

INSIDE THIS ISSUE

Autojumble.....6
 British Truck Racing.....6
 Chinese Restart MG TF.....3
 Could it have been?.....1
 Join BRBC at Porteau Cove.....6
 Nigel Muggeridge Park Bench.....6
 Peking to Parks Evening.....4
 Spanner Archives Index.....5
 VanDusen 2008.....2
 You Dump It, You Drink It.....3
 Welcome to OECC.....6

UPCOMING EVENTS

Fri., June 27, 9:00: BRBC ferries to Swartz Bay for lunch with the SIB; CVB pig roast at 5:00 in Comox.
 Sat., June 28: AGM hosted by the CLB in Nanaimo (details on website)
 Sun., June 29: Join BRBC at Porteau Cove for a picnic (see page 6)
 Tue., July 8: Meeting, 7 pm (note date), Buck and Ear Bar & Grill, Steveston (come at 6:00 to eat!)
 Tue., August 5: Meeting, 7 pm, Stewart Historic Farm. Bring a picnic!

EDITOR'S BIT

What a pleasure it is to be mobile again and back participating in OECC activities! I sincerely want to thank all of my OECC friends for all of the support and encouragement during my recovery. Whether it was a call, a card, or a visit, it all helped boost morale. This club is fantastic!
 As I go to press with this issue, I'm putting the final touches on a 26 page BRBC Tour Guide and looking forward to 1,600 miles in Beautiful BC!

Could it have been ... ?

Brian Lees

My father who was a sea-going captain with the shipping company of Elders & Fyffes, Ltd., began his sea-going career as an apprentice deck officer at the tender age of 16 during the First World War. He quickly rose through the ranks and in the early years of the Second World War was captain in command of his own vessel. In 1940 he was promoted to managing director of the company and was brought ashore to take up his new position in the company's head office located in London's Bow Street.

One evening my father and others were working late when the air raid sirens sounded to alert everyone of a pending German air raid. Before my father and others could safely evacuate the building for the safety of the air raid shelters, a 500 lb. German bomb scored a direct hit on his building. My father and fourteen other employees were killed.

Due to the long standing association our family had with Elders & Fyffes shipping company, it was agreed that the company would hold themselves responsible for the financial cost of education and future career training for myself and my elder brother. My brother, age 10, and myself, age 7, were enrolled at Reed's Boarding School which at that time was located in the former Seymour Hotel in the town of Totnes South Devon. This location for our school was chosen to evacuate school children to be safely away from the bombing.



Brian Lees, age 7

the avenue were a number of small tea houses once used by the hotel guests, but were now used as class rooms for art studies.

One day in 1940 after school had finished for the day a group of approximately twelve or so students, myself being one of them, were walking back down the avenue when our attention was drawn to a loud sound of a high speed low flying aircraft.

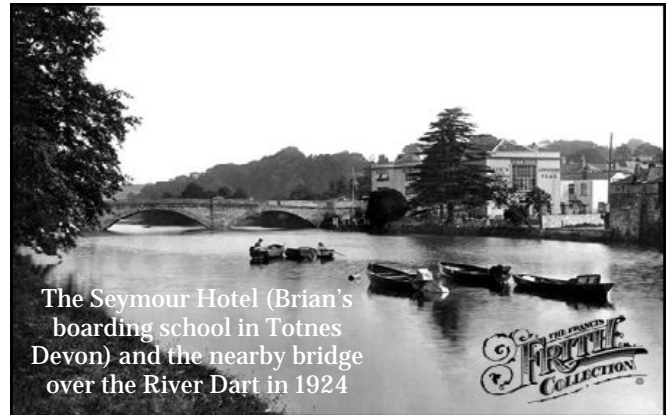
We all peered skyward, but due to the thick foliage of the trees which lined the avenue we were unable to determine the direction the sound was coming from. As the sound became louder and louder and more menacing, our Art Master realized this to be the sound of a hostile German aircraft rapidly approaching our position. He immediately ordered us to take cover behind the trees. For once we all obeyed his orders, this time without question. As the avenue erupted in cannon fire as a German aircraft screamed over our heads at tree top level, its cannons blazing as it strafed us and the school. The school suffered serious damage, but luckily for the quick thinking of our Master none of us were injured. When the danger had passed, we slowly emerged from behind the protection of the trees. We couldn't believe what had just happened, and couldn't wait to get back to school to tell our friends of our adventure.

