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### May 1 Meeting

7:00 - Location TBA

### May 18-20 AGM

*Brits 'Round the Parks*

See Page \_\_ For Details!

### Jun 5 Meeting

7:00 - Location TBA

## Easidrivin'

Alan Miles

The Smiths Easidrive automatic transmission was first introduced by Rootes Motors in September 1959 in the UK and February 1960 in the U.S. It was offered as an option on the Series IIIA Hillman Minx and for the next three years on subsequent Minxes and



other related models such as the Singer Gazelle. It was the first fully automatic transmission available on a small car. Up until that point conventional automatics were available only on larger cars with larger engines of over 100 horsepower. The hydraulic clutches or converters in these automatic transmissions used a great deal of horsepower to operate and cut fuel economy by about 10 per cent. The much smaller cars of Europe produced sometimes less than half the horsepower of their American counterparts and fuel was much more expensive so these types of transmissions were not considered a viable option.

Enter the Smiths Easidrive. This transmission was originally developed by the Eaton Yale Company of the United States. The Eaton Yale Company was a manufacturer of conveyer systems and other industrial equipment such as fork lifts. They developed an

Continued on page 8

## What Was I Thinking?

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

Unfortunately I don't have much to report on the progress of the Imp restoration. Pat Jones has spent some 20-25 hours so far welding pieces of metal into the multitude of holes in the car created by the dreaded rust bug. After all these hours welding I can report that we have all the rear sub-frame replaced. So now I could, in theory, put the rear suspension back in if I wanted. But if I did it would probably get in the way of further work that is to be carried out at the back of the car. So I'm going to leave that until I've painted the body shell. We have also repaired the pan for the rear seat and it all looks very pretty now that it's painted. There are no longer any holes in the floor either front or back. It's so nice to work inside the car and not be able to see the floor of the workshop through great big holes that should not be there. We have also strengthened the steering rack brackets, which looked a little worse for ware. With the floors, rear sub-frame and rear seat finished we are now turning our attention to the rockers and rear lower fenders (wings to us Brits).

I have cut off the driver's side rocker (sill to us Brits) to have a look inside. I did this because, although it looked good from the outside, when I tapped it with a wrench (spanner to us Brits) it sounded very thin. It was a good job

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# AGM Minutes

## Dennis Nelson, Secretary

Vancouver Coast Branch - Old English Car Club of BC  
Annual General Meeting - March 6, 2007

With some difficulty the meeting was brought to order by the Chair, Bart Shaw. This is always difficult, as 20% of the members can't hear and 60% don't listen.

Elaine Lafontaine distributed the Treasurer's report. We had 91 paid members in the last year, and the bank account is flush. The reported expense numbers for the newsletter looked low, and the ending operating surplus looked high, so this will be reviewed. Members voted to accept the report as is, with some further explanation expected at the next meeting.

The Vice Chair enjoyed the last year with the club (how much he enjoyed it is clarified below).

David Ballantine requested that the members contact him if they find out that other members are ill, or in need of goodwill.

Steve Diggins reviewed some previous meetings and events, especially the excellent work done by the team on the Christmas party. The main focus, however, was on the lack of a firm location for the April meeting and the planned event to visit the Peter Welch MG Collection on March 18.

The Provincial AGM has been revised. It begins with the Noggin & Natter at the Abercorn Hotel on Friday evening. Saturday events include the VanDusen ABFM, a happy hour and dinner at the Cheshire Cheese pub on Dunbar, and a no host hospitality suite on Saturday evening at the Sylvia Hotel. Sunday

events include a group photo at the Totem Poles in Stanley Park at 9:30, the Mini Monte at 10:00, and the lunch (\$30/person) and AGM at Seasons in the Park in Queen Elizabeth Park.

Past Chair Gerry Parkinson took over the meeting, as the current officers happily stepped down. All of the election equipment was displayed.

Since Chair Bart Shaw wasn't standing for re-election and only one nomination was voiced, Ken Miles was acclaimed as Chair for 2007.

There was one nomination for Vice Chair and Steve Hutchens was acclaimed Vice Chair for 2007.

Secretary/Registrar Dennis Nelson didn't move fast enough and was acclaimed for another year - the price to pay for focusing on the Canucks' hockey game instead of the meeting.

Treasurer Elaine Lafontaine agreed to be nominated for another year and, with no other volunteers were found, she was acclaimed for another year to a loud ovation.

### Appointed Positions:

Events Coordinator - Steve Diggins retired due to the workload of the Society-level activities and the publishing of the Spanner. Bill Grant has accepted the role for 2007.

Phone and Email Coordinator Mike Smith agreed to stay on.

ICBC/Aircare Liaison Fred Bennett agreed to stay on.

Compassion Coordinator David Ballantine agreed to stay on.

Newsletter Editor Steve Hutchens agreed to continue in that role, in addition to his new executive responsibilities. A sigh of relief was heard around the room.

The new executive team had a picture taken, and the meeting drifted to a close.

## Executive Meeting, March 20

### Ken Miles

Present: Ken Miles, Bart Shaw, Fred Bennett, Bill Grant, Gerry Parkinson, Steve Hutchens, Dennis Nelson.

#### Agenda Item 1: OECC Annual General Meeting

Jerry will finalize program, registration forms, and Society motions with amendments as discussed

Dennis will receive the updated programs, registration forms and Van Dusen registration forms and email to the various chairmen of the branches

Steve will put registration forms and Van Dusen registrations forms in Roundabout

Gerry will notify all chairmen to provide \$50 for door prizes and prepare a report

Dennis is preparing a letter for Fred to approach KMS for a door prize in the neighbourhood of \$50 to be used at the Abercorn.

Bart will ask for permission to erect a tent at Van Dusen and put the club banner on it and Bill is to ask Paul for the tent.

#### Agenda Item 2: Ladner to Bellingham Run

Bill Grant will be the 2007 Grand Marshall. We will have to get the inventory and sweatshirt from Roy.

Steve will help Bill plan the event which will end at the Casino.

We will try to get the Walker and Chatterton registration team to help as they did such a great job last year.

Costs are as follows: \$2.00 for registration

The non member plate will be \$10.

The member plate with an extension bar will be \$20.

Agenda Item 3: The Bovil Award will be advertised in the October with requests for nominations from the members to be sent to executive for tally.

Agenda Item 4: Tradex: Everything is in place.

Agenda Item 5: Vancouver to Whistler Run

Ken will book rooms at the Pemberton Valley Lodge so that

we can drive the Duffey Lake road on the following Sunday.

#### Agenda Item 6: Events

Bill will try to plan meetings three months ahead so that there is plenty of notification and we can put it in Roundabout.

Business meeting require a place to tour plus meeting area for 40 people. It is up to facility we are touring whether they supply coffee or donuts.

Drives will be planned every month with maybe alternating between various side of Vancouver. There are people willing to help here.

### AT THE WHEEL

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

**Vice-Chairperson: Steve Hutchens**  
sphutchens@yahoo.com - 360-733-3568

**Treasurer: Elaine Lafontaine**  
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604-939-1773 / Fax 604-939-1753

**Good & Welfare: David Ballantine**  
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## 26th Annual Tulip Rallye

Ken Bottini

The 26th Annual LaConner Tulip & Daffodil Rallye will be

**Date: Saturday, April 21st**

**Time: 9:30 am (Rallye start)**

**Place: Cascade Mall, I-5 Exit 230**

COME ONE, COME ALL for our 26th running of the LaConner Tulip Daffodil Rallye. This year we are "in search of flowers and strange animals."

Each car club (three car minimum) will have a First Place finish for 26th Annual LaConner Tulip Daffodil Rallye. Non-club entrants can win in "open" class. You and your navigator will enjoy spectacular scenery, so don't leave your camera behind.

This event is a gimmick rallye, where questions take the place of time/distance checkpoints, so anyone should be able to compete successfully. All you need is a sharp eye and a sense of humor. Please note – speed is not recommended! You might want to pack a picnic lunch to enjoy at the end point while the scores are being tabulated.

To register, just send your name, address, car, and club along with \$12 (US or CDN per car) to the MGCC, 12835 N.E. 36th St., Bellevue, WA 98005-1323, or register that day for only \$15 (US or CDN). An entry form is at [www.mgcnwc.com/tulip.htm](http://www.mgcnwc.com/tulip.htm).

Directions: From I-5 take exit 230 and head east on Highway 20. Take a right at stoplight onto South Burlington Blvd. Take a right at next light onto Cascade Mall Drive. Go straight until you see the white MG Car Club tent where you will check in.

For more information call Ken Bottini at 425-883-9615 or E-mail [Rosalie.Bottini@Verizon.net](mailto:Rosalie.Bottini@Verizon.net).

Please bring some canned food for Northwest Harvest!

## Austin-Healeys Head to Vermont

David LaChance

(from Hemmings eWeekly, 2/15/2007)

The New England Region of the Austin-Healey Club of America is playing host for this year's Conclave, inviting Austin-Healey owners from across the country and around the world to enjoy some of the most beautiful countryside New England has to offer.

