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IT'S DUES TIME!
\$20 thru 12/31/2006
\$25 from 1/1/2007

Get a colour Roundabout at
www.oecc.ca/vcb/ra06.pdf

January 2 Meeting

7:00 - Roma Hall
 940 Ewen Ave
 New Westminster

February 6 Meeting

7:00 - location TBA

March 6 AGM

7:30 - Roma Hall
 Come and participate!

Updates to be posted at
www.oecc.ca/vcb

Autojumble Volunteer Needed
 ... see page 10 for details!

LBRun 2006

John Chatterton

The 10th Anniversary of the Ladner to Bellingham run was a great success. Everyone congregated at the Trennant Park Shopping Centre and registration was done in a warm and civilized manner in Ricky's Restaurant. Participants could come in, register, and have coffee and breakfast if they wished rather than lining up in the cool November air. Thanks to the manager of Ricky's!

A short driver's meeting was held then a prompt 9.00 am departure of approximately 32 cars left the mild and dry Ladner parking lot. Led by Roy Wilkins in his 1930 Austin Seven, we all ventured on our merry way, going through White Rock and on to our first stop to re-group and stretch the old legs at the Campbell River Store.

We then rallied on to the Aldergrove border crossing with Roy and his son Adrian, from jolly old England, still leading and keeping up a good pace. Everyone arrived at the border and entered the USA without a problem, other than Roy who steamed his way across.

We all headed south, had another short break to regroup, then the sun started shining on the OECC and guests as we proceeded on to our final destination, the Silver Reef Casino in Ferndale where Linda, a staff member we had been in contact with on several occasions, was there to greet us and assisted Roy in handing out our 10th year anniversary decals.

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LBRun 1996

Les Foster

The 1st Annual Ladner to Bellingham Run, Sunday, November 3rd, 1996, saw the inaugural Later to Bellingham Run take place. Conceived by OECC Vancouver Coastal Branch member Roy Wilkins, the Run commemorates the 100th anniversary of the London to Brighton Run which, in turn, salutes the emancipation of the automobile in Britain. Prior to that first London to Brighton Run on November 14, 1896, all cars in Britain had to be preceded by a person carrying a warning flag! That Run had 33 cars entered while our Ladner to Bellingham Run attracted 31 vehicles, all of British manufacture.

This article, from the first Ladner-Bellingham All British Run in 1996, appeared in the 8th issue of the Roundabout! Ah, the history!

The entrants gathered at the Trennant Square parking lot between 8:30 and 9:30 on Sunday morning for registration and received their plaques, map and info kit and many purchased badges, pins or flags as well. The lineup of cars attracted a good crowd-some brought out by DCTV 4 ads or articles in the local Delta Optimist and others simply early shoppers curious to see this remarkable selection of English vehicles. One couple passing by in a very nice Mini Cooper decided to enter on the spur of the moment!

Entrants socialized and attended to last minute mechanical details, took pictures, or studied their route. In

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What Was I Thinking?

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

Over the summer months progress on the Imp project has not gone quite to plan. But what total restoration does? What with holidays, home renovations and family commitments I couldn't seem to find the time. I have also been enjoying my other old cars that are actually running which is what life is all about. I know that some of you are thinking that these are just feeble excuses, but give me a break, it's all I can think of. I must have spent all of my spare time in May and June cutting, grinding and more cutting and grinding the rusty hulk. The layer of rust dust in my workshop got thicker and thicker. And the rust just kept coming and coming.

I did, however manage to bring back lots of much needed parts from England when I was there on vacation with the family. Since I purchased the Imp I had been accumulating parts from E-Bay and having them sent to my brother over there. It was now time to bring them all back. For this I would have to enlist the help of the whole family. Kids of today; I got so annoyed at them. Constantly whining just because they each had about 15 pounds of Imp parts in their hand luggage. Whine, whine. I must admit I was expecting some problems with security at Heathrow. Trying to explain that the objects in my

Continued on page 3

The World's Oldest Morgan

Steve Blake

Arriving at the Prescott Hillclimb, I parked my car next to a young couple who were unloading their three-wheeler Morgan.