For 69 years I thought that was the end of this story until in March of this year while having lunch in a local pub following a old English car event. I got to talking to a member sitting next to me. I asked him



which part of England he was from. To my surprise he said South Devon. So I told him I went to school in Totnes South Devon and told him the story of

how we boys were machine gunned by a German airplane. He looked at me with a smile on his face, and said, "Do you want to hear the rest of that story?" I said that I didn't know there was a "rest of this story." "Oh, yes," he said. After this German aircraft had

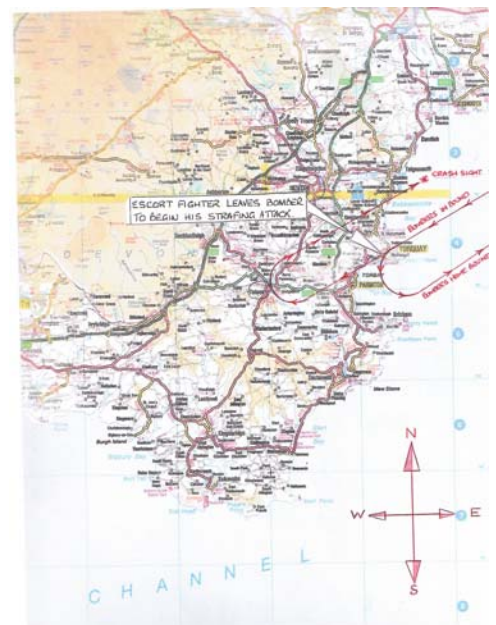


The Seymour Hotel (Brian's boarding school in Totnes Devon) and the nearby bridge over the River Dart in 1924

finished its strafing attack and turned for home it was intercepted by two Spitfires and shot down over Tor Bay on the south coast of England. That must be the end of the story. But no!

In 1970 fishermen bringing in their nets in Tor Bay snagged something very heavy. They struggled for hours before being able to land their nets aboard their fishing boat. To their surprise their nets were not full of fish but the right hand wing section of a German Focke-Wulf FW-190 complete with a 20mm cannon and a full magazine containing 90 rounds of high explosive ammunition.

The news of this find quickly spread



(Continued on page 4)

VanDusen 2008

Walter Reynolds / Photos by Chris Walker

And the Rain God said, "Lord." Now, hang on a minute, it didn't rain at this year's ABFM at VanDusen Gardens. I guess that the Rain God's calendar was turned around because of the extra day in February.

Yes, for all those not able to attend this year's ABFM on May 17th, it was a scorcher. Two cloudy periods dur-



ing the day helped give us some cool-down time, but other than that it was sun block and shorts for the day. Even the folks presenting awards complained that they were having to look into the sun during the Awards Ceremonies.

Registrations totaled 587 British vehicles for this year's show, though we were not given the number of vehicles that actually arrived. The usual locations were reserved for the usual marques—Morgans in the Rodo Garden; Jaguars low on the north side; Rolls, Bentley and Aston Martin tucked away at the north end of the top field.

Alvis and MGB were the featured marques this year and what a good showing of both there were. MGBs are always well represented, but the Alvis showing was a personal surprise because two years ago there was only one Alvis at the ABFM. This year there were at least 12.

Our Branch was well represented, as usual, with members scattered all through the gardens, based on their vehicle make. Bence and Helen McIntyre arrived sufficiently early to be placed under a shade tree, so were protected from the sun for most of the day. Others were not so lucky, (Italo and I, along with the Austin Seven and Farina crowds) were in the sun all day. Roy Wilkins got things right by taking over one of the spots for private vendors. He was in a tent in the shade most of the day. How much did you sell, Roy?