The gathering takes place in Burlington, Vermont, from June 24-29. Some of the planned highlights include visits to such Green

Mountain attractions as Ben & Jerry's Ice Cream, the Vermont Teddy Bear Factory, the Ethan Allen Homestead, and the Von Trapp Family Lodge. The car show will be held at the Shelburne Museum in Shelburne, Vermont, one of the nation's finest, most diverse, and unconventional museums of art and Americana.

Make sure you set aside time to see some of the more than 150,000 works of art displayed in the museum's 39 buildings, and to tour the restored 220-foot steamboat Ticonderoga, a National Historic Landmark.

Find out more at [austinhealeyconclave.com](http://austinhealeyconclave.com)



## The Role of Oil in a Classic Car (from the Castrol UK website)

[www.castrol.com/castrol/sectiongenericarticle.do?categoryId=9002095&contentId=7003942](http://www.castrol.com/castrol/sectiongenericarticle.do?categoryId=9002095&contentId=7003942)



The formulations required for modern vehicles are very different from those needed for older vehicles. Oils for modern engines comply with the latest API ratings of SG and SH and are ideal for the design of a modern engine. A classic car engine has the opposite characteristics with cork/

graphite/rope seals, low pressure cog driven oil pumps, wider oil ways with greater dependence on "splash" and "cling" lubrication, lower revving with lesser machine tolerances. Such a widely different specification demands a totally different lubricant.

The Castrol Classic Oils range offers formulations for older vehicles that have been specially blended for the work they have to do.

Inadequate detergent will result in gum and lacquer clinging to the hotter engine components - too much detergent can cause a build up of metallic ash in the combustion chambers of older engines. In older engines with traditionally high oil consumption, this will cause detonation and pinking.

In older engines where the carbon has built up over a number of years the detergents can also have a scouring effect causing the carbon to flake off, blocking up oil galleries and spray jets. High levels of detergent will "wash" traces of carbon from seals and gaskets, revealing oil leaks.



Inadequate anti-oxidant and the oil will permanently thicken during high temperature motoring, with large amounts of gum and varnish clogging filters and piston rings.

Inadequate anti-wear additive and the oil film between moving parts breaks down prematurely, resulting in metal to metal contact and irreparable damage.

Inadequate corrosion inhibitors and engine internals become pitted with corrosion and rust from acids and water formed during combustion.

Inadequate dispersing results in soot, wear metals and the by-products of combustion settling out in the sump to form a thick sludge, that will block filters and oil ways. Inadequate pour point depressant and the oil ceases to flow at low temperatures, with excessive strain on the oil pump or in certain cases, oil starvation on start-up causing complete failure of the lubrication system.

Castrol Classic Oils are formulated in the style of the original products but using the most appropriate additive technology to provide the best protection for your classic engine.

[Editor's Note: Apparently Castrol Classic has been available in numerous formulations in the UK for quite some time. For more, go to [castrol.com](http://castrol.com), select UK, and search on "Castrol Classic."]



# High-Tech Meets No-Tech

Les Foster

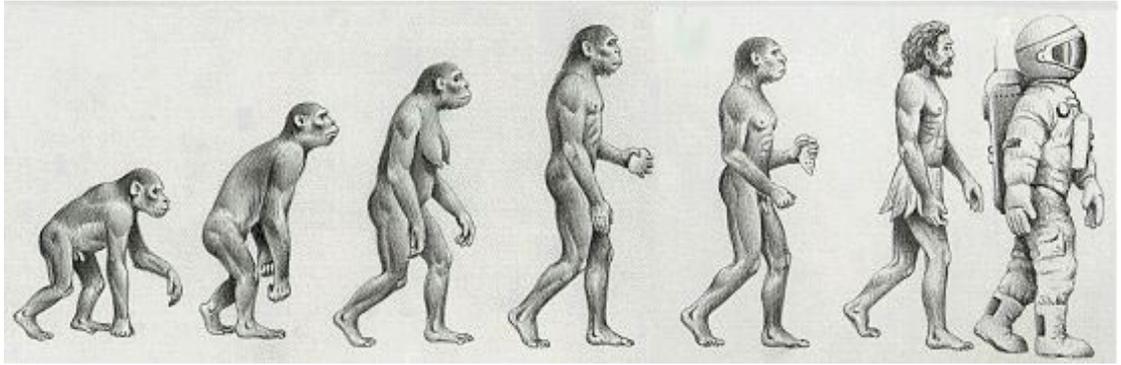
Rather like the varying degrees of orthodoxy amongst, for instance, the Amish, members of the old car fraternity in general and the Old English Car Club in particular, exhibit different levels of acceptance when it comes to modern technology.

Some, like a good friend of mine (he knows who he is), accept telephone or even, grudgingly, that revolutionary breakthrough of the 60s the FAX machine. It's rather like buying only plain black cars instead of sticking with the horse and buggy. Some members embrace technology fully. They use the worldwide net to source parts and information or communicate in real time (is there another kind?) with a whole new group of friends in distant places. There are probably more than a few, who like my friend, still bang out correspondence on sturdy old steel-cased typewriters, lick the stamp and the envelope, and dutifully deliver the manuscript to Her Majesty's mail. The odd person, no pun intended, might even eschew mechanical means and write things out in longhand. When it comes to our old vehicles, many of us secret electronic ignition systems into the hollowed-out cadavers of Lucas equipment or resort to the oft-used solution of concealed electric fuel pumps. Somehow "electric" sounds a whole lot less disturbing than "electronic", doesn't it? Still, the fact that we like old cars at all implies some lurking Luddite tendencies, however much suppressed. The point is, we all evolve (or don't) at different speeds. Personally, while I love the primitive but occasionally elegant execution of vintage machinery I'm not about to pull the plug on my modern conveniences!

It is with all this "baggage" in mind and perhaps a tinge of guilt for having "impure" modern thoughts that I must relate the unbridled joy of my own latest technological leap forward. Having only stood upright in the world of computers relatively recently I am still rather like a kid in a candy store at times. My wife says I'm easily distracted by bright, shiny things. Sometimes, though, all this high-tech stuff can neatly dovetail with the needs of a bygone era. Since having been asked by our Branch to display my 1951 Ford Thames truck in the Tradex show in April my enthusiasm has been tempered by mild panic. The legendary slowness of the Thames makes any venture onto the public byways rather like trying to land a Sopwith Camel at

O'Hare International! I desperately needed to scout out a reasonably safe (for all concerned) route from Tsawwassen to Abbotsford.

My previous attempts to rely on printed road maps had mixed results. They gave no hint of terrain or road conditions. That nice straight route to Langley last April turned out to be a lesson in geography and physics. I turned to my computer. The old road map had showed a likely route but I needed up-to-date confirmation. I tried "Mapquest" and found a nasty discrepancy between my paper map and the cyber version. Which was correct? What are these roads really like? Though I had driven



many of the roads before, the power and comfort of modern cars tends to obscure the memory of those obstacles that make Thames travel so challenging. I had to be right the first time. Driving the Thames can be oddly like a space launch- you either get there OK or not at all. At this point my son suggested "Google Earth." "Google What?", I said. With knuckles dragging, I followed him upstairs to his new computer. Well, a few minutes later I was "flying" along above my proposed route! I literally could look down, as if from that imaginary Sopwith Camel and follow each road and turn just as it is without leaving my chair or burning an ounce (sorry, milliliter) of precious gasoline. I could circle or go down lower for a better look or gain altitude for the big picture. Landforms and vegetation were clear to see. Although the image is "flat" and lacks a sense of perspective a read-out at the bottom of the screen showed me the elevation (albeit in meters) and thus helped define those great enemies of English Fords- hills. When I came to the part of the route that had come into question on the maps, my answer was clearly visible- no bridge! A revision to my plan was made. Easy, no wasted time, dangerous circumstances or red faces!

It was so much fun that I even checked out my tarped Thames fleet from space. They really stand out. Incidentally, so do the collections of some other members!

So there you go- high tech met no-tech and they got along just fine, thanks.

## Former MG Show Car Auction

Mark J. McCourt

(from Hemmings eWeekly, 2/22/2007)



This MG prototype X-Power SV will be auctioned by Coys during their February 27 auction in London.

English auction house Coys will be brokering a very special MG during their

February 27 auction in London; the car is known by the internal code name XP3, and is a prototype X-Power SV that was built

by Dove Engineering on behalf of MG Sports and Racing at a cost of £400,000. This gunmetal gray over gray and orange car was on the MG stand at the 2002 Birmingham Motor Show, as well as being featured in all of the X-Power marketing campaigns and the MG SV video. According to the auction house, the car has been significantly upgraded to meet U.K. Driver and Vehicle Licensing Agency and Single Vehicle Approval certification, and will be sold with a MoT. It is said to be in very good condition, with the carbon fiber body, leather interior and 4.6-liter, 320hp aluminum V-8 in excellent order; it is expected to sell for roughly £22-26,000. Visit [www.coys.co.uk/auctions/lot.php?auction=59&id=43951](http://www.coys.co.uk/auctions/lot.php?auction=59&id=43951), for more information.

