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### September 4 Meeting

7:00 - Canadian Museum of Flight, Hanger #3, located at 5333 216 St. in Langley. Our club has been invited to hold our meeting and tour the Museum at NO CHARGE, a very good price!

### September 22-23

Whistler Run, with optional tour home on Sunday via the scenic and fun-to-drive Duffey Lake Road. Contact Ken Miles for more information. If you haven't done this tour in your English car, you're sure to enjoy it!

## E Pluribus Thames

Les Foster

The much-anticipated and slightly feared drive from Tsawwassen to Abbotsford and return for the Tradex show was almost anti-climatic. With Carl Knorr following in his support van loaded with tools and rope, the Thames ran very nicely, thank you, following a timing adjustment that rendered an extra five m.p.h. in second gear and generally improved the pulling power.

The weather even cooperated, allowing a window of only light drizzle in the early afternoon of Friday, April 27th and making my rain pants and long underwear uncomfortably redundant. It was just enough to manfully exercise my new vacuum wiper and impart a nice sheen to the Thames' tired paint work. The return trip on Sunday was absolutely glorious under blue sky and bright sun.

The Google Earth satellites had made the route planning a breeze but, as they say, there's no substitute for "boots on the ground." Everything went perfectly on the way out until we reached 168 St. in Surrey and began to head across the flat valley land, then trouble loomed ahead.

Straight before us, several miles distant, was one of those "oh my God" hills - 168th St. went vertical south of 32nd Ave. One of the side effects of Thames motoring is that you develop a sense of geography rather like an early explorer. We pulled over and scanned the horizon. Clearly the ridge ahead declined in elevation as it went eastward so eastward we headed, finally turning south on 176th St. where we used the slow lane to let passing fully-loaded semis and dump trucks roar by as the Thames chugged up the that lesser

hill.

The return trip was a joyous motor and the first-hand knowledge and confidence gained on the outbound trip allowed some fine-tuning of the route, letting us reach home just before dark

best, "E Pluribus Unum"- out of many, one. That is the story of my Thames. The finished product will never truly have a history of its own. It will be, rather, a representation of many Thames that live on piece by piece, one truck made of



Carl Knorr obviously enjoying a drive around Les Foster's yard!

after the more than two hour run from Abbotsford to Tsawwassen.

That was quite a journey but it was really only a small step on the long road to complete restoration facing my Thames truck.

Like the hammer that only needed a new handle and head, the Thames harbours few parts not requiring serious attention. Those American coins say it

many.

The latest donor to the cause has been my other Thames pickup which I acquired last year. Its previous owner had begun a restoration in 1973 but had become sidetracked part way through and had left it in bare metal (although, thankfully, dry-stored) ever since. Surface-

# Nuts 'n Bolts

Submitted by Fred Cirillo

from ClassicFord, November 2006, p. 99

When it comes to nuts and bolts, there are actually two types of classic Fords - Metric and Imperial. Metric Fords, such as MkII Escorts and MkII/MkIII Capri onwards, aren't much of a problem because both are available in most high-street motor factors, but Imperial Fords like our MkII Cortina can be a real pain.

These cars use mostly UNC, which stands for Unified National Course. This is an American system adopted by the UK during World War II in an attempt to unify thread types. UNC replaced the British system of Whitworth (BSW), which is similar except that the thread angles are different. You can wind some UNC nuts onto BSW threads, and vice versa, but the fit is usually sloppy and not recommended.

However, that thread standardisation process has been gradual as most BMC products, up until around the phasing out of the Morris Minor, used BSW. Effectively, that's made it even more confusing.

## Upcoming Events

### Bill Grant

**10-12 August:** 2007 All Triumph Drive-In, Steveston, proudly hosted by The British Columbia Triumph Registry. As in previous years, this must-be-there annual event for Triumph fans promises to be filled with waterfront vistas, great food, wonderful people, and a wide variety of Triumphs.

The venue is located in the heart of the Steveston, a historic community in Richmond, British Columbia. Surrounded by the Fraser River, Steveston and Richmond offer excellent shopping, casino and casino shows, world-class hotels, international shopping, and topnotch dining only steps away from anywhere.

The theme this year, "Bring 'em Back to Drive" salutes the Triumph enthusiasts' efforts in maintaining the Triumph

BA is another English thread, although this was mostly replaced by UNF - Unified National Fine. The frustrating bit is that all of it was yet again phased out so we could be brought into line with Europe, which is why most things are now Metric. Unlike us, the US still does things its own way and sticks with UNC and UNF. [Editor's Comment: Not entirely true, as North American automobile manufacturers, and many others, switched to Metric back in the early 1990s.]

The result of all this messing about is that you either convert the whole car to metric or you do what most of us do and collect UNC like it's going out of fashion - which it is! Trouble is if you're sticking with a traditional Ford engine like a Crossflow, you have no choice except to use UNC.

So, it's best to keep one big tin for Imperial nuts and bolts and one big tin for Metric. When you're stripping the car, chuck all the bolts and screws into their relevant tins and keep them - that's if you're not cataloguing them first of course. There are specialist suppliers of Imperial fasteners but they are thin on the ground. Here are a few we use:

[www.namrick.co.uk](http://www.namrick.co.uk)

[www.a2a4.co.uk](http://www.a2a4.co.uk)

[www.stainlessman.co.uk](http://www.stainlessman.co.uk)

marque (in general), and their individual vehicles (in specific).