As usual, walking around this event, one couldn't help but be amazed by the participants dedication to the Little British Cars (and motorcycles) displayed in the show. The time, effort and not forgetting the money that has been spent on the care and feeding of these vehicles is admirable. And folks used to say of boats, "If you have to ask the price, you can't afford it."

Off all the cars at the ABFM, there was only one example of a personal favourite of mine, the Jensen Healey. This example is owned by Robert and Barbara Macdonald of Abbotsford who also had the car at LAMB's St. George's Day Fort Langley Show.

This year's weather will certainly be hoped to be repeated for 2009's ABFM.



2008 OECC AWARD WINNERS BY CLASS (No club had more winners at VanDusen than OECC!)

- Stephen & Josie Watkins (CVB), 1960 Austin-Healey Sprite, 2nd in Class 5
John Gordon (SIB), 1954 Jaguar XK120, 1st in Class 6
Doug & Judy Unia (CIB), 1977 Jaguar XJ6C, 1st in Class 9
John Fitzgeorge-Parker (SIB), 1989 Jaguar VDP S3, 3rd in Class 9
Rick & Penny Freestone (VCB), 1996 Jaguar XJS, 2nd in Class 10
Mike & RoseMarie Powley (VCB), 2003 Jaguar X-Type, 3rd in Class 11
Bill Rathlef (CIB), 1963 Lotus Elan 1600, 3rd in Class 12
Ken Boyd (CIB), 1971 MGB GT, 1st in Class 18
Gerry Parkinson (VCB), 1967 MGB GT, 2nd in Class 18
Bence & Helen McIntyre (VCB), 1964 MG, 1st in Class 19
Steve & Liz Blake (VCB), 2008 MINI Cooper S Clubman, 2nd in Class 23
Ric MacDonald (VCB), 1965 Morgan 4/4, 2nd in Class 24
Ken & Pat Miles (VCB), 1960 Morgan Drophead Coupe, 2nd in Class 25
Robert & Nicola Follows (VCB), 1950 Bentley Mk VI, 3rd in Class 27
Cam Russell & Karen Trickett (SIB), 1963 Triumph TR3, 1st in Class 28
Tom Rivers (SIB), 1960 Triumph TR3A, 3rd in Class 28
Bill & Valerie Grace (CIB), 1980 Triumph TR7, 1st in Class 31
Walter & Linda Reynolds (VCB), 1968 Rover P6 2000, 2nd in Class 34
John Pel (VCB), 1968 Austin Pickup, 2nd in Class 35
Italo Cirillo (VCB), 1960 Vauxhall Victor, 3rd in Class 35
Steve & Liz Blake (VCB), 1930 MG M-Type, 1st in Class 38
Mike Stout (VCB), 1952 Jowett Jupiter, 2nd in Class 39
Richard G. Dunn (TVB), 1973 Jensen Interceptor, 2nd in Class 42
Wayne & Lou Watkins (SIB), 1960 Sunbeam Rapier, 2nd in Class 45
Elaine Lafontaine (VCB), 1961 Wolseley 6/99, 1st in Class 46
Peter Pel (VCB), 1960 Austin Cambridge, 2nd in Class 46
Elliot Sclater (VCB), 1950 Ford Prefect, 1st in Class 51
Dave & Chris Walker (VCB), 1929 Austin 7 Chummy, 1st in Class 52
Roy Wilkins (VCB), 1930 Austin 7 Chummy, 2nd in Class 52
Gil Yarrow (VCB), 1971 Norton Commando, 1st in Class 56
Steve & Liz Blake (VCB), 1930 MG M-Type, Neatest Little Car
Wayne & Lou Watkins (SIB), 1960 Sunbeam Rapier,
Best Debuting Restoration Under \$35,000
Gil Yarrow (VCB), 1971 Norton Commando, Best Motorbike
Steve & Liz Blake (VCB), \$50 Early Bird Prize Draw
BRANCH KEY: (CIB = Central Island Branch; CVB = Comox Valley Branch; SIB = South Island Branch; TVB = Thompson Valley Branch; VCB = Vancouver Coast Branch)

YOU DUMP IT, YOU DRINK IT!

