM/FM cassette deck Rust free body. Has been repainted. Also has Chrome Beauty Rings for the Rostyle wheels Tonneau, 1/2 Tonneau and Car Cover.

**1981 Triumph TR8:** - see www.oecc.ca \$10,900. Mark, portabella@shaw.ca. See the link on the Society Autojumble for complete information.

**1992 Koenig XJS Supercar:** Only one of 13 built by Koenig in Munich Germany for Eric Estrada (CHIPS). This is the only one imported into Canada. 100,000 miles, 6.0 Liter V-12, PS, PB, Auto, AC, PW, Considered the fastest street Jaguar in the world @ 174 MPH (1992) \$50,000 CND. Phil @ wht-knt@shaw.ca

**1993.5 Lotus Esprit Turbo:** 26,000 original km's. 2 owner car. It is a rare chance to own a low mileage Esprit of which only 11,000 were built over a 20 year period world wide. \$39,000 or \$12,000 down & take over lease at \$676.00 per month. Contact David at 250-390-1088 or 250-756-3102.

### 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 & Miscellaneous For Sale

**Tools for sale:** Early 1950s and some pre-war tools for Jaguar and other early English cars, including wrenches by Shelley, Snail, and Super Slim plus through-the-floor jacks and miscellaneous items. Steve Diggins, 604-294-6031.

**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@mjblaw.com.

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

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