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# Oil is Killing Our Cars (Part 3)

**Keith Ansell**

*Keith Ansell is President of Foreign Parts Positively, Inc. in Brush Prairie, Washington (www.foreignpartspositively.com); Submitted by Malcolm Buffum, Portland, OR, to MOGNW.*

*The article is from the Columbia Gorge MGA Club's MGAnnouncer; Their disclaimer: "Contents, including technical advice, are the views of the author and do not necessarily reflect the views of the organization. Application of this advice (and all advice in technical articles) is at your own risk."*

## Summation and New Information

First is that there is a problem, lack of ZDDP (Zinc Dialkyl DithioPhosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Second, our cars are a small percentage of the total market and BIG Corporate, the American Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away.

Third, that many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline, Standard, Mobil, Amsoil and others have now commented on the original article and are making suggestions. For some companies they are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two-page "bulletin;" by their account all their oils are superior and applicable. This is typical of many larger companies.

Fourth, same oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market with identical product that are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials are, within reason.

Fifth, on "modern" production cam, stay with the manufacturer's suggestions. For any car produced before about 1990 the owner needs to be aware that the factory-suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected. MGBs from 1975 to 1980 must choose to sacrifice the cam or the catalytic converter as an example of how difficult the decisions are becoming!

Yes, there is more! Castrol does understand our dilemma and is actively looking into what it can do to support our cars. We

## Reformulated Motor Oils and Your Flat-Tappet Engine

### Hagerty Plus Website, Foreign Parts Positively and Hot Rod Magazine

In an effort to reduce harmful emissions caused by the burning of engine oil, manufacturers have reduced or removed some oil additives that are essential to keeping older engines running. Flat-tappet engines common in older British cars as well as Volvos and some American engines are wearing cams and lifters at a remarkably high rate.

Opinions as to the cause of this phenomenon vary to some degree. However most agree that today's oils are not formulated with flat-tappet engines in mind as they are no longer produced for by any major automobile manufacturer.

In the last two to three years, there has been a reduction in

can expect to see products from them with specific application to classic cars. Shell's Rotella will be good until about June or July of 2007 with possibly nothing after that date. Red Line will be offering a "break-in" oil soon after the first of the year. Delo (Chevron) will also be questionable after the new "CJ-4" standards come in the middle of 2007.

Now the important information - oils that may be correct for our cars today (as reported by manufacturers by 12-15-06 - NOTE that many have changed their recommendations over the last three months!):

Castrol: Syntec 5W-40, Syntec 20W-50, Grand Prix 4-Stroke Motorcycle oil in 10W-40 and 20W-50, TWS Motorsport 10W-60 (full synthetic, available only at BMW dealerships), BMW Long Life 5W-30 (full synthetic, available only at BMW dealerships).

Red Line: 10W-30, 10W-40 (Synthetic oils)

Valvoline: VR-1 20W-50 (Conventional oil)

Amsoil: 20W-50 (TRO), 10W-40 (AMO), 15W-40 (AME) & 20W-50 (AXO)

Mobil: Mobil 1 5W-30 and 20W-50 (Synthetic)

Chevron: Delo 400

Shell: Rotella

What we are doing at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help and specific reports. We are sure this list will change in the next months with Castrol and Red Line responding directly to our needs.

- Break in: Delo 400 30W (A break in oil will be available from Redline soon!)
- Conventional oil: Valvoline VR-1 20W-50
- Synthetic: Red Line 10W-30 in newer engines, 10W-40 in older engines.
- Break-in is now 3,000 miles (using Delo 400 30W) before changing to running oil.
- Oil change interval: 1 year or 18,000 miles with Red Line synthetic; 1 year or 2,500 miles with conventional oil (Valvoline VR-1 20W-50).

Thank you to Castrol, Redline, Christiansen Oil. Materials have also been received from Valvoline, Mobil, Shell, Standard Oil and Amsoil. We're sure this subject will continue: Please forward any new information on this subject you may encounter to me at [Kma4285@msn.com](mailto:Kma4285@msn.com) or 360-882-3596.

[Malcolm's update to the article: "Keith reports that Castrol has withdrawn their recommendation for almost all of their oils for our problems, and expects to offer new oils this spring. Redline is coming out with a new break-in oil."]

the amount of zinc dialkyl dithiophosphate (ZDDP) contained in motor oils recommended for use with gasoline engines. In flat-tappet engines, this additive protects lifters and cam lobes from premature damage due to heat and friction by acting as a sacrificial layer between the cam lobe and lifter.

There are a number of readily available solutions for the old car hobbyist. See the resources below to find out how you can protect your engine.

Keith Ansell, owner of Foreign Parts Positively a shop specializing in British cars and located in Brush Prairie, Washington has researched and written extensively on this topic. (Older British cars are nearly exclusively powered by flat-tappet engines.) His website, including contact information can be found at [www.foreignpartspositively.com/](http://www.foreignpartspositively.com/).

Click the link below for an article from the June issue of Hot Rod Magazine regarding flat-tappet cams and reformulated oil.

**Hot Rod Magazine Article on Reformulated Motor Oil:**  
[www.hotrod.com/techarticles/engine/flat\\_tappet\\_cam\\_tech/](http://www.hotrod.com/techarticles/engine/flat_tappet_cam_tech/)

## Portable Auto Storage

Matthew Litwin

(from Hemmings eWeekly, 2/22/2007)

Air Chamber USA recently unveiled their portable, controlled-environment storage system for collector, exotic, high performance and luxury automobiles. Air Chamber is the world's only drive-in storage unit that creates the ideal conditions to preserve valuable collections from rust, mildew, dust and mold. It's a cross between a robust tent, a transparent car cover and a portable garage, thanks to a lightweight, semirigid frame for easy mobility, instant access and protection against contact.



Available in a variety of sizes, the Air Chamber's unique design minimizes potential for damage to vehicles caused by hidden moisture and condensation by circulating clean air across the vehicle's surface. It also features exclusive electrostatic filters that prevent airborne particles — such as dust and sand — from collecting on a vehicle. In addition, it has a UV covering that filters out harmful light that can fade or crack the paint or interior. The Air Chamber offers minimal power consumption that allows it to be plugged into virtually any normal 110-volt outlet.

Prices begin at \$559, and custom sizes are available. For more information, call 888-89-AIRCHAMBER, write to graham@airflow-uk.com, or visit [www.airchamber.com](http://www.airchamber.com).

Subscribe to Hemmings eWeekly (free)  
at [www.hemmings.com/newsletter](http://www.hemmings.com/newsletter)

## Troubles with Body Filler?

### Second Chance Garage

“An Easy Way to Learn About Restoring Cars”

([www.secondchancegarage.com](http://www.secondchancegarage.com))

This tip was on the Hagerty member website.

Anyone who's used body filler knows how difficult it is to spread over “delicate” areas. You know: when the filler has to spread over a very thin imperfection or just has to provide that “last little surface.”

The problem is that the filler is fairly viscous and resists being spread in a thin film. The result is air bubbles or a thicker-than-desired surface that requires more careful sanding. While there are specialized fillers designed to spread more evenly, here's another useful idea: Add a little liquid fiberglass resin (you invariably have a big can of it that will never get used up!) to the body filler and catalyst mixture. Stir everything well (the catalyst works in both products, so don't worry) and there you have it - a smooth, less-viscous, creamy mixture that will spread beautifully.

## Your Rootes are Showing

David LaChance

CORRECTION: The gathering takes place on July 25-29, 2007, in Rootstown, Ohio, NOT in August as reported here and just about everywhere on the Internet!



## Speedometer Cable Flick

Win Muehling

This might be useful information for other British car owners. I had a problem with a fluctuating speedometer needle in my 1966 Plus 4. Since I have a good friend, Dennis Quinlan, in Sidney, Australia, who used to own KTT Services, an instrument restoration shop specializing in Smith's instruments, I e-mailed him with a description of the problem. Here is his answer:

The speedo is called a Smiths nemag type. There can be three causes of a fluctuating speedometer needle:

**[1st Cause]** It could have a small instrument angle drive (type BG2410/xx ) attached at the back via a thumb screw. If it has, these have small plastic gears inside and in the four Rovers I had in 1960s I found that after some 90,000 miles the gears had worn in the area of mesh and some slipping and re-meshing occurred such that the pointer oscillated.

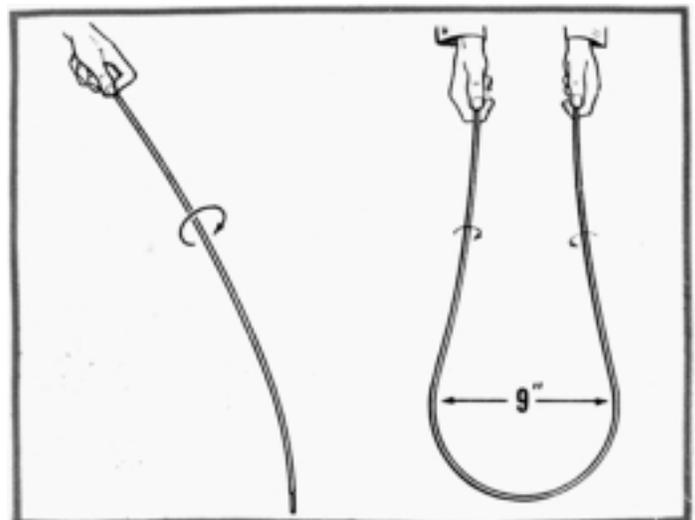
**[2nd Cause]** However, the speedo can also oscillate due to a problem developing in the odometer mechanism, which has small pushing pawls that turn the ratchet gears at the end of the odometer counter wheels. It can be that as the cable rotates and the pawl starts to push, a small load goes on the cable; it twists on itself for a fraction and recovers and this translates as a pointer flicker.