Les Foster

“You Dump It, You Drink It”- that’s the slogan of the U.S. Environmental Protection Agency’s campaign to discourage the dumping of hazardous wastes. The slogan says it all. Anything that is dumped onto the soil or down a drain eventually can end up in the water you drink. Not a nice thought, is it?

Waste oil is one of the worst offenders. A typical oil change that is not safely handled could potentially contaminate a million gallons of water. While Metro Vancouver water drinkers may feel rather smug about our supply of rain-fed mountain lake water, many people even in the Fraser Valley draw their water from wells.

Another aspect of waste oil is storm

run-off. Waste oil can leach from contaminated soil or be washed into drains that typically empty straight into the rivers or ocean. When it rains (which is rather often!) we’ve all seen that oily sheen on the streets from the accumulated effect of millions of little leaked oil drops banding together to head down that storm drain and out into the Strait of Georgia.

So we shouldn’t ever dump our waste oil and we should try to eliminate or at least minimize any oil leaks in our vehicles. As vintage vehicle enthusiasts we naturally strive to have our cars functioning at their best so keeping the fluids in is just part of our hobby. But what to do with that left-over oil?

Fortunately, it is not hard to make sure that your used oil ends up in a safe place. Most sellers of oil products, garages, oil change specialists and so on will accept your used oil. Don’t forget that old oil filter or element, either. It should never go into the garbage! Bag it and return it with your used oil. The best practice is to return your used oil in the containers that your new oil came in.

This ensures that not only your dirty oil and filter are recycled but also those contaminated containers. If you don’t know where to take it call 604-RECYCLE (604-732-9253). Remember, you can always store your waste safely until you can get around to properly disposing of it at a convenient time.

Recycling keeps this hazardous waste product (which contains toxic chemicals and even heavy metals) out of our water and soil but there are more benefits, too. One gallon of recycled motor oil can render two and a half quarts of new lubricant- equivalent to the lube oil obtained from forty-two gallons of crude oil! It also takes a lot less energy to recycle used oil than to refine crude. That’s not even counting the effects of oil exploration, international politics and all the other implications that new oil has for our lives!

Next time you have a glass of water ask yourself what you are drinking- it’s food for thought.

IMPORTANT
POSITIVE EARTH

Chinese company to restart MG TF production

By GREG MIGLIORE (autoweek.com, May 9, 2008)

An MG TF from the model year 2002.

Plans to resurrect production of the MG TF appear to have new life-- again.

Shanghai Automotive Industry Corp., the Chinese owners of the storied British marque MG, said on Thursday, May 8, that production of the TF LE500 sports car would begin in August, with the cars arriving in showrooms starting in September. The TF, which is expected to be an updated version of the car that went out of production in 2005, would be built at MG’s historic Longbridge plant in Birmingham, England. Nanjing Automobile Corp. originally announced plans to start production of the cars in 2007, but since then, it has been acquired by SAIC.



Despite the initial fanfare and media attention last year, only about 50 preproduction cars were built, and full production never started, Nanjing spokeswoman Eleanor de la Haye said.

Sales of the TF would launch in the United Kingdom and Ireland and then move to western European markets, including Spain, France and Germany. De la Haye would not comment on any potential plans for sales in the United States.

The car’s 135-hp, 1.8-liter Rover K-series engine is sourced from China. It’s been reengineered and given cosmetic improvements. SAIC did not detail its production plans. *Automotive News Europe* reported that SAIC plans to build four model lines and produce at least 50,000 units a year in Longbridge. In addition to the TF, a large car and two cars that use the Roewe 550 chassis would round out the lineup.

SAIC and Nanjing sell versions of the MG

Rover 75 sedan in China, rebadged as the SAIC Roewe 750 and the Nanjing MG7. Nanjing purchased the assets of the collapsed MG Rover in 2005 for about \$100 million. When early details of MG’s revival were announced in 2006, the project included plans to build some cars from kits in Oklahoma, which never came to pass.