The VCC number plate designates it as a 1913 Morgan runabout. The owner said the car has been in their family since his grandfather bought it in the 1930s and it was now their turn to show it off.

The car was built in 1912 and registered

for the road in 1913. This is the oldest known surviving Morgan automobile. It is in original condition as can be seen by the patina of the bodywork and leather upholstery.

They plan to keep the car in the family and their young son will one day become the next keeper of the keys.



OECC Regalia Simplified

Bart Shaw

One of the nice things about wearing OECC regalia is the interesting conversations it can start. It's a subtle way to tell the world about your interest in old English cars and sometimes find others who share the interest.

Our Branch has had a regalia program for sometime, but recently we've been able to simplify the process of obtaining embroidered clothing items. You can still buy several regalia items at club meetings and request items you know you might want. But now you can take charge and get regalia items directly from the vendor, PunchLine Embroidery Centre in Richmond.



Take a look at their large online catalog of clothing items, including jackets, golf shirts, oxford shirts, denim shirts, T-shirts, caps, coveralls, and bags. Or, if you have a favourite jacket or shirt that you think would be just perfect for an OECC logo, you can take it to them and have the item embroidered.

PunchLine Embroidery Centre
Unit 1610, Parker Place II
4311 Hazelbridge Way, Richmond, BC
604-303-0309 (our contact is Sinclair Tam)
embroidery@telus.net or www.punchlineembroidery.com

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What was I Thinking?
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son's backpack is a timing chain tensioner, a set of mains bearings and valve springs for a Sunbeam Imp. And that the items in my daughters backpack are brake shoes and cylinders for the same vehicle. Not to mention the cam shafts that my wife had and the new carburetor that I had. But everything went well without a hitch.

There was also no problem with the over weight suitcases full of metal parts which was a big surprise. I have nearly all the parts required to finish the project. All I need now is a finished body shell to bolt them all onto.

Since publication of the first part of this saga I have thought that some of you do not know what a Sunbeam Imp is or what it



looks like. So as there is not much progress on the restoration I thought that I would take this opportunity to try to explain what it is and how it came about.

The development of the Imp started in the late 1950s after the Suez crisis. It was originally aimed at the bubble car and motorcycle/sidecar market in Europe. Fuel economy and a cheap purchase price were very important. The engines first used in the prototypes were twin cylinder, air cooled Villiers units, which, after testing were found to be a little under powered, so much so that the project became known as the "slug." The original interior was also going to be very sparse, which would have been par for the course given the market they were aimed at. Cars of the day that the Rootes Group looked at for ideas were the Fiat 600 and the Citroen 2CV.

In late 1959 the Alec Issigonis designed B.M.C. Mini was launched with an 850 cc, water cooled four cylinder engine. It had reasonably comfortable seating space for four people and a top speed of around 70 mph. This car quickly became popular which gave the Imp designers a little more scope as it was then obvious that the buying public was willing to pay a little extra for more

comfort and sophistication.

After various engine trials a unit manufactured by Coventry Climax was selected. It was a four cylinder, water cooled all-aluminum engine with an overhead cam that had been used in boats and stationary engines. It was modified in many ways and its displacement increased from 741 cc to 875 cc. The engine was then tilted at 45 degrees, mated to a specially designed gearbox/transaxle and fitted in the rear of the car. After all the modifications, the engine would produce 39 bhp in standard form, enough to propel the little car along to 80 mph and return 40 mpg.

Not only was it faster than the Mini, it was also bigger inside, more versatile, much more comfortable and considerably quieter. A recipe for success? But it was not to be. The concept was there but unfortunately the build quality and development were not.

Production started in May of 1963 in a new government-funded factory at Linwood in Scotland. It was to create new jobs in an underdeveloped area where unemployment was high. The employees consisted of ex-coalminers, farmers and the like that had no production engineering experience. It took them many years to come even close to the build quality required. One road test of the day reported no less than 26 faults in a new car supplied by the factory for test. All journalists road testing the Imp throughout its production life of twelve years had similar experiences with complaints about the quality of build. It was only towards the last couple of years that the car was of an acceptable standard. Complaints of overheating in traffic were not properly addressed which subsequently led to damaged engines. All this quickly gave the car a very bad reputation. Production ended in January 1976 with about 500,000 to 600,000 units produced, far short of what was expected from a

vehicle aimed at such a vast market.