Come join us and experience ATDI 2007! For more information, visit [www3.telus.net/bc\\_triumph\\_registry/atdihome.htm](http://www3.telus.net/bc_triumph_registry/atdihome.htm).

**26 August:** Itallo Cirillo has arranged a picnic and bocce games at Ryall Park and Roma Hall in New Westminster. The event will get started around 10 a.m. and he said he will fire up his big BBQ around 5 p.m. or earlier. Parking is at Roma Hall parking lot.

**04 September:** Our monthly meeting will be at the Canadian Museum of Flight, Hanger #3, located at 5333 216 St. in Langley. Our club has been invited to hold our meeting and tour the Museum at NO CHARGE, a very good price!

[Editor's note: If you belong to marque clubs that are having special events in the Lower Mainland, please bring them to my attention and I will list them in the Roundabout.]

## OECC Forum Proposal

### Pat Sparks

I would like to get the opinions of members on a new web forum that might offer our members a new web resource. Our server has initiated a forum link whereby discussion groups can participate on various topics. Feature highlights include:

- Keywords and tags to make searching and browsing easy
- Easy-to-use functions to manage forum posts and users
- Web-polls on topics of interest

We could call this link "GarageTalk." A member would be any person who signed up to participate in a discussion, not necessarily an OECC member. As administrator, I could add, edit, stop or remove a discussion board, as well as a member.

Moderators for the various discussion boards would hopefully come from our membership. They could be the person who suggests a topic an expert on that particular topic. A discussion has run its course could be removed or archived.

Persons who sign up have to provide their name, email address, password, etc. This would all be done through our server, but the information would be available to the administrator.

[Editor's note: This "article" was adapted from an email from Pat and we talked about it when I was in Victoria recently. If you are interested in this forum, please contact Pat or me.]

### AT THE WHEEL

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# Cars in Europe 2006

Carl Knorr

Once again in April 2006 I flew to England where my MG Metro was waiting for me at my friends' place in West Sussex. The last time I drove it was more than a year before and when I



parked it I noticed that one tire was worn down to the steel belts on the inside edge. I obviously had to do something about it before I could MOT it.

It looked like the front sub frame was bent. Fortunately a local breakers yard had a Metro that was sitting straight so it looked like the frame was OK. I negotiated a price of 50 pounds for a complete sub frame with the entire suspension and set about removing it. The car still had the engine and transmission unit in it and that had to be taken out first. After I had everything unbolted, a yard employee came with a forklift and took it out for me. Then it was comparatively easy to remove the sub frame. The whole operation took me about four hours.

My friend, Ian, came with his trailer and we took it over to his place where I washed it thoroughly, painted it and replaced all the bushings for good measure. They all came from Rimmer Brothers and were the original MG Rover parts. Installing the reconditioned frame took another two days, as I also had to do a bit of welding on the inner fenders.

I also managed to find five brand new 13" factory original aluminium wheels. They came from an advertiser in Forward, the MG "M" Group club newsletter. The wheels that were on my car were metric sizes, unique to Metros, and the tires for them



are now quite difficult to find. After all this work and expense, the MG sailed through its MOT.

During my year of driving in Europe the car behaved perfectly except once when the clutch cable snapped right in a very busy intersection. Fortunately I had a spare one with me, so after starting the car in second gear, leaping across three lanes of heavy traffic and parking the car on a sidewalk I instituted a quick roadside repair. Fortunately it is a very easy cable to change and I had done it before so I knew what I was doing. The cable that snapped was an after market replacement that lasted only about 15,000 miles.

My Metro even made it to the top of Gross Glockner in Austria, a famous high alpine road, in a heavy rainstorm. It is usually a very busy road, but because of the weather I had practically the whole mountain to myself.

In July 2006 I visited an annual classic car show in Prague that had quite a large number of British cars on display, and a number of them were for sale. One was a 1960 MGA, restored, but not to a very high standard. It sold for about CAD \$27,000, a lot to pay for a car in that condition. The other car sold was a MK 2 Sprite, a car nearly identical to my MG Midget. It was painted a non-original blue with a burgundy interior and with obvious signs of shoddy bodywork. It sold for CAD \$14,000! In the same show there were several prewar Rolls Royces on display in various states of disrepair, some undergoing restoration. Unfortunately, there was no description on any of them. By Canadian or British standards the show attracted very few visitors. Perhaps it was because it was a beautiful summer weekend and most people were out of town.

On September 8, 9 and 10, a very elegant rally took place in central Europe. Fifty of some of the best classic cars in the world out of over 2,000 that applied were selected. Sponsored by Louis Vuitton, the rally started in Budapest, continued through Vienna and ended in Prague. A large number of Ferraris were entered. Of the British cars, there were a couple of Rolls Royces, several Aston Martins and a few post and prewar Bentleys. The oldest car was a 1911 Mercedes. A number of cars were shipped all the way from the US especially for this event. The overall winner was a 1934 Aston Martin. The end of the rally was marked by a spectacular fireworks display that rivalled anything that you see in Vancouver during The Festival of Fire.