**[3rd Cause]** The final and probably likely cause is the inner cable itself with the cable having rust inside the inner layers of wire; instead of smoothly driving, the inner wire “flexes” in a twisting action and the cable then has a “flick.” This again translates into an oscillating pointer.

I've attached a note from a Smiths catalogue, “Care of Your Instruments” which explains how to test any inner cable for this fault that will cause a flick on the pointer.

In fact, if you store speedo cables coiled up, even though new, in time this flick will be there and they are useless to use. I bought a heap at auction once, new mostly, and threw out over 60% in the end.

I removed my cable and, sure enough, that was the problem. I replaced it with a new one, and just to make sure that the problem would not reoccur, I also rerouted the cable so that it curved more gently. The needle is now as steady as can be.



**CHECK FOR INNER FLEXIBLE SHAFT:** Lay out shaft straight on flat clean table and roll. Any “kinks” or obvious signs of damage will be seen. Then take an end in each hand allowing shaft to hang in a loop of approximately 9” diameter. Rotate it slowly with the fingers. A satisfactory shaft will turn smoothly without “snatch.”

# Repairing a Rover P6 Automatic Transmission Right-Angled Speedometer Drive

Walter Reynolds

*Editor's Note: This may be applicable to other cars!*

The speedometer on my 1968 Rover P6 2000 automatic stopped working about two months after I bought the car. After asking around, I was convinced that the problem was at the instrument panel end. The cogitation cycle for this search and repair venture was about 12 months long. After all, who needs a speedo? You keep up with traffic and, when your internal speed dynamo senses you're going too fast, you ease off on the petrol pedal, don't you?

The actual work process took place in two stages. First stage involving both Linda and me was June/July 2006 with a long "get the breath back" break till late January 2007.

My investigation determined that the problem was not with the instrument panel right-angle speedo drive, nor was it with the cable itself, but with the transmission right angle drive. The short piece of squared cable that fits into the transmission's speedo takeoff was in good shape, but it wasn't fixed in place in the worm drive pinion.

I knew that there was a spare drive in one of the 9 boxes of parts that came with the Rover, but when I found it, it too was broken. How about that, the proud owner of two right angle speedo drives and not one of them works! The short piece of cable that fits into the transmission speedo takeoff was all chewed off of the spare. I tried a fix of my own by soldering a new piece of cable to the old piece, but the new piece broke off when I accidentally hit it.

I went to Ruth at All British Car Parts, but she could not help me. Through our discussions, Ruth told me about Dave Collis (her - long ago - apprentice and Morgan driver/racer/mechanic) who fixes speedo drives. That made two bonuses for me because I know Dave and he lives but minutes from my house.

I took both drives with me to Dave and while he repaired the first one, I watched and, at home was able to repair the second one. So, here is the sequence to repair a Borg Warner 35 automatic transmission's right angle speedo drive:

Photo 1 shows the right angle drive with the chewed driver cable.

Step 1: Using tools with sharp edges (blade, chisel, Dremel)

remove the tabs which retain the round steel retainer plate at the opposite end to the driver cable. (The drive Dave worked on had tabs to retain the retainer, but mine was pressed into a



groove and I had to remove excess metal to pry loose the metal retainer.) Remove the bearing disc behind the retainer and carefully remove the worm drive pinion (into which fits the driver cable).

Photo 2 shows the component parts of the right angle speedo drive: case, worm drive pinion, bearing disc, steel retainer.

Step 2: Using whatever process works for you, remove the old driver cable from the centre of the worm drive pinion. Clean all oil contamination from inside the worm drive pinion. Cut a length of squared speedo cable (from a spare cable, of course) to approximately 1 3/4 inches. Clean this cable too. Insert the cable piece into the centre of the worm drive pinion, making sure that the end does not protrude beyond the pinion gear face. Using flux and a propane torch, solder the cable into the centre of the worm drive pinion and set aside to cool.



Photo 3 is of the finished worm drive pinion with its new driver cable.

Step 3: Prior to reinstalling the worm drive pinion into the casing, apply grease to the gears and to the bearing surfaces of the pinion shaft. Don't use too much grease or too heavy a grease or the gears won't turn.

Step 4: Reassemble by inserting the worm drive pinion into the right angle drive casing followed by the circular bearing and the round steel retainer plate. Peen the sides of the opening that the steel retainer plate goes into to ensure that the plate does not fall out (followed by the other bits and pieces). All through the re-assembly process, keep testing that the squared cable turns as does the female end that the speedo cable goes into. If something doesn't turn, the retainer plate is probably in too far, so bring it out a smidge and try again.

Photo 4 shows the reassembled drive.

Step 5: Attach the speedo cable to the right angle drive then attach a variable speed drill to the new short squared cable, setting the drill to reverse. Slowly set the drill working and watch to see if the speedo ribbon starts its journey across



the instrument panel speedometer. If it does, all is OK to disconnect the drill and to attach the drive to the transmission speedo takeoff drive unit. If the speedometer doesn't work, then go back and ensure that the right angle drive is still working. If it is, redo the Step 5 parts. If not, have a drink and start again - pick your own starting point! When all is working, replace the rubber grommet over the base unit transmission access hole, then reposition the carpet and go for a test drive.

To use the job-rating system used by the Jensen Healey Preservation Society, the summer '06 portion of this project was worth at least one and a half bottles of wine. Conversely, the repair of the drives was worth one glass each, plus the removal and reinstallation of the drive would be a total of one glass of wine.

My thanks to Malcolm and Eric for their words of wisdom last summer and to Ruth for directing me to Dave, and finally to Dave for being a great repairer and teacher.

## Easidrivin' - Continued from page 1

electric clutch for use in industrial applications. Having found this clutch to be very successful they decided to develop the idea further into an automatic transmission. Once produced, they could find no takers in the United States. All of the U.S. automakers already had automatics and were also aware of the fiasco that had befallen Packard in the mid 1950s when they had introduced an electrically operated automatic transmission. This transmission had proven to be a failure and was considered to be in a large part responsible for the company's demise.

Having failed to convince any of the American auto makers to purchase the Easidrive system, they offered the technology to manufacturers in Europe. The Smiths Company of England liked what they saw and bought the rights to the system. They



developed it further and shopped it around to different manufacturers and found a buyer in the Rootes Motor Company. Rootes was impressed by the fact that the transmission required very little power to operate and delivered gas mileage only slightly less than a manual gearbox. It also did not affect performance in any significant way. Rootes felt that this would open up a whole new market for them I'm sure; instead, it helped lead to the decline of the company.

How it works: The actual gearbox is very similar to a manual gearbox. However that's where the similarity ends. Attached to the engine, on the end of the crankshaft, is a driving member (like a drum). Attached to the gearbox, on the input shaft, is a driven member, a smaller drum that fits inside the larger drum. Actually there are two driven members (smaller drums) one in front of the other. The front one is connected to the mainshaft and enables direct drive. The rear one drives the countershaft which in turn drives the mainshaft through a set of constant mesh gears and a freewheel giving low gear and by a solenoid operated dog clutch which activates intermediate gear.

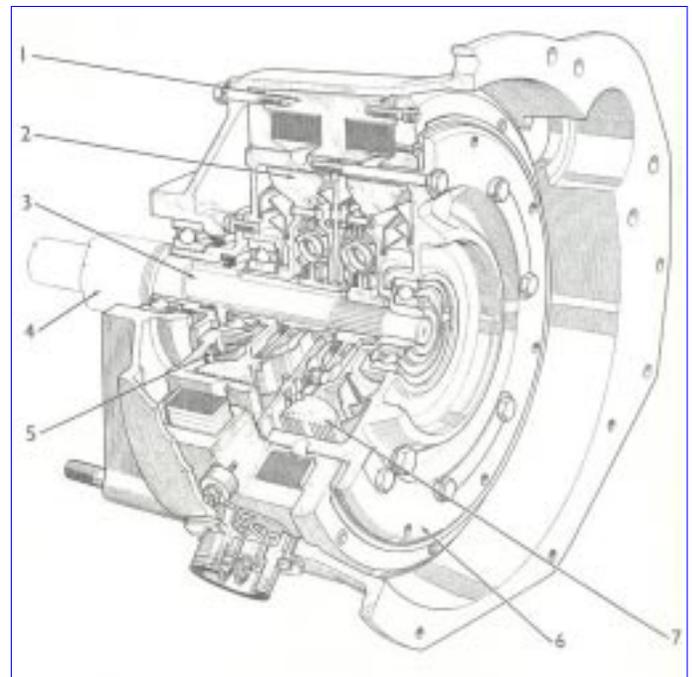
In between each smaller drum and the larger driving drum that surrounds them is a small air gap that is filled with iron powder. While the car is in neutral these iron particles are tossed around inside this gap. When a gear is selected, a stationary magnetic coil inside the bell housing is energised. This causes the iron powder to form in little solid columns between the two members (one of the smaller drums, depending on which gear is selected, and the larger drum) creating a solid coupling between engine and gearbox. Reverse gear is obtained (I'm quoting the manual now) "by a sliding gear, splined to the mainshaft, which is manually engaged with the reverse-gear train: moving this gear also disengages the freewheel." One positive to this system is that there is virtually no slippage thus very little loss of power

unlike the torque converters used in conventional automatic transmissions.