It was originally sold as the Hillman Imp but was later badge engineered under the names of Singer and Sunbeam. There were also sporty versions and "luxury" versions introduced but neither of these ever made it across the big pond. It was exported to 73 different countries and sold in North America as the Sunbeam Imp Sport Sedan. The "Sport" part of the name was a little misleading as the equipment level was the equivalent of the basic European sedan, not sporty at all. Due to poor sales, shipments to the United States stopped in 1966 and to Canada in 1969.

The Coventry Climax engine was underdeveloped. Power from the unit can be increased two fold relatively easily which has lead to this little car becoming very successful in many forms of motor sport. There is still a small but thriving market in England for tuning products for the enthusiast who wants to increase power of their road cars, although reliability of the all-aluminum engine is still a major problem.



2006 Grand Marshall.



The casino management prepared a room especially for us and everyone was organized, accommodating, and courteous. We had a wonderful champagne brunch, at a reduced rate no less, and each table setting received \$5.slot play and \$5.match play coupons. There were ten door prizes to celebrate this special run.

The whole day was enjoyable and a wonderful time was had by all.



Photos by Chris Walker

More LBRun 2006 photos are on pages 5, 6, & 10



Photos by Steve Hutchens





Photos by Steve Hutchens



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License to Drive:

Mount Baker Run

Dennis Nelson

The best driving day-trip near Vancouver involves heading south to Mount Baker. Destination Highways: Washington Edition lists the Maple Falls to Mount Baker as DH8, meaning it is the 8th ranked of the top 76 motorcycle drives in Washington.

"A Destination Highway, simply put, is a road you'd travel to, to journey on. Destination Highways B.C. is the most comprehensive guidebook ever produced for the motorcycle enthusiast touring B.C. Using TIRES, or the Total Integrated Road Evaluation System, Destination Highways B.C. rates roads and highways from the motorcyclist's perspective." They rate: twistiness, pavement, engineering, remoteness, scenery, and character - and sum the scores for a total out of 100. They usually accompany the ratings with 4 pages of how to get there, and how to best follow the route. They also include some "Twisted Edges" or roads in the area that are worth driving as well - but which didn't make the top list.

This drive combines canopied mountain roads, lots of fast corners, snowcapped peaks, and quiet farming roads with no stop signs. If you begin around 9:00 am you will beat most of the traffic up Mount Baker, and then have the opportunity to drive down with almost no one on your side of the road. You may face the sun a lot, depending on the season, so take a hat.

Your directions, mileage, and timing will start at the south end of the Alex Fraser Bridge, but you can obviously start almost anywhere. Head south on Highway 91 (radar country), merge onto Highway 99S, and at exit 2A (mile 13, at 15 minutes) take 8th Avenue East. Follow 8th (posted speed 60 km, average speed 80) until it ends, jog right for four blocks then turn left on 4th Avenue, and drive to 216th Street where it ends. Turn right for 4 blocks (mile 21, 28 minutes) and you will be at 0 Avenue.

It is called 0 Avenue because that is about how many cross streets there are. When the south ditch is the undefended US/Canada border, there aren't many cross roads or stop signs to bother you. Turn left (east) and drive. The posted speed here is 60 km, and unlike 8th Avenue where the other cars were going 80 km, on 0 Avenue the speed is now hard to predict, with the bothersome intersection rises, to contain the 100 km housewives in minivans. (Taking 200th North to 16th and East is an alternate, but there are many more trucks.) At mile 27 (34 minutes) you follow the road angling to the left, and stick to the left - through lane - to cross the border entrance road. You will angle back to your right to rejoin the 49th parallel. At mile 33 (46 minutes) you have to turn left on Townline. Go north 8 blocks and turn right on Huntington. Four stop signs and one name change (Vye Road) and you are turning right on Highway 11 for Huntington Crossing. You have reached the start of the border lineup in about 60 minutes, covering a very casual and relaxed 40 miles. Stick to the left lane - as it splits, and as the duty free customers merge into the right lane at the border, further slowing it down.