My friends in the UK are moving to a smaller place so I will not be able to keep my car there any more and as I spend more and more time in Prague in the Czech Republic it makes sense, especially as far as insurance is concerned, to register it over there. However, there was a problem. The Metro is a right hand drive and the Czech rules do not allow right hand drive cars to be registered there. I discussed this problem with Martin, an owner of a local repair shop with whom I had dealt before and who specialises in Minis and Metros. He said that the only way to register my MG Metro in Czecho is to find a regular Metro with left hand drive and transfer my running gear, the interior and all parts unique to an MG to it. It is not particularly easy to find a rust free Metro, but as luck would have it, he said that there was an Austin Metro that was coming in from France and was going to be available for sale in the near future. It was white like my car and apparently the body was in perfect condition. The body on my car, while still quite presentable, had some corrosion on the inner rear fenders and a few other places so I hope the new one is going to be better. So, two days before I left Prague to go back to Canada, I took my Metro to Martin, instructed him to buy the Metro from France, convert it to an MG using parts from my car, and get it registered in Czecho. He promised to have it all done for me by the time I come back to Prague. I cannot wait to see it.

# Thresherman's Museum

## Walter Reynolds

Atchelitz Thresherman's Association Museum Run, June 24, 2007

On Tuesday, June 19, 2007 I did the dry-run for the Thresherman's Museum run - work out the wrinkles, you know.

On Sunday, June 24, we did the wet-run!

Talk about 40 days and 40 nights of rain. It was as though there was a great honkin' funnel above us and all the rain was being directed over the 12 cars on the run.

Starting from the Campbell River General Store, once the Drivers' Meeting was over, it was like a Le Mans start where the drivers and passengers all ran for their respective vehicles to get out of the rain. I believe I even saw my sister, Norah (who has to use a walker) pick up said walker and run to her hubby David's car.

We had 12 cars leave the start, Morgan DHC, Rover 2000, Morris Minor, Austin Cambridge, Wolesley, Vauxhall Victor, MINI Cooper, Jaguar, Accura, Toyota, GM, Volkswagen. At the halfway stop, 2 MGBs and a Rover P5 joined up. Waiting for us at the Museum were another Rover P5 and a Jag Mk 10.

To ensure we could achieve the minimum number of visitors required for the museum tour and lunch, we opened up the run to other clubs. Represented on Sunday were, of course, OECC's Vancouver Coast Branch, the Triumph Register, the Jaguar Enthusiasts Club, the Langley Area Mostly British Clubs, the FVBMC, the Morgan North West Club, the MINI Club of Canada and the Rover Car Club of Canada.

41 people were signed up (27 through OECC with 14 through Jerry Parkhill and the Fraser Valley British Motor Car Club) and, as far as I know, only three were not able to make it.

So, we started off in the pouring rain. See the Miles' DHC



Hames Marshall photo.

below taken from the Marshall's Mini.

We proceeded through Surrey, Aldergrove and Langley into Abbotsford, where the rain stopped. Hoorah!

After a short while, the rain started again, but slowed down and stopped again by the time we arrived at the half way point, the Wendy's/Tim Horton's at the Sumas Way Zellers Mall. Here we were joined by 5 people

from the FVBMC. In fact, one of the couples had been trying to get to the start point before we left, and ran in to us (going in the opposite direction) part way to the mid stop.

Another short Drivers' meeting for the second half of the drive and it was off on the road again. Except that Richard's car was having problems and he and Carl arranged to ride the rest of the way with Elaine and Patrick. So, off we went, not knowing that Elaine's battery had died and the Wolesley and its four passengers were left behind.

Prior to arriving at the Museum we all stopped at the side of the road (in a safe location, of course) to allow everyone to catch up so we could enter the Museum's parking lot as a

group. And that is what we did. Lots of horn honking and hand waving - a nice welcoming touch.

At the Museum, it was windy and, by the time we all parked (including Elaine and company) the sun had gone and the rain was threatening, as can be seen by the photo below:



Hames Marshall photo.

Lunch was served, along with hot drinks and fresh fruit salad dessert, then the tours started.

There is a lot of "stuff" here, including many antique commercial trucks, tractors and equipment, plus horse-drawn buggies, all of which are housed indoors. Outside, there were old steam tractors, traction engines and farm implements.

We were given demonstrations of steam powered equipment, driven now by compressed air. The Museum even holds the engine from a B.C. coastal freighter, the Canora. The engine was removed from the ship and delivered to the Museum. Once on-site, a building was built around the engine. This engine is over 20 feet tall and at least 60 feet long - it's massive.

For Fred Bennett, the day was special. He got to drive an antique tractor, though I don't have any details of the make and year, below is a picture of Farmer Fred with instructor driving the tractor.

During our time there, the rain came and went, but the wind kept us company.

At the end of the Reynolds' time, we tootled off to the Dickens Sweets and Museum with three cars in tow, only to find that they're not open on Sundays. Oops, my



Hames Marshall photo.

error. To compensate for not being able to look over all the British dry goods at the store and to look at the displays of Dinky and Corgi cars and their 5 collector cars, Linda and I, plus Norah and hubby David went off to the Chilliwack Airport restaurant for some well-deserved pie (greatest pies around at this restaurant, don't you know - well worth the drive).

From the Airport, we went our separate ways to home.

While there was a certain amount of pain and suffering to get the minimum numbers required by the Museum, and to collect the money, the work was worth it. A good drive and a good day.