The whole system is run by a control unit under the hood that is full of transistors and other electrical components like rectifiers and other things I don't quite understand. There is also a gear selector switch, a governor which monitors road speed and throttle position, a gearshift solenoid for engaging the dog clutch inside the gearbox to engage intermediate gear and a throttle solenoid which will raise the engine revs when 2nd is selected from drive while throttle is in closed position.

Sound complicated? Well most mechanics on this side of the pond most likely thought so and it didn't help things when problems were incurred and there was no Rootes dealership or service facility nearby.

Despite being quite complicated the system itself actually worked quite well. It was corrosion that was the systems greatest enemy especially the earlier Stage 1 models which relied on many mechanical relays to do all the switching. Damp weather would corrode these switches and relays over time hindering their operation and giving the system a bad name in



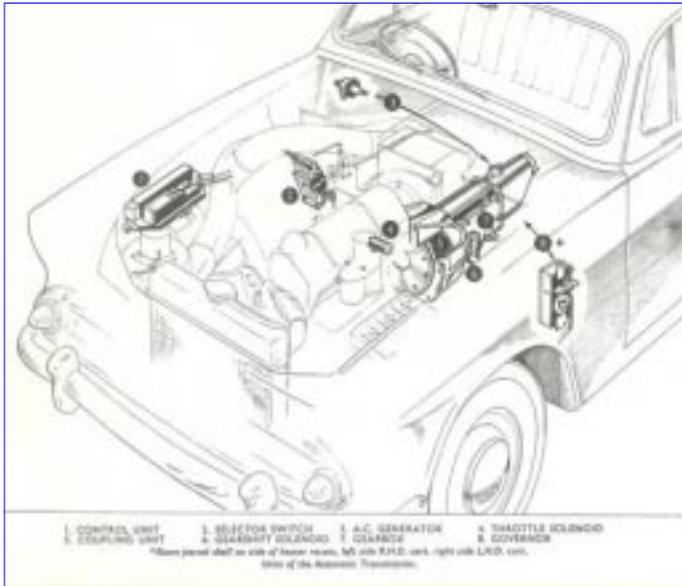
1. BEATERS 2. DRIVEN MEMBER (10-4000) 3. GEARBOX MAIN SHAFT 4. GEARBOX OUTER SHAFT  
5. LAGYENTH 6. DRIVING MEMBER 7. DRIVEN MEMBER (10-4000)  
Fig. 1. Coupling Unit.

the motoring world and the public's eyes. By the time the newer improved Stage II system with it's transistors came out the damage had already been done to the Easidrive's reputation and Rootes found them increasingly hard to get rid of.

This bad reputation was once again demonstrated to me last summer at the Deas Island car show. I ran into two brothers who had owned an authorized Rootes service depot in Coquitlam in the 60s called UK Motors. These two fellows had known my dad who was parts supervisor at Rootes on W. Broadway. When I mentioned that I had just bought a Minx with Easidrive the older brother who was the mechanic of the two put his hand on my shoulder and said "my condolences, son." So you can see the Easidrive was almost universally looked upon as an abject failure in the motoring world and along with the introduction of the Imp (sorry John C!) helped lead to Rootes eventual downfall.

Another funny and telling incident was relayed by a well known Rootes enthusiast in the U.S. who recalled driving his two or three year old Easidrive Minx in the rain one night with the wipers, heater, radio, and headlights on. Despite all Easidrive models being equipped with a larger generator to handle the electric operation of the gearbox, driving with all of these other electric devices on at once would and did kill the battery.

My history with the Easidrive actually begins back in the 60s when I was a young lad. My father had been transferred from Toronto to the new Rootes office on W. Broadway in Vancouver as parts supervisor. Once here he bought a one year old 1963



Series IIIC Minx for \$ 900. The car had been bought new the year before by an older lady and was equipped with an Easidrive automatic transmission. After countless trips back and forth to the Rootes dealership because of problems, the old gal demanded her money back and Rootes bought the car back from her. My father told his boss he would buy the car if they ripped out the Easidrive and installed the conventional four on the floor standard gearbox which they did. So I grew up hearing of the disaster that was the Easidrive and actually bought that same '63 Minx off my dad in 1974 for the princely sum of \$1 (you had to put an amount on the transfer form) which I never actually paid him. He liked to remind me of that but in my defence I was a cash poor high school student at the time.

Fast forward to early spring 2006 and a fellow who runs a Hillman website in the U.S. happens to mention on our Internet discussion group that he has been contacted by someone wishing to sell their Minx. This Minx he is told is in excellent original condition with just over 30,000 miles on the clock. The car is located in Saskatchewan and is a 1962 model with a functioning Stage II Easidrive automatic!

After seeing some pictures the seller had forwarded, I was hooked. It looked too good to be true. I contacted the seller and he agreed to take some more detailed photos next time he was out at his father-in-law's farm where the car was stored. After several more conversations and e-mails a price was agreed on and I arranged to have the car shipped out to B.C. The only problems that he had informed me of was that the car would stall at about 40 mph and they were unable to determine what was causing it (sounds like he was about as mechanically adept as me!). He also mentioned that although the paint was original it was a little faded in places and rock chips etc. had been touched up over the years.

When the car did finally arrive I must say I was very pleased. As

is usually the case it looked better in the pictures but I was prepared for that and was actually very pleasantly surprised. The engine and engine compartment was very dirty and the interior needed a good clean but the body was, as far as I could tell, in excellent original condition. The only rust I can see is surface rust on the inside lip of the wheel wells and a bit under the hood here and there. The underside of the car which has never been undercoated is covered in a fine coating of surface rust but nothing structural that I can see. This last fact is pretty amazing considering the car spent it's life in and around Regina . Apparently the original owner had only put about 30,000 miles on it and then parked it for thirty odd years. When she died it went to her nephew for a few years and then to the people I bought it from.

As far as the transmission goes, it actually does work although it has a rough shift into 2nd. It also has a slow leak and the gearbox was bone dry when I got it as the car had been sitting for several years.

My plan is to live with it for now as I don't want to take it out as no one knows how to work on these darn things and if it's working pretty well, leave well enough alone I say! I've been working on cleaning everything up and repainting parts, etc. Plus I had to have some of the upholstery replaced as there was a large rip in the front seat and a cigarette burn in the back. Kudos to Steve Diggins for an excellent job! The stalling problem turned out to be a sticking float valve in the carb which was remedied with a rebuild kit. Diagnosed that one myself, wonders never cease!

My plan is to get it running again in the next month or so once all my new gaskets arrive and then take it for it's provincial inspection. After that I'll get it up on ramps and start cleaning the surface rust off the undercarriage and then will undercoat it. It also needs new carpets as well.

Hopefully it'll all be Easidrivin' from then on.

## MGs to Gather in Georgia

David LaChance

(from Hemmings eWeekly, 3/8/2007)

Georgia's beautiful and historic Jekyll Island will be the setting for the 41st Gathering of the Faithful South — or, in MG-speak, G.O.F. South Mark XLI — from April 20-22.

MGs in their myriad forms, from prewar classics through the last of the MGBs, are welcome, and trophies will be awarded for all classes, as voted on by registered attendees. The Grand Show takes place on a bluff overlooking the Atlantic Ocean, so if you're thinking of taking part, this might be a good time to get that handbrake sorted out. A barbecue dinner, driving tours of the island, wine and cheese tastings and more are on the agenda.

There are plenty of non-MG activities on Jekyll, too, including golf, fishing, horseback riding and sightseeing cruises. Now is the time to register. Just visit the Web site of the host club, MG Classics of Jacksonville, Florida, at [www.mgclassics.com](http://www.mgclassics.com), and they'll take it from there. For more about Jekyll's many charms, see [www.jekyllisland.com](http://www.jekyllisland.com).

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# Adjusting the Steering Box

## Cuthbert J. Twillie, of the Backbay Twillies

Friends,

Finally getting some drives in the newly rebuilt Phantom Mog. Of course this requires some dialing in as little oopses come to light. The toe in was at a half inch, and this makes for a really twitchy car.

Next was the two inches of play at the steering wheel rim. First call is to Toby Tuttle for a little hand holding. Toby's soothing words are; "figure the steering box has never been adjusted." Jack up the car, remove the front wheels. I did this but still wonder why I removed the right front. Drop the drag link from the box's steering arm so you can feel the action on the steering wheel without additional dead weight. Fred Sisson's advice is to ensure the bolts are tight on the top and on the bottom end of the steering box.