A Peking to Paris Evening

Malcolm Tait

In April the Rover Car Club of Canada hosted an evening with Leigh and Judy Pullen who completed the 2007 Peking to Paris Motor Challenge with their 1938 Rover 12.



Malcolm Tait Photo

In December the Rover Club Christmas party was cancelled because of snow and this event came close to the same fate. During the Friday evening it snowed heavily accompanied by thunder. This is balmy Vancouver and it was April 18th. The forecast was for more snow on Saturday, the day of the Peking to Paris event. Fortunately the forecast was wrong and it turned out a rather cool but pleasant day.

Approximately 90 people attended the Peking to Paris presentation at the Town and Country Inn, Delta. Several car clubs were represented including the Old English Car Club (BC), Fraser Valley British Motor Club, Langley Area Mostly British (LAMB), Jaguar, MG, Morgan and Triumph clubs.

The stars of the show were Leigh and Judy Pullen who reside in Calgary. As previously mentioned they completed the 2007 Peking to Paris Motor Challenge (P-to-P) with their 1938 Rover 12. Leigh was the driver and Judy the navigator. Their support team came along to the presentation consisting of friends Guy and Anne LaRoye, family Ashley, Noel and

Lindsey. Plus Airley and Scott who travelled from Ottawa. Two members of the Rover Club who reside

in Massachusetts also made the trip west specifically for the event.

Leigh described how he had been looking for a Model A Ford like the one his father had and which he remembered from his boyhood days. During this search an ad caught his attention for a 1938 Rover located in Switzerland, which had been prepared for the Peking to Paris rally. Leigh showed pictures of the car before, during and after the work needed to qualify it for the P-to-P Motor Challenge. This was followed by pictures of the car in Peking (Beijing) prior to the start of the journey.

Judy described her role as navigator



Leigh Pullen Photo

and the crash course she took on GPS navigation on which they would be so dependent.

This introduction was followed by the official P-to-P video, which showed many of challenges encountered by the 134 entrants as they travelled through China, Mongolia, the Gobi desert, across Russia then into Europe and on to the finish in Paris. The participants included one other Rover, John and Joan Fallows (UK) with a 1960 P4 80.

The only other Canadian team was David and Adele Cohen of Vancouver with a 1931 Model A Ford.

The third portion of the presentation consisted of Leigh and Judy showing their own pictures and describing their experiences along the route. This in-



Leigh Pullen Photo

cluded Judy's vivid description of more than a few tense moments in the Gobi Desert when they lost the track and Judy had to insist that they trust the GPS or else risk dying in the desert.

At the end of the trip a gala-dinner was held in Paris at which they were awarded the Vinatgeant Category Concours d'Elegance.

Throughout the presentation Leigh and Judy kept the audience enthralled and on the edge of their chairs.

George Hacking (RCCC) gave a hearty vote of thanks and Ruth Burgess presented Leigh and Judy with a token of our gratitude.

Details of their journey have been published in two previous issues of the Roverview, the Rover Club magazine. Copies of these articles are available.



Malcolm Tait Photo

Please contact Malcolm Tait mbtait@shaw.ca or phone 604-224-0938.

(Continued from page 1)

around the small coastal village of Teignmouth where the wreckage was landed. No one was interested in this barnacle covered relic except a local gun enthusiast and gun restorer. He managed to remove the cannon from the wing section and over a period of months completely restored it to full working condition.

Now the question is, could this be part of the very same wing section and 20mm cannon from the Focke-Wulf FW-190 which strafed us seven year old kids back in 1941? I guess we will never really know, as the German pilot was killed when he was shot down in Tor Bay.



20mm Oerlikon Canon built by Rheinmettal Borsig

SPANNER ARCHIVES INDEX

Steve Hutchens

A treasure of fine English car reading lies in the pages of *The Spanner*. Our dedicated Editor, Steve Diggins, publishes *The Spanner* three or four times per year. As an editor myself, I'm well aware that a newsletter is dependent on great content. Steve finds quality content thanks to the dedicated members of OECC. Gerry Parkinson does the assembly of the beautiful document. With 16 pages per issue of solid content per issue, *The Spanner* is a really great publication. Reading through a recent issue, I wondered whether OECC members know exactly what they are missing if they aren't reading *The Spanner*. The result is an index to first eight issues of *The Spanner*. Thanks to Steve and Gerry for their dedication and to OECC members for the fine content!