Special thanks to Jerry Parkhill (OECC member and President of the Thresherman's Association) for the work his volunteers did to make the Museum visit enjoyable, and also to Steve Diggins, without whose help (through his contacts the FVBMC) we would not have met the minimum required for the visit.

# Minter Gardens Concours Classic Car Show 2007

Steve Blake

The Minter Gardens Concours Classic Car Show took place just east of Rosedale on July 15. Liz and I set out the day before since the gates open for car placement at 8:00 AM and it was an 80 mile drive to the show. Actually it was closer to 100 miles for us because we had to drive into Vancouver to Octagon Motors to pick up our 1930 MG M-type on the way. With many thanks to Colin Fitzgerald and mechanic Sid, we now had our M-type engine refurbished and not leaking oil onto the generator any more! Liz trailered the M behind our motorhome while I drove our 1949 MG TC to the show.

We stopped at Chilliwack Airport for dinner on the way. They are renowned for their home-made pies and the restaurant has the motto, "I fly for pie!" After gorging on an airport burger and fries, we tucked into a coconut banana cream pie with fresh whipping cream and a German apple crumble pie. Two blimps left the airport, and they weren't of the flying kind!

Half an hour later we arrived at Minter Gardens and got permission to sleep overnight in their parking lot. I drove the M-type up to a nice spot for some photos and then as Liz prepared the bed, I polished and prepped the cars for the morning. I am glad I brought the car covers because the parking lot



was dusty as cars arrived for a wedding reception.

In the morning the organizers arrived at 6:00 AM and by the time we were up and had breakfast, they were ready for cars to be placed on the field. I drove the M-type in first and parked with the other pre-1950 cars. We were parked with an eclectic group of Hillmans, Singers, Morris's, Bentley's, and MG's, in the rose garden which is probably the prettiest spot in the gardens.

I drove the MG TC in and was parked next to the 1911 Silver Ghost of John Pearson, which was the feature car of the show this year. The MG TC was in the Premier Class which is made up of all the class winners from the last two years. Everyone votes for one car to be the "Best of the Best." Eighteen cars are eligible to enter this category and I was entered because my



MG TC won the pre-1950 class two years ago. This class was created so that the same cars wouldn't always be winning the different class awards. The competition in this category, as you can

imagine, is very steep and included a 1928 Chevrolet touring which was the feature car last year, a red Jaguar XK150 roadster, a red TR-6, and several other quite notable classics.

This event is put on by the Fraser Valley British Motor Club and sponsored by Minter Gardens. There is no entry fee, free refreshments are served for exhibitors, and at the end, as we drive out, Brian Minter gave everyone a potted plant for their garden. It is a really nice gesture and a great finish to an enjoyable day. This is the one of the prettiest venues for a car show as the gardens are absolutely spectacular. Brian Minter and his team are to be thanked for the effort they put into making the gardens look so great considering the problems they had with their water pump during our recent heat wave.



John Pearson's 1911 Rolls Royce

The show ends with an awards presentation. Trophies are presented to the top three in each class, first place in the Premier class, Mayor's choice, and people's choice. The Mayor of Chilliwack was there and presented a bottle of wine to his favourite car. It went to a 1967 Charger that was similar to one he owned as a kid. The people's choice went to a lady with a bright red 1955 Ford Thunderbird named Marilyn. Her car will be the feature car next year. We were very pleased to have our MG M-type finish first in the pre-1950 class. For the next two years it will compete in the Premier Class. Our biggest surprise came when they announced the winner of the Premier class and it was our MG TC! We were so delighted that so many people found our car to be such a star among so many other truly amazing cars. As you can imagine the smile on my

face was huge for the whole drive back to Tsawwassen!



1954 Corvette, on the June ICBC calendar, restored by Kevin Kallweit's dad, Ernie, just before he passed away



This Gullwing is one that is going to be rallied in the Targa Newfoundland in September



Named "Marilyn," this red T-bird won the People's Choice Award

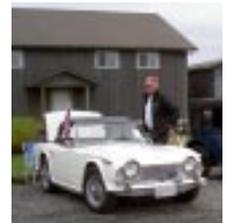
# Wellbrook Winery Show July 21

Chris Walker

Here are a few photos from this great show. The weather was even OK. There were about 50 cars and lots of trophies and prizes. OECC had lots of winners: Dave won three trophies and Bob Smith won more than one. Bart Shaw won a trophy as did Roy Wilkins and John Chatterton. I hope I haven't missed anyone. To top it all, Bart won the grand prize in a draw: \$350 for two nights accommodations I think at Whistler. Quite a day!



Shaw, Walker, Wilkins and Chatterton show their cars (left)



Three distinguished gentlemen (left) and farmer Roy on a John Deer (below)



## AirCare/ICBC Update Collector Car Club Council

A regular meeting of the Collector Car Club Council was held April 24. Present: Peter Hill, PVTT (AirCare) - Chair, Martin Lay, PVTT, Dave Gourley, PVTT, Ed Theobald, ETC (AirCare), Rob Robinson, ETC, Nigel Matthews, ICBC, Fred Bennett OECC/CCCC, John Carlson, NAAACCC, Jim McDonald, Vintage Car Club, Harold Wellenbrink, SVABC.