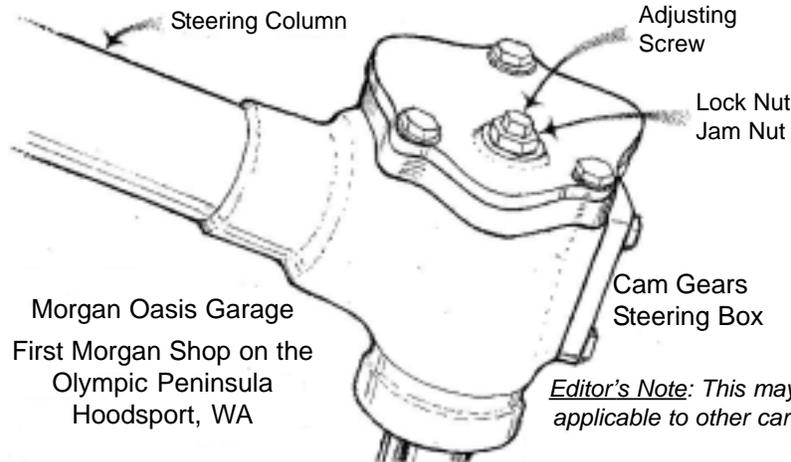
There is an adjust-

ing bolt and a lock nut on the adjusting bolt. The lock nut is loosened and the adjusting bolt is turned clockwise. I did this maybe two times at an eighth of an inch (1/8") and this was way, way too much and it tightened the steering wheel almost solid. So I backed off and adjusted it probably a sixteenth of an inch (1/16"). A tiny little amount. This gave about a half inch of play at the steering wheel rim.

I put it altogether and drove the car. It WAS better BUT it could be even better. So back on the jack, off with the wheels and drop the drag link. Now, with a little experience and confidence, I adjusted it to likely a quarter inch (1/4") play at the dear old Brooklands wheel rim.

In reading Ken Hill's Morgan Trilogy, he says to back off the lock nut two full turns, then turn the adjusting screw down until it stops hard. Then back it off an eighth (1/8) of a turn. He also says that 1/4 inch of play at the wheel is the correct adjustment. Mr. Hill has written many books on Morgans and owns a lovely LeMans replica he inherited from Dick Pritchard.

### Cuthbert's Epistles to the Mognoscenti



# Vehicle Importation Laws

## Andrew Jay, in an email to Ken Miles

Subject: Notice to Car Clubs: Transport Canada Proposes Changes To The Importation Laws!

To whom it may concern,

My name is Andrew Jay, and I am a member of the Imported Vehicle Owner's Association of Canada (IVOAC). I am also an owner of a Japanese-imported Honda automobile. I am writing you concerning a recent movement by the Canadian Council of Motor Transport Administrators to have Transport Canada raise the legal importation age limit from the current fifteen to twenty-five years. They are claiming that this proposed age increase is to ebb the tide of 15 year imports, and in particular, Right-Hand-Drive imports from countries like England and Japan .

As an automobile enthusiast, and imported vehicle owner, I feel that this decision is wrong. The age limitation of fifteen years was put into place by Transport Canada to allow collectors a chance to own special-interest vehicles, and show them to the public who otherwise may never have a chance to see such vehicles in person. Any change to this legislation would have a lasting impact on the automobile hobbyists for years to come and would take an immense amount of pressure to have reversed.

Most of the process thus far has occurred behind closed doors and without any public consultation, but after seeing some of the "evidence" the CCMTA presented to Transport Canada , and obtained by the IVOAC, it is clear why. They have openly cited RHD autos to be main focus of their agenda, but are using erroneous information, and speculation about all imported vehicles as the basis for their complaints. They have even openly stated that they do not have the data to back up most of their claims, but nonetheless this proposal has gone forth. Matt

Coons of Transport Canada has stated that there will be public consultation and it will be another eighteen months before any change would take place. We need to show Mr. Coons and the rest of Transport Canada how the Automobile Enthusiasts feel about this change before it gets to that stage.

With the current trend of importing high quality, low mileage collectible vehicles from all over the world on the rise, I felt it was my duty as a fellow enthusiast to write to your organization personally and inform you of this proposed change. This has the potential to affect not only owners of those specific vehicles in transit, or enthusiasts looking to import in the future, but could also affect the vehicles already in Canada (in the years to come).

I urge you to please inform the members of your club/organization of what is happening; this could have serious repercussions to them and our hobby. Also, please take the time to read the 24-page document I have enclosed, called "The IVOAC Perspective on Proposed Changes to Vehicle Importation in Canada ".

Visit us at [www.15years.ca](http://www.15years.ca) if you have any questions or concerns or if you would like to join us to fight Transport Canada on this issue. My screen name on the site is: jhmed

Sincerely yours,

Andrew Jay

Calgary , Alberta

[jhmed@shaw.ca](mailto:jhmed@shaw.ca)

For the full 24-page document, *Perspective on Proposed Changes to Vehicle Import Regulations in Canada*, visit:

[www.oecc.ca/vcb/IVOAC\\_Perspective.pdf](http://www.oecc.ca/vcb/IVOAC_Perspective.pdf)

For more information please visit:

[www.cbc.ca/consumer/story/2006/12/22/japanesecars.html](http://www.cbc.ca/consumer/story/2006/12/22/japanesecars.html)

# OECC Vancouver Coast Branch 2007 Roster

Aaroe, Bill & Sue Parker 604-942-7746; Port Coquitlam 1967 Austin VDP Princess	Christian, H. Royston 604-531-1746; White Rock roystonc@telus.net 1989 Bentley 8 Mulsanne	Edge, Paul New Westminster Egerton, Steve & Judith 604-435-8064; Vancouver segerton@shaw.ca 1953 Allard, Palm Beach 1981 Rolls Royce Corniche	Hetherington, Les & Carol 604-929-4105; North Vancouver lcheth@shaw.ca 1986 Jaguar V12 XJS Cabriolet 1988 Jaguar XJ12 Series 3 1968 Triumph 1300 FWD
Austin, David & Lisa 360-733-7648; Bellingham dnaustin@comcast.net 1976 MG B	Cirillo, Domenico & Settimia 604-524-4237; New Westminster 1974 MGB	Emdall, Jack 604- 522-8141; New Westminster emdall@shaw.ca 1948 MG TC 1950 MG TD 21	Hunt, Lorrie & Regan 604-591-3025; Delta 1961 AC Ace Bristol 1958 Austin Healey Sprite
Ballantine, David & Margaret 604-980-4120; North Vancouver dballantine@shaw.ca 1974 Jensen Interceptor Series III	Cirillo, Fred 604-524-0847; New Westminster 1966 Ford Cortina GT	Fishman, Richard & Andrea 604-738-3605; Vancouver 1962 Morris Minor Conv.	Hutchens, Steve & Celia Obrecht 360-733-3568; Bellingham sphutchens@hotmail.com 1962 Morgan 4+4 1961 Morgan Plus 4 DHC 1959 Morgan Plus 4
Beenham, Paul & Kelly 604-278-4140; Richmond 1951 Ford Prefect 1948 Ford Prefect 1950 Prefect 1961 Velox PAX 1960 Vauxhall Velox	Cirillo, Itallo 604-951-0425; Surrey 1960 Vauxhall Victor 1960 Vauxhall Victor Wagon	Follows, Robert & Nicola 604-926-3338; West Vancouver follows@shaw.ca 1936 Talbot	Inglis, Alan & Maureen 604-737-0044; Vancouver alan.inglis@telus.net 1974 MG Midget
Bennett, Fred & Sheila Thompson 604-939-1773; Coquitlam 1970 Triumph Spitfire Mk III 1974 Triumph Bonneville 750 1950 Triumph Tiger 650 3-BSA Bantams	Clarke, John & Carol 604-291-1890; Burnaby jcclassics@shaw.ca 1957 MG A 1962 MG A MkII 1969 Jaguar E-Type OTS 1956 MG A Coupe 1966 MG B Roadster	Foster, Les & Trish 604-943-4936; Delta leswfooster@hotmail.com 1948 E83W Thames Van 1950 E83W Thames Van 1951 E83W Thames Van 1951 E83W Thames P.V. 1953 E83W Thames Estate Car	Jackson, Gordon & Elaine 604-886-4788; Gibsons gordonj@dccnet.com 1968 Jaguar 340
Blake, Steve & Liz 604-943-6416; Delta steveliz@telus.net 1949 MG TC 1962 Morgan Plus 4 2005 Mini Cooper S 1974 TVR 2500M	Coleman, Jerry & Gine 604-222-2741; Vancouver colemanj@shaw.ca 1956 Ford Prefect 1958 Ford Anglia 1958 Anglia	Freestone, Rick & Penny 604-468-9041; R.P.O. penrick@telus.net 1977 MGB Roadster 1972 MGB Roadster 1996 Jaguar XJS Cabriolet 1993 Jaguar VDP	Johnstone, Bruce & Cathy 604-980-0025; North Vancouver brucejon@telus.net 1990 Jaguar XJ6 1998 Range Rover 38 1976 Triumph TR6 1974 Triumph TR6
Bousfield, Brian & Phyllis 604-465-0609; Pitt Meadows 1973 MG Midget	Courtemanche, Doug & Anne 604-222-2741; Vancouver adcourt@shaw.ca 1957 Bentley S1 1960 Alvis TD21 1956 Jaguar XK140 Roadster (2)	Gale, Doug & Rhonda 604-521-3021; Burnaby rhonda@brinkman.ca 1969 MGB Roadster 1972 MGB Roadster	Jones, Clifford.R 604-219-5875; Surrey cortina10@shaw.ca 1969 Ford Cortina Estate GT 1969 Ford Cortina MK 2 2DR 1969 Ford Cortina MK 2 2 DR GT 1967 Ford Cortina MK 2 4DR GT 1968 Ford Cortina MK 2 Estate
Broady, Steven & Maureen 604-584-3307; Surrey sbroady@telus.net 1959 Armstrong Siddeley Star Saphire 1985 XJS-C Cabriolet 1999 Jaguar XJR	Coutts, Ron & Sally Fraess 604-524-6147; New Westminster ronc@wolverton.ca Sunbeam Alpine Series 5	Grant, Bill 604-936-6454; Coquitlam bshed@telus.net 1953 Ford Zephyr Six 1960 Morris Minor 2DR 1969 Jaguar XJ6 1967 Jaguar 420S 1950 Morris Minor 2DR	Jones, Patrick (SEE ELAINE!) 604-540-0200; Coquitlam a55_mk2@hotmail.com 1961 Austin Cambridge Estate 1964 Riley 4/72 1972 Morris Marina Estate 1938 Austin Ruby
Chapman, John 604-590-3749; Surrey johnchapman@telus.net 1967 Daimler V8 250 1972 Triumph Stag 1973 MG Midget 1966 Sunbeam Imp	Crabbe, Colin & Ingrid Luters 604-590-6210; Delta ccrabbe@dccnet.com	Heather, Bill & Nan 604-943-5303; Delta 1970 E type Jag 2+2 1979 MGB LE Roadster	Jones, Roger 604-541-4221; Surrey lingerir@shaw.ca 1977 Morris Marina 1961 Austin Cambridge Riley 4/72
Chatterton, John & Gerry 604-946-7014; Ladner england@telus.net 1979 Austin Mini	Diggins, Steve 604-294-6031; Burnaby 1962 Austin Cambridge A60 1936 Morris 8 Race Car 1937 Austin 7 Roadster 1937 Austin 10 Van 1951 Austin 2 Ton Truck		