After you are through, proceed down the main (only) street of Sumas and turn left at the first significant intersection - the one with the large green Mt Baker sign. Gas stations on the west side of the street are open. Some on the east side just look like they are in business.

You will drive east on 457 (a twisting and turning back road) until the stop sign at 542. Good signage will lead you to the left. Shortly you will arrive at Maple Falls, the start of DH8. The key landmark here is the Shell station, where the good food is, and where the crossroad leads you to your alternate return route.

Behind the Shell is a liquor store, and lots of parking. From here to the peak is about 32 miles - with a time determined by the cars ahead of you. Canopied roads, great corners, good hills, and not too many cars before noon make for a great drive. In July 2004, they were replacing all the culverts under the road for the last 10 miles, so it was very well signed to slow for loose gravel and bumps, but that should be fixed by 2005.

Counting the 12 minutes at the border, my last time to the top was just under 2 ½ hours, for 90 fun miles. Your engine will heat up a little due to the altitude and the hills, but nothing is too steep. There is one challenge with this DH however, for much of the route there is nowhere to pull over if you had a flat, and there is essentially no bike lane. You need to buy a \$5 day pass to park at the top (it is hard to use a washroom without leaving your car), and I would advise you to drive all the way to the top lot, and then explore, as you work your way down. This is a small place, and you are not going to get lost. Many hiking trails start from the top lot, where there is some snow almost year-round, and some of those trails have only snow camping.

It is all downhill from here. Obviously try to save your brakes on the way down, but you shouldn't need them very much. When you get back to Maple Falls, [cinnamon buns are usually purchased at the Shell Station] turn right on Silver Lake Road (TE-A, TE means Twisted Edges, a good alternate route) and start your 20 mile alternate route back to the border. As you go past Silver Lake you will notice the video cameras recording all traffic, as you are very near to the Canadian border. When you angle to the left at the border, the road now becomes South Pass Road. Follow it west to Highway 547. Here you can go back to the border on the road you came in on, or proceed across the intersection, and head west until you meet Highway 9 North, in Nooksack. Turn right to go north to the border, and you should cross with ease.

On the return route you should turn left on Vye (8th) and proceed west. If you can find Townline (just where the high wire fences start on the left), you can turn left, drive to 0 Avenue and follow it all the way to the Pacific Crossing. The only complication is the jog at the Highway 15 crossing, but the cars will left you through.

If you stay on Vye, which becomes Huntington, which is really 8th, you can drive to 264th Street where you have to go left or right. If you go left towards the border, then you will

be looking for 0 Avenue, which is the only westbound road. If you go right, you will want to turn left at 16th which will take you back to the King George Highway, which will get you back to Highway 99N.

There are no maps with this article, as the MS and Online mapping software do not handle the combination of city driving and wild mountainous roads. Take a map book.

OECC-BCTR Challenge Rally

Dennis Nelson

We WON ... well, at least we had the most cars there! BCTR won all of the auto trivia and observational categories.

The annual OECC - BCTR challenge rally was October 15. It was a fun event. The event started from the McDonald's in Burnaby and ended at Troll's in Horseshoe Bay. Participants enjoyed an interesting route thanks to the efforts of Steve Diggins and great food thanks to Troll's.

The "Challenge" part of this event is based on which club can generate the best turnout. Last year we lost decisively. But this year we won. The weather wasn't the greatest ("raining buckets" were words that were commonly used), but everyone still had a good time.

1996 Ladner-Bellingham All British Run
Continued from page 1



The Grand Marshal at registration

keeping with the link to the London to Brighton Run, Roy (this year's Grand Marshal), ceremoniously burned a red warning flag to set the event in motion. Off went the 31 cars, 19 of them Vancouver Coastal Branch vehicles, one from the South Island branch (Ian Cox) and 11 non-members (actually, I believe a couple of the cars joined enroute but the overall totals are correct). Your Editor, driving #9, a '52 Vauxhall (Paul Beenham owner), immediately lost the group as it looped the parking lot with Roy and JoAnn Wilkins leading in their '30 Austin. Instead, I