### AirCare issues

#### 1. AirCare III Program.

- On-Board Diagnostic (OBD) testing implemented for 1998 and newer vehicles
- Vehicles 7 years old and newer exempted from testing. Test numbers drastically reduced

2. Since 2002 Collector status vehicles were only required to pass the "static" (no dynamometer) AirCare Testing. The full test could be taken if wished. During the last quarter of 2006, 169 1975 and newer vehicles applied for Collector status. Of these only 2 requested the idle (static) only test. The remaining 167 received the full test. Based on these findings a change in policy has been made. 1975 and newer vehicles, applying for collector status will receive a one time full dynamometer (ASM) test. 1974 and older vehicles may continue to receive the "idle only" test. On application for Collector status to ICBC the applicant will receive a letter stating the vehicle qualifies for the "appropriate" test.

Item of interest: for the year 2006 cars of

the following year were tested

- 1980 year vehicles - 3267
- 1970 year vehicles - 634
- 1960 year vehicles - 106
- 1959 year vehicles - 69
- 1924 year vehicles - 3
- 1923 year vehicles - 4

#### 3. The future of AirCare

- The current AirCare contract ends effective December 31, 2011
- The Province will conduct a review of AirCare in 2009 - 2010. This will determine the need for a future program and, if so, what form.
- The AirCare Administrative offices and laboratory facilities will move from the Wayburne location to the Caribou Industrial Park this summer.

### ICBC Issues

1. It was confirmed that period correct, cosmetically unaltered a.m. radios, modified to receive f.m. broadcast are now acceptable for Collector status. The radio must appear to be original. One firm able to carry out this type of modification is:  
Wood Radios  
Vintage Radio Repair and Restorations  
604 594 5677
2. Composite versus metal vehicle bodies. This issue remains unresolved.
3. ICBC definition of period accessories. The accessory must have been available at the time the vehicle was sold as new.
4. Concerns regarding the importation of right-hand drive vehicles (15 year criteria). ICBC has safety concerns regarding the importation of, primarily, Japanese right-

hand drive vehicles under the 15 year rule. Nigel Matthews advised that Transport Canada is rethinking the 15 year importation policy.

5. Archived vehicle registration numbers. ICBC deletes inactive registration numbers from their system. Eventually these deleted numbers are reissued to other vehicles. This results in some older or vintage vehicles receiving new registration numbers when the owners wish to license their previously registered vehicles.

### Future of the Collector Car Club Council

When initially formed the Collector Car Club Council consisted of representatives from AirCare, three car club representatives and was chaired by a member from AirCare. Later the Council was joined by a representative from ICBC, currently Nigel Matthews.

Due to the changing focus of car hobbyist concerns from AirCare to those related to licensing and insurance, a review of the Council structure was agreed upon. Nigel Matthews offered to facilitate future meetings of the Collector Car Club Council at ICBC and would invite AirCare Representation when an AirCare concern was raised by the hobby. Club representatives will be: John Carlson, NAAACCC, Jim McDonald, Vintage Car Club, Fred Bennett, OECC/CCCC, Harold Wellenbrink, SVABC. All major related concerns are to be referred to the Council.

If you have Collector/Vintage car concerns or need for information, please contact Fred Bennett, 604 939 1773.

# Tiny Austin built for the British working man

Bob English, *The Globe and Mail*, Thursday, April 12, 2007, page G21

Submitted by Roy Wilkins

After almost eight decades on the road, "Albert" could be excused for getting about rather slowly and rattling on interminably -- it's always been difficult to stop, says owner Roy Wilkins -- but then it's pretty much been this way since it rolled out the gates of Austin's Longbridge factory in 1930.

Wilkins himself had arrived on the scene just a year earlier, but the pair didn't get together until 1965 when "Albert," the Austin Seven Chummy, was purchased, for probably over-the-top money.

Wilkins was first in line in responding to the previous owner's ad, but a pair of rivals soon appeared. "I had the first test drive and thought if I don't give him what he wants, £75, I'm going to lose it," he says.

Wilkins drove it home with his six-year-old son Adrian in the passenger seat and the diminutive car has been part of the family ever since, now residing in Tsawwassen, B.C.

The Austin Seven was to British motoring what the Model T was to North America, the car that allowed the average bloke to climb off the saddle of his motorcycle and sidecar rig and into the driver's seat of an automobile for the first time.

It was also the car that got aero engine and motorcycle manufacturer BMW into the car business -- its Dixi was a Seven built under license.

Nissan built the car in Japan in the early 1930s and it was also constructed in America as the Bantam and in France as the Rosengart.

Jaguar founder Sir William Lyons used the Austin Seven to make the move from building sidecars to automobiles, re-bodilying bare Seven chassis and selling the result as the Swallow.

And with roughly 300,000 built in England between 1922 and 1939, it provided a ready source of raw material for countless backyard special builders. Among them was Sir Alec Issigonis, who went on to create the Morris Minor and the Mini, and Colin Chapman of Lotus fame.

The Austin Seven was the brainchild of Sir Herbert Austin, who was born in 1866, set out to be an architect, switched to things mechanical in Australia and returned to England to produce sheep shearing machines.

He built his first car in 1900, managed the Wolseley Tool and Motor Car Company and then launched his own brand in 1906. The company switched to munitions manufacturing during the First World War, and returned to car making when it ended, but by the early 1920s it was in financial difficulties.

At this time in England, most cars were either large expensive models or spindly and not-too-practical cycle-cars. The idea of a car for the masses was novel, but Austin felt the timing was right and set out -- with strong opposition from the board of directors -- to build a small but practical vehicle affordable to the British working man.