Jones, Barry & Carolyn Swayze  
604-538-3495; White Rock  
dbarry@shaw.ca  
2002 Jaguar X-Type

Karlikian, Ohan  
Vancouver

Kaufman, Steve

King, Douglas & Jane  
604-985-2308; North Vancouver  
doug\_king@shaw.ca  
1958 MG A

Lafontaine, Elaine  
604-591-3332; Surrey  
wolseley@lightspeed.ca  
1961 Wolseley 6/99  
1957 Austin Cambridge A55  
1958 Austin Westminster  
Countryman  
1962 Triumph TR3

McDiarmid, Bob & Judy  
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rjmcdiarmid@telus.net  
1972 Triumph TR6  
1975 Triumph TR6  
1966 Morgan +4  
1966 Morgan DHC

McDonald, Glen & Bronwen  
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membership@bcms.bc.ca  
1959 Triumph TR3

McIntyre, Bence & Helen  
604-536-2207; Surrey  
hbmcityre@shaw.ca  
1964 MG Midget

McLean, James & Carol  
Ludvigsen  
604-925-0689; West Vancouver  
mcl@shaw.ca  
1975 Triumph TR6  
2001 Jaguar XKR

Miles, Alan & Mary Lou  
604-272-2145; Richmond  
milesfamily@telus.net  
1962 Sunbeam Rapier IIIA  
Convertible  
1960 Sunbeam Rapier Series  
111 Hardtop  
1962 Hilman Minx IIC

Miles, Ken & Pat  
604-576-8036; Surrey  
kengmiles@shaw.ca  
1969 Morgan Plus 8  
1969 Morgan 4/4  
1960 Morgan +4 DHC  
1946 Triumph 1800 Roadster

Mitchell, Bill & Charlotte  
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1958 Austin Healey  
1967 Austin Healey BJ8

Morris, Tom & Val  
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tomm8847@telus.net  
1962 Jaguar E-Type FHC  
1965 Land Rover 88

Muehling, Win  
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1986 Morgan +8  
1966 Morgan +4

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andrewdn@hotmail.com  
1969 Austin Mini Cooper  
1967 Austin Mini Cooper  
2003 Austin Cooper

Nelson, Dennis & Pat  
604-599-9032; Delta  
dnelson@dccnet.com  
1960 Triumph TR3A  
2003 Jaguar X-Type

Parkhill, Jerry & Sue  
604-794-3652 Chilliwack  
1967 Jaguar 3.8S  
1967 Jaguar 420G  
1967 Jaguar 420G

Parkinson, Gerry  
604-240-1847; Delta  
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MG 1500 Roadster

Peirson, John & Marny  
604-926-2753; West Vancouver  
jpeirson@telus.net  
1911 Rolls-Royce Silver Ghost  
limo, chassis #1645  
1965 Rolls-Royce Silver Cloud  
1968 Austin Mini (auto)

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1968 Austin Cambridge Pickup  
1958 Rolls Royce Silver Cloud

Pel, Leo  
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pel5@telus.net  
MGB Roadster  
Austin Cambridge  
Austin Mini

Pel, Peter  
604-437-0211; Burnaby  
tripel@telus.net  
1937 Austin 7  
1960 Austin Cambridge  
1950 Austin Devon  
1950 Jaguar MK V Drophead  
1975 Triumph TR6

Peterat, Jurgen  
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jpeterat@hotmail.com  
1971 Triumph Stag  
1970 Triumph Stag  
1962 Jaguar MK 10 4.2

Ponto, Darwin  
604-581-7859; Surrey  
darwinponto@telus.net

Powley, Mike & Rosemarie  
604-542-0921; Surrey  
mpowley@telus.net  
1972 Morgan 4/4 4 Seater  
Roadster  
2003 Jaguar X Type

Rennie, John & Setsuko  
604-274-3990; Richmond  
1969 Morgan 4/4

Reynolds, Walter & Linda  
604-465-6350; Pitt Meadows  
wreynold@uniserve.com  
1968 Rover P6 2000 SC

Sclater, Elliot  
604-943-4830; Delta  
sclater@hotmail.com  
1950 Ford Prefect

Sharp, Larry & Tina  
604-986-6621; North Vancouver  
larrysharp@shaw.ca  
1970 Morgan 4/4 4 seater

Shauer, Don & Elaine  
604-533-9212; Langley  
1960 Austin Westminster

Shaw, Bart & Audrey  
604-946-4700; Delta  
1966 Triumph TR4

Simmons, Allan & Marsha  
604-321-5546; Vancouver  
als@almarkfinancial.com  
1976 MG Midget  
1950 Ford Prefect

Smith, Michael & Barbara  
604-936-8674; Coquitlam  
mlsnbarbara@shaw.ca  
2000 Rolls Royce Silver Seraph  
1984 Rolls Royce Silver Spirit  
2003 Aston Martin DB7

Smith, Robert & Elizabeth  
604- 943-2779; Delta  
bobsmithyvr@telus.net  
1974 Jensen Interceptor  
1962 Triumph TR4  
1961 Triumph TR4

Stevenson, Malcolm & Florence  
604-535-7211; Surrey  
1953mgyb@telus.net  
1973 MG B  
1953 MG YB

Stout, Mike  
604-531-3328; Surrey  
1952 Jowett Jupiter

Tait, Malcom & Barbara  
604-224-0938; Vancouver  
mtait@interchange.ubc.ca  
1970 Rover 2000 TC

Taylor, Richard  
604-298-9347; Vancouver  
mikmaq@telus.net  
1948 MG TC  
1954 Jaguar 120 DHC

Van Aggelen, Fred & Sharon  
604-882-8182; Langley  
fsvanaggelen@telus.net  
1959 Morris Oxford

Voice, John & Diane  
604-596-2792; Delta  
drjev@dccnet.com  
1964 Tiger

Walker, Dave & Chris  
604-943-4367; Delta  
tcpl@telus.net  
1929 Austin 7 Chummy  
1969 Austin Mini Cooper S  
1965 Austin Mini Traveller

West, Barry & Andrea  
604-943-5399; Delta  
1964 Austin Healey 3000 MK II

Wilkins, Roy & Joann  
604-943-3882; Delta  
1930 Austin 7 Chummy  
1930 Austin 7 Chummy

Yarrow, Gilbert & Joy  
604-942-3914; Port Coquitlam  
1994 Jaguar XJS  
1960 BSA 810 Super Rocket  
1971 750 Norton Commando

# Brits 'Round the Parks

Please join us for a special weekend in May (the 18th, 19th, and 20th) as we experience our enthusiasm for old English cars at three of the most beautiful parks anywhere in North America!