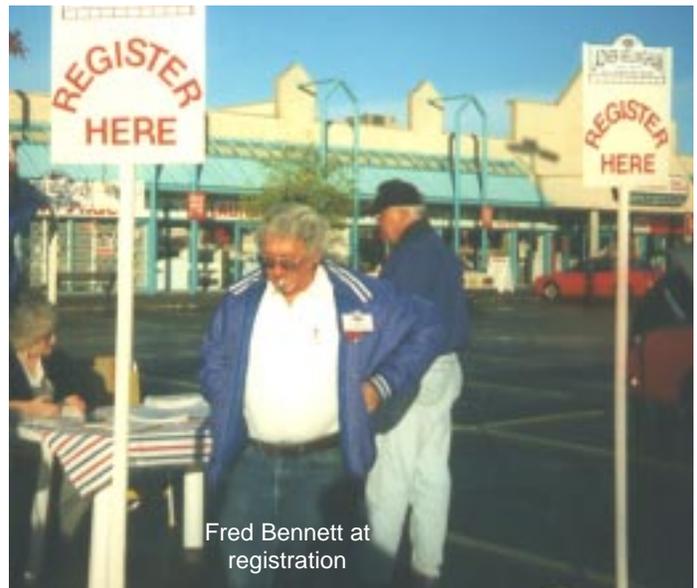


The start of the 1996 Ladner-Bellingham All British Run

exited the lot with my wife, Trish, and Richard Taylor as Navigators and so we arrived at White Rock early and had to creep shame-faced back into line when the main group pulled up on the waterfront promenade!

This was only to be the first of several adventures. The drive down to the border went well with only 2 cars dropping out - a Met with electrical problems and a Land Rover, I think, with similar maladies. The ghost of Joseph Lucas rode with us. The countryside was spectacular in Fall foliage and the weather held up for us, too. The whole Run stopped and regrouped at the dairy just across the border and an impressive sight it was! Equally impressive were the airborne emissions of dozens of lurching cows, but this just added atmosphere to the event.

Off again down the Guide Meridian to Bellingham the cars dodged cyclists and drivers cast an eye to increasingly threatening skies. Order broke down a bit inside Bellingham when our intrepid Grand Marshal made a wrong turn. The ensuing efforts to regain the route led to some truly hilarious situations reminiscent of those old British "Carry On" flicks. We found ourselves



Fred Bennett at registration

following the Beenhams (with Fred Bennett on board) up a one-way street the wrong way! Dick Van Dyck dutifully followed us. Crazy Canadians!

Notwithstanding this little glitch (after all this is the stuff that legends are made of) we all soon found the Best Western Lakeway Inn and the end of our Run.. Don and Karen Cutting's MG was still acting up so they graciously came all the way from Renton in their 'real' car to help out at the start then motored on ahead to setup signs and prizes, etc., at the Best Western. Thanks Don and Karen!



The Grand Marshal in action

After a mass pit stop the group sat down in the comfortable room dedicated (at no cost) to our Run. Admittedly, there was some disappointment over the lunch provided but this was a result of some confusion over numbers and is the sort of thing to be expected and taken in stride at an inaugural event. In any case some of the members managed to mitigate the situation and the overall effect was pleasant. After checking everyone in, Roy welcomed the entrants and handed out some awards to some members he thought were particularly helpful in seeing the planning through. Door Prizes were then drawn from the entrants' windscreen numbers and various tokens were distributed accordingly. The mood was festive and many anecdotes of the day's adventures were recounted to the sound of laughter.

There can be no doubt that this first Ladner to Bellingham Run was an unqualified success on several levels. Firstly, the good turnout from our members underscores our legitimacy as a Club, and secondly, the number of non-members who participated further recognizes our status as a going concern in the realm of local car buffs. Thirdly, the coverage given the Run by the press in Delta and White Rock has put the Club name forth in a very favourable fashion. Additionally, it seems that several non-members are about to become OECC types as a result of the fun they had with us! Lastly, this Run (which will be our Club's 'signature event') finished 'in the black' - all costs were

Vancouver Branch Fleet 2006

Compiled by Dennis Nelson from our Roster



Brian Lee's 1948 Rover at the start



covered and next year will be pure profit. This will give us some money to cover more Fun!