The Seven that emerged in 1922, designed by Austin himself with help from draftsman Stanley Edge, was a remarkably tiny, but technically advanced, automobile.

It was only 2,642 mm long, 1,168 mm wide and weighed less than 300 kg complete with bodywork styled after the larger

Austin models. It had two seats up front and a rear seat into which two or three children could be crammed and weather protection was provided by a fabric top with

side screens.

The Seven's engine was a side-valve four-cylinder, displacing 696 cc that produced 10 hp at 2,400 rpm. Ignition was by magneto and it had a three-speed gearbox. A solid axle up front was suspended on a semi-elliptic cross spring and the live rear axle on quarter elliptics.

Unusually advanced for the day was its four-wheel, mechanically operated braking system.

The fuel tank held 16 litres and fuel economy of 5.0 litres/100 km or 50 miles per gallon could be expected. Top speed was 52 mph or 83 km/h.

The Seven cost £225, which was soon reduced to £165, after Sir Austin paid a visit to North America and returned home with a suitcase full of money-saving, mass-production techniques. Prices eventually dropped to just £100.

The Seven was built over the years in a bewildering number of variations, everything from delivery vans to world speed-record breakers driven by the likes of Sir Malcolm Campbell on Daytona Beach. And among them were the Nippy and the Chummy, both of which have been owned by Wilkins.

Wilkins was born in London, England, in 1929 and is now retired from a career as an aeronautical

engineer that saw him involved with the design of such aircraft as the VC10, the Concord, various Boeing and Airbus models and the Canadair RJ.

His first Austin Seven was a 1928 Nippy -- a sporty little two-seater -- purchased from his brother for £50 in 1951 and it was in this car that he obtained his licence. This was followed by a 1934 Box Saloon and a 1938 Big Seven, both of which served as family transport.

By the mid-1960s, Wilkins was driving a Mini Traveler, but obviously still had a soft spot for Sevens. His 1930 Chummy -- affectionately known as Albert -- and which he's owned for 42 years now, has been fully restored by himself.

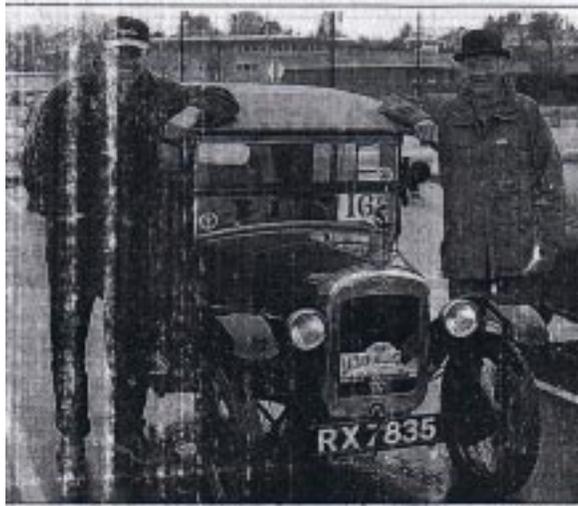
"Being a simple car, the work is simple," he says.

Chummy, incidentally, refers to the body style. Many small cars in the 1920s only provided "indoor" seating for two, with a "dickey" seat tucked "outdoors" in the tail. Designs that expanded the accommodation to provide cramped "occasional" seating for two under the top were referred to as a Chummy.

Wilkins' Seven has the 747-cc engine introduced shortly after production began, and with its 13 hp, the car will cruise at 60 km/h, fast enough for touring around Tsawwassen, where he moved in 1994 after leaving Canadair in Montreal. Albert made the trip cross-country in the back of a rental truck.

Wilkins is a member of the Old English Car Club in Vancouver, but in 1999 founded the Austin Seven Owners Club of Canada, which now boasts 27 members, including three from Tsawwassen. He and Albert are regulars at area old-car events. And Wilkins took part in the London to Brighton run for Austin Sevens held in 2005 to celebrate the 100th anniversary of Austins.

It would seem the team of Wilkins and Albert is good for a few more miles yet.



## E Pluribus Thames - Continued from page 1

rusted, but amazingly sound and with a wonderful chassis, I planned to use its cab, box and frame for my restoration while



keeping the present Thames incarnation running until the last-minute transfer of its mechanical components to the restored body and frame. Carl concurred and with this plan as a guide we set to work recently.

Now Carl cannot resist a non-running motor. It is like some spiritual calling. "Suffer unto me the little engines," you might almost say. And so it was that, undeterred by the rusty pickup's engine being seized and covered in the grime of thirty four years and with the wiring loom spilling over it like bowels from the



gaping wound of the missing firewall plate, Carl set confidently to work. First he freed the motor by rocking the truck in gear and then went through the basic systems needed to give life to any engine. Perhaps, I suspect, to be alone while he performed some kind of voodoo, I was sent off for some unneeded tool. Halfway back to the truck I heard its engine roar and Carl the Sorcerer was standing back

from it, grinning!

The reborn motor ran so well that it cast doubt on my newly rebuilt Thames engine. While the new engine has seemed to run quite well and has obviously taken the truck on its recent adventures, Carl and I have never been completely satisfied with its performance. It has always seemed rather noisy and a bit rough, not to mention underpowered. With nothing to compare it to, until now, we just accepted those shortcomings.