- ⇒ VanDusen Botanical Gardens (for the grand ABFM)
- ⇒ Stanley Park (for the Mini-Monte and photo op)
- ⇒ Queen Elizabeth Park (for the AGM and lunch)

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## AGM Weekend Agenda

### Friday May 18, 2007

- ⇒ Afternoon - check-in at the Sylvia Hotel (register ASAP)
- ⇒ 6 PM to 9 PM Noggin and Natter at:  
Abercorn Hotel, Richmond BC  
(register as part of ABFM)

### Saturday May 19, 2007

- ⇒ Breakfast - on your own
- ⇒ 7:30 AM to 10 AM - car placement on the field at the ABFM, VanDusen Gardens, Vancouver  
(You must register for the car show separately - Register Early!)
- ⇒ 10 AM to 4:30 PM - van Dusen ABFM car show
- ⇒ 5 PM to 6 PM - Old English Car Club no host happy hour at the Cheshire Cheese Inn, 4585 Dunbar Street, Vancouver (parking across the street at Stong's Market)
- ⇒ 6 PM to 8 PM - no host Dinner at the Cheshire Cheese
- ⇒ 8 PM to 11 PM - hospitality suite at Sylvia Hotel (Steve and Celia Hutchens' Room)

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Old English Car Club of BC  
2007 Annual General Meeting Weekend  
Vancouver BC  
May 18-20, 2007

**ABFM Registration Form:** [www.westerndriver.com/abfm/entryform.htm](http://www.westerndriver.com/abfm/entryform.htm)

**AGM Registration Form:**

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Make of Car: \_\_\_\_\_ OECC Branch: \_\_\_\_\_

Please indicate your participation by circling the appropriate items:

Friday & Saturday nights: Will you be staying at the Sylvia Hotel?	Yes	No
Friday: 6:00-9:00 Will you be attending the ABFM Noggin & Natter?	Yes	No
Saturday: 10:00-4:30 Will you be showing a car at the ABFM?	Yes	No
Saturday: 5:00 Will you be at the Cheshire Cheese for our no host Happy Hour?	Yes	No
Saturday: 6:00 Will you be at the Cheshire Cheese for dinner?	Yes	No
Saturday: 8:30 Will you join us at our hospitality suite at the Sylvia Hotel?	Yes	No
Sunday: 9:30 Will you join us for the group photo at the Totem Poles in Stanley Park?	Yes	No
Sunday: 10:00 Will you be participating in the Mini Monte starting in Stanley Park?	Yes	No
Sunday: 12:00 Will you be at the Annual General Meeting?	Yes	No
Sunday: 1:00 Will you be joining us for the Awards Banquet?	Yes	No

There are two choices for lunch:

Choice 1: Pan Seared Filet of Wild Salmon with kaffir lime lemon grass butter sauce.

Choice 2: Roast Prosciutto Wrapped Chicken Breast with vanilla lemon preserve.

Both lunches come with an appetizer of organic seasonal greens served with a marjoram balsamic vinaigrette, spiced almonds, corn bread croutons.

How many in your party want Choice 1? \_\_\_\_\_ How many in your party want Choice 2? \_\_\_\_\_

You must return this form along with a cheque for \$30/person to Dennis Nelson by April 30!

Please enclose your cheque in the amount \$\_\_\_\_\_, made payable to "OECC"

Please mail your AGM Registration Form and your cheque to:

**OECC c/o Dennis Nelson, 10932 Scarborough Drive, Delta, BC V4C 7X1**

## What Was I Thinking? Continued from page 1

that I did this because the rocker was rotting from the inside out and was wafer thin. We have managed to patch the inner rocker without any problems. The next project on the schedule is to weld in the new



outer rocker that I have sourced from England. If, I am actually now looking for rust it must mean that I'm either near the end of it, or, I'm going crazy? I must be near the end of it. Yes, I'm sure that's what it is. I'm near the end of all the rust.

I ordered the rear lower fender repair panels at the same time as the rockers. These are "after market" panels much the same as all the available panels for a car this old. On first inspection they look very good but I have offered them up to the car and I think we are going to have a major problem because they don't seem to fit properly. I could be wrong, as I so often am, espe-

cially where this car is concerned, but I think that this could be our next major headache. I cannot compare them to the originals on the car because they don't exist. We should know by the publication of the next episode.

I have recently had both front and back bumpers repaired and re-chromed by Pacific Plating. Not cheap but they look good. The rest of the bright work is either in good condition or is stainless steel.

I'm hoping that next time I will be able to report that the whole of the driver's side is finished and that we have started on the rockers on the passenger side. The driver's side was the worst for rust but the passenger side has got damage from a past collision and is full of Bondo (filler to us Brits). I can get a repair panel for the front fender from England but I think that the door and rear fender will have to stay with a thin skin of bondo in places. So, I'm still along way away from having a body shell that I can paint. Let alone start fitting up with suspension. At the end of my last report I thought that with any luck I just might have it finished by the end of this summer. I must have been on drugs. What was I thinking?

## 2007 OECC/VCB CALENDAR

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

Apr 21	Sat	26th Annual Tulip & Daffodil Rallye (a BIG event - see p. 3)	Steve Hutchens	360-733-3568	sphutchens@yahoo.com
Apr 22	Sun	Ft. Langley Run	Steve Diggins	604-294-6031	<a href="http://www.oecc.ca/vcb">www.oecc.ca/vcb</a>
May 18-20	Fri-Sun	OECC AGM & VanDusen ABFM (see page 13)	Ken Miles	604-576-8036	<a href="http://www.oecc.ca/vcb">www.oecc.ca/vcb</a>
Jul 22	Sun	Brits on the Beach, Transfer Beach, Ladysmith	Wayne Peddie	peddie@telus.net	<a href="http://members.shaw.ca/cioecc/">members.shaw.ca/cioecc/</a>
Aug 18-19	Sat-Sun	All British Meet at Filberg Gardens	Karen Whitworth	250-388-0026	<a href="http://www.oecc-comox.com">www.oecc-comox.com</a>
Oct	TBA	OECC-BCTR Challenge			
Nov 4	Sun	Ladner-Bellingham Run			
Dec 4	Tue	Annual Christmas Celebration & Awards Dinner			

## Autojumble

### English Cars For Sale

#### **AUTOJUMBLE VOLUNTEER NEEDED!**

*We need a volunteer to compile a list of English car classifieds from OECC websites and other sources for the Roundabout. Your assistance would be appreciated. Please contact the editor for info!*

#### English 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. Jurgan, [jpeterat@hotmail.com](mailto:jpeterat@hotmail.com) or 604-737-8065.

**1971 Triumph Stag.** V8, automatic, yellow. Soft and hard tops. Looks and runs good. Offers. Ivan, 604-270-1096.

#### **1973 MG Midget RWA.**

Rolling shell with rollbar. Just a body on wheels. No drive train or interior. Much work done using new panels but still a bit more to do. Ideal if you have a rusty Midget that you can use as a donor. It has papers and is registered as a 1973. \$600 firm. John on 604-290-1537. Car is in Surrey and will have to be trailered. (RWA = round wheel arch = rare!)

**1978 MGB.** Dual SUs. Electronic ignition. Runs great. Some rust. \$3,000. Bob, 250-537-8352.

**1987 Jaguar XJ6.** Mechanically very good. Body and paint very good. Interior fair. High mileage. \$5,500 OBO. Brian, 604-599-0733 or [b-iris-lees@shaw.ca](mailto:b-iris-lees@shaw.ca).



### English Car For Wanted

**1957 Austin A-55 Cambridge** (or similar vintage of the same body style). Drivable restoration project preferred with minimal rust. Bill & Edith Taylor, Mayerthorpe, Alberta. Phone: 780-786-4911 (let the phone ring for answering machine); Fax: 780-786-0197.

### Parts & Tools For Sale

**Tools for sale.** Early 1950s and some prewar 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.

**Body parts: 4-door Austin/Morris 1100/1300.** All in very good condition. Both left doors. Both bumpers. Hood and trunk (bonnet and boot). Grill & some moulding bits. CDN\$125 for all.

**Engine Bearings, Rods and Mains** in all sizes from standard to 002, 010, 020, 030, and 040 to suit the following:

- Morris Minor, side valve, 39-52
  - Morris Minor/A30, ohv, 52 to 56
  - Morris Oxford MO, 1250, 48 to 54
  - Morris/Austin/MG/Wolseley, 39 to 52
  - Ford Consul MK2
  - Ford Zephyr MK1 and MK2
  - Ford Anglia 105E
  - Vauxhall Velox/Cresta E Model, 52 on
  - Vauxhall Victor, 57 on
  - Hillman Imp, mains only, all sizes
  - Hillman Minx, ohv, 1955 on
  - Sunbeam Alpine/Rapier 1725
- CDN\$30/box to car club members.

**Head gaskets and gasket sets** to suit some of the cars listed above, including a complete engine gasket set for early Jaguar V12. Contact me for more information. Bill Grant, 604-936-6454 or [bshed@telus.net](mailto:bshed@telus.net).