Well done everyone (not to forget those other members who supported the Run by buying plaques even though they didn't enter a car) and a big "Thank You" to all!

[Editor's Note: In 1996 Les Foster was the Roundabout - writer, photographer, editor, printer, stamp licker, envelope stuffer, and postman. Les said, "You young fellows have it easy!"]



"Oh, that's just great. Now we don't have old Wilkins to kick around anymore."

Marque & Model	Number	% of Branch
AC	1	
Allard	1	
Alvis	1	
Armstrong Siddeley	1	
Austin		
Seven	5	2.8%
Cambridge	6	3.4%
Minis	9	5.1%
Westminsters	3	1.7%
Others	5	
Total Austin	28	15.8%
Austin Healey	4	2.3%
Bentley	3	1.7%
Daimler	1	
Ford (all)	18	10.2%
Jaguar		
420	4	2.3%
XJ6	3	1.7%
XJS	3	1.7%
140	2	1.1%
X-Type	2	1.1%
Others	12	
Total Jaguar	26	14.7%
Jowett Jupiter	2	1.1%
Jensen Interceptor	2	1.1%
MG		
B	10	5.6%
Midgets	7	4.0%
TC	3	1.7%
TD	1	
1500	1	
Total MG	22	12.4%
Morgan	14	7.9%
Morris	7	4.0%
Nash	2	
Riley	2	
Rolls Royce	4	2.3%
Rover	2	1.1%
Sunbeam	4	2.3%
Talbot	1	
Triumph		
TR3	4	2.3%
TR4	3	1.7%
TR6	4	2.3%
TR7	1	
Stag	3	1.7%
Spitfire	2	1.1%
Others	3	
Total Triumph	20	11.3%
TVR	1	
Vauxhall	5	2.8%
Wolseley	2	1.1%
Total English Cars	177	100.0%

2007 OECC/VCB CALENDAR

Plan ahead for another great year! Visit OECC/VCB online for the latest updates: www.oecc.ca/vcb

Apr		Ft. Langley Run
May		VanDusen ABFM & OECC AGM
Oct		OECC-BCTR Challenge
Nov 4	Sun	Ladner-Bellingham Run
Dec 4	Tue	Annual Christmas Celebration & Awards Dinner

IT'S DUES TIME!
\$20 thru 12/31/2006
\$25 from 1/1/2007

LBRun 2006
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Plan to do the Ladner-Bellingham in 2007!

USE PET-SAFE ANTIFREEZE

Used courtesy of BC SPCA, Fall/Winter 2006
 Submitted by Pat Miles because some English cars leak.

IF YOU DRIVE A VEHICLE, YOU USE ANTIFREEZE. If your cooling system leaks, you may be inadvertently killing animals. Ethylene glycol antifreeze, the antifreeze most people use, is highly toxic to pets and wildlife. Just a few teaspoons can be fatal to a cat or dog. Animals looking for water are attracted to the small pools of the sweet-tasting liquid that sometimes drip from cars. Once ingested, it takes only a few hours for the poison to fatally damage kidneys. Fortunately, there is a safer alternative. Propylene glycol-based antifreeze performs to the same standard in automobiles, yet it is non-toxic to animals. Ask your mechanic to only use propylene glycol; it is readily available under several brand names from your auto supply store. (see www.sPCA.bc.ca for more information)



Autojumble

English Cars For Sale

AUTOJUMBLE VOLUNTEER NEEDED!

In the past the editor has published Autojumble listings from all OECC websites. Recently, the Society changed their website listing format from simple .html (easy to paste into the Roundabout) to .pdf (much more time consuming to insert). Reluctantly, the editor made the decision that the time cost is too high and, instead, to refer members to www.oecc.ca for the latest English car listings. Listings for Vancouver Coast Branch members will continue to be published.

If any Vancouver Coast Branch member would like volunteer to compile a list of English classifieds from OECC websites and other sources, your assistance would be appreciated and would give members easy access to old English car classifieds in all of British Columbia. The volunteer could submit content to the editor in simple .doc format a week or so prior to publication. Please contact the editor if you are interested in volunteering!

Cars For Sale

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



Parts & Tools 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.