Alarmed by the contrast in the old motor's ability to rev freely and by its relative quietness, Dr. Carl decided an investigation of the rebuilt motor was in order. Like all side valve Fords (English or domestic), the Thames did not feature adjustable valves. At assembly time one simply ground the valve stems accordingly. I had purchased aftermarket adjustable tappets for my new engine

thinking that this would ease assembly and allow on-going adjustment. MISTAKE!

It turned out that the Model A Ford man who assembled my engine missed adjusting one of these newfangled tappets (read one-eighth inch intake clearance vs. twelve thou!). In retrospect he'd have been completely familiar with the old Ford system and the truth is that by the time one of these motors needs valve



adjustment a major overhaul will likely be required anyway. Chalk one up to experience!

When you only have thirty horsepower losing a quarter of it is quite serious! The "adjustable" tappets proved nearly impossible to adjust but finally we managed a reasonable result and the extra seven and one half horses are trotting again.

So on goes the restoration. That donor cab we are trying to refurbish has one problem. Some misguided former-owner decided to create a footwell for the passenger. Now, as you will recall, the Thames has an offset drive train to allow the driver a footwell and create more load space beside him. Note that I said "load space". Not some mamby-pamby balderdash about a passenger! The extra, nonstandard, heretical footwell must go! One of those "tarp-covered mounds" as Steve Diggins described the hermetically-sealed fleet of Thames in my private back yard compound, has donated its firewall and cab floor structure to the righting of this wrong. A sad 1948 van (which probably killed its



owner judging by the grievous front end, windshield and steering wheel damage) yielded to chisel and angle-grinder.

Ashes to ashes, rust to rust- E Pluribus Thames.

## Welcome to a New Member

Steve Diggins



This is the first of what we hope will be an on-going "Welcome to OECC" series in which we acknowledge new OECC members. When members join OECC they submit photos of their car(s). We will publish names of new members and the photo of their car (or photos of cars, as appropriate) in the Roundabout.

The first new member to be welcomed is Ken Morton of North Vancouver. The photo above is his 1930 Austin model EA (Ulster). Ken says he is in the process of building the Austin and it should be finished in the next month or so. He also owns a 1927 Austin Chummy.

## ZDDP Oil Update

[www.castrol.com](http://www.castrol.com) (search: tappet)

*Q – How is the reducing the amount of zinc in the new motor oils effecting older vehicles with flat tappet cams?*

*A – Lower levels of zinc are a problem for older vehicles. Technology and change in current production automobiles have created a vacuum in the oil specifications going backwards for older vehicles. As oils in the market today were "improved" for current standards, removal of certain additives, zinc among them, was required.*

[Editor's note: Castrol has Tecton Extra 15W40, specifically labelled as containing ZDDP.]

## Calling all Spridget fans

Come join us in celebrating the 50th Anniversary of the birth of the Bugeye (Frogeye) Austin Healey Sprite (and its off spring - the MG Midget) June 26 to 29, 2008!

This is the official event for north America

and begins on June 26th, 2008 at beautiful Lake of the Ozarks, Missouri, USA. The area is honey-combed with terrific Spridgetly roads in the heart of the Missouri Ozark mountains and Missouri wine country! All British Marques welcome!

More information will follow soon on this spectacular event but now is the time to mark your calendars and put in for vacation! There won't be another one like this in your lifetime! Get fliers at: [www.starrtech.net/~jimj/images/2006poster1.jpg](http://www.starrtech.net/~jimj/images/2006poster1.jpg)

## De Lorean going back into production?

David LaChance in Hemmings eWeekly, 8/2/07

Twenty-five years after the last De Lorean rolled off the assembly line in Dunmurry, Northern Ireland, a Texas company that bought the rights to the name after the company's collapse in 1982 is talking about putting the stainless-steel gullwing coupe back into production.



Is the De Lorean coming back to the future? The vice-president of the De Lorean motor company says it's a distinct possibility.

James Espey, the vice president of the De Lorean Motor Company, said that the car has an enduring appeal, thanks to That Movie, Parts I, II and III. (We don't really have to name it, do we?) "We feel quite confident that there is a market for between 20-25 hand-built, made-to-order cars each year, without question," Espey told the BBC. De Lorean currently remanufactures the 1981-1983 cars for a base price of \$42,500.

"Right now, we have a nine-month waiting list for cars," Espey said. Remanufactured cars can be ordered through the company's Web site.

The company has on hand about 200 of the original Volvo-

sourced, 2.85-liter V-6 engines, as well as other parts and many of the engineering drawings for the car. No one has said what the new cars may cost, but the value of the original batch of 8,583 cars has risen with the death of creator John Z. De Lorean in 2005, hovering between \$25,000 for a good car to \$50,000 for a low-mileage original.

*[Editor's Note: The following is from the DMC website.*

*I've always found remanufacturing cars fascinating.*

*For more information, visit these two pages:*

*<http://www.delorean.com/photojournal.asp>*

*<http://www.delorean.com/dmcstore/byod.asp>*

DMC (Texas) has been selling DeLoreans in one form or another for more than 15 years, and today we offer two choices when it comes to purchasing a DeLorean:

**Pre-owned:** You may say to yourself, "aren't ALL DeLoreans pre-owned?", and that would be correct, though for this purpose, a pre-owned DeLorean is a car that has been extensively serviced to make it a good running, reliable, daily driver type of vehicle. It may or may not have minor cosmetic flaws that can be addressed as the new owner's time and budget allows. It will have a good quantity of recent, quality, service history, as well. On average, pre-owned DeLoreans that we sell have had thousands of dollars in pre-sales service and have at least some form of warranty included with the purchase. You can see the currently available inventory of these cars, as well as what we've sold previously, at this link.

**Remanufactured:** A remanufactured DeLorean is an original, 1981-1983 model DeLorean that we have purchased and completely disassembled to a bare frame. The frame is then sandblasted, inspected, refurbished as necessary and powdercoated. From that point, we use our inventory of new, new old stock and reproduction parts to create the most extensive remanufactured car available on the market at any price. See a photo journal of one of our most recently remanufactured cars here. These cars are covered with an extensive bumper to bumper warranty. Using our online order system, you can quickly and easily spec out a remanufactured car for yourself using this link.

## 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)

|           |         |                                                                            |                 |              |                                                            |
|-----------|---------|----------------------------------------------------------------------------|-----------------|--------------|------------------------------------------------------------|
| Aug 10-12 | Fri-Sun | All Triumph Drive In                                                       | Dennis Nelson   | 604-599-9032 | <a href="mailto:dnelson@dccnet.com">dnelson@dccnet.com</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> |
| Aug 26    | Sun     | Itallo's picnic and bocce games (see p. 2)                                 | Bill Grant      | 604-936-6454 | <a href="mailto:bshed@telus.net">bshed@telus.net</a>       |
| Sep 4     | Tue     | Monthly Meeting: Canadian Museum of Flight Hanger #3, 5333 216 St, Langley | Bill Grant      | 604-936-6454 | <a href="mailto:bshed@telus.net">bshed@telus.net</a>       |
| Sep 22-23 | Sat-Sun | Whistler Run, with optional tour via Duffey Lake Road                      | Ken Miles       | 604-576-8036 | <a href="mailto:kengmiles@shaw.ca">kengmiles@shaw.ca</a>   |
| Oct       | TBA     | OECC-BCTR Challenge                                                        |                 |              |                                                            |
| Nov 4     | Sun     | Ladner-Bellingham Run                                                      | Bill Grant      | 604-936-6454 | <a href="mailto:bshed@telus.net">bshed@telus.net</a>       |
| Dec 4     | Tue     | Annual Christmas Celebration & Awards Dinner                               |                 |              |                                                            |

## Announcing Brits 'Round BC 2008

Steve Hutchens

**Dates: June 27 to July 6**

**AGM: Nanaimo, June 28 and 29**

**Distance: 1650 mi/2650 km**

**Route: Victoria, Comox, Nanaimo, Pemberton, Williams Lake, Prince George, Jasper, Lake Louise, Revelstoke, and Kamloops**

**Average Day: 165 mi/241 km**

Mark your calendar for BRBC 2008 and another great tour of beautiful British Columbia with your friends in old English cars. The tour includes the Society AGM in Nanaimo and incorporates the spirit of BRBC 2005 in visiting all six OECC branches as it tours BC.

The basic route, approximately 1,650 miles/2,650 kilometers, introduces BRBC to some new roads with fantastic scenery

and lots of interesting places to stop and enjoy sightseeing and shopping as well as historic and cultural points of interest.



The roads are sure to hold the interest of drivers with a fantastic route. The longest day is 233 miles/374 kilometers with an average day of 165 miles/241 kilometers. The daily pace provides ample opportunity for exploration.

The route has been screened by the Wagonmasters from BRBC 2005 and 2006 as well as participants of earlier BRBC tours from several branches. Geoff

Akehurst of Kamloops ('49 Jaguar XK120) said, "The trip from Jasper through the icefields to Revelstoke is spectacular!" For those who have the time, the last day will include a stop in Hope.

You will be able to do all or any part of the tour as you prefer. Planning will include identifying both motel and camping opportunities. Each day will have a flexible schedule to allow you to start when you prefer and drive at your own pace or enjoy the route with others. We will gather at each day's destination for a relaxed evening meal to share stories of the day's adventures. Now is the time to start getting your favourite English car ready!

Wagonmasters for BRBC 2008 will be Steve Hutchens and Celia Obrecht. Information will be posted on the OECC website as it becomes available. You can contact Steve and Celia at [sphutchens@yahoo.com](mailto:sphutchens@yahoo.com) or 360-733-3568 with questions and comments.

## Autojumble

### English Cars For Sale

#### English Cars For Sale

**1959 Triumph TR3.** Spotted in Delta on 7/8 with a "For Sale" sign. Call 604-581-4558.

**1970 Triumph Stag.** Manual transmission with overdrive (rare in North America).

Original V8 in pieces. Transmission and drive train

out of car. Soft top and hard top. RHD, great 2+2 body in dark

blue. Stored dry. Manuals. \$4,500. Offers considered. Jurgén, [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.

**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. \$125 for all. Bill Grant, 604-936-6454

or [bshed@telus.net](mailto:bshed@telus.net).

**Engine Bearings, Rods and Mains.** All sizes from standard to 002, 010, 020, 030, and 040 for 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. Bill Grant, 604-936-6454 or [bshed@telus.net](mailto:bshed@telus.net).

**Head gaskets and gasket sets.** For some of the cars listed in the previous ad, 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).