VOLUME 1: JANUARY 2006

A Treasure in the Wrecking Yard	Page 2
BC's First British Car Enthusiast, Art Cleme	Page 3
Events We Enjoy Going To	Page 4
Count the British Cars (1953 Delta Drive-In photo)	Page 5
Brits 'Round BC 2005	Page 7
Brits 'Round BC 2006	Page 7
Members' Cars	Page 8
Truck'n in BC	Page 9
John Beresford's 1949 Commer Superpoise	Page 9
Branch News: Vancouver Coast Branch	Page 10
Branch News: High Country Branch	Page 11
Branch News: Comox Valley Branch	Page 11
Branch News: South Island Branch	Page 12
Branch News: Mid-Island Branch	Page 12
Peirson's Magnificent 1911 Rolls-Royce	Pages 13 & 6
From the Editor, Steve Diggins	Page 14
About our Club	Page 14
The National Motor Museum	Page 15
Transportation is Civilization	Page 16

VOLUME 2: June 2006

From the Editor	Page 2
Branch News: South Island Restoration Fair	Page 3
Branch News: Central Island Branch	Page 4
Branch News: Vancouver Coast Branch	Page 5
Branch News: Comox Valley Branch	Page 6
Peter Lee: A SIB Member Profile	Page 7
Brits on the Beach	Page 9
Chris Masterman Builds a Jaguar C-Type Replica	Page 10
British Steam Trucks in BC	Page 13
The Tsunami Austin	Page 13
Do I Need Another Car?	Page 14
The First Car to Cross the Canadian Rockies	Page 15
Pressed Steel Company Ad (early 1950s)	Page 16

VOLUME 3: September 2006

From the Editor	Page 2
Ken & Pat Miles: Montagu of Beutieu Winners	Page 3
2006 AGM Kamloops, High Country Branch	Page 4
Branch News: South Island Branch	Page 6
Branch News: Vancouver Coast Branch	Page 8
Branch News: Central Island Branch	Page 9
Branch News: North Island Branch	Page 10
Vancouver ABFM	Page 11
BC AirCare Collector Car Club Council	Page 12
Westwood Race Circuit 1960	Page 12
Road Trip to Clinton	Page 13
"T"rusty "R"usty Spike	Page 14
Trucking in BC: In the Beginning	Page 15
1959 Imported Car Ad: \$1,498 to \$14,000	Page 16

VOLUME 4: January 2007

From the President	Page 2
Branch News: Central Island Branch	Page 3

Branch News: Vancouver Coast Branch	Page 4
1951 Austin Atlantic A90	Page 5
Ladner to Bellingham 2006	Page 5
Branch News: High Country Branch	Page 7
My 1939 BSA Scout	Page 8
Automotive Geniuses and the Austin 7 Chassis	Page 9
A 1912 Rolls Royce Brought New to Vancouver	Page 12
The Steamworks Concours in Vancouver	Page 13
British Steam Wagons - Our First Logging Trucks?	Page 15
British Fords to BC	Page 15
A Bit of History from Ford of Britain	Page 16

VOLUME 5: May 2007

From the Editor	Page 2
Oil Technical Update	Page 2
The Montagu of Beaulieu Award	Page 3
AGM to Vote on Past President as a Director	Page 3
Branch News: Central Island Branch	Page 4
Branch News: Comox Valley Branch	Page 4
Branch News: South Island Branch	Page 5
Branch News: Thompson Valley Branch	Page 6
Branch News: Vancouver Coast Branch	Page 7
Restoring My 1950 Jowett Javelin	Page 8
The Beauty of Ash and Aluminum	Page 12
Steam Trucks and Rollers	Page 14
Jimmy Pattison's 1937 Austin 7	Page 14
The Magnificent MGs of Peter Welch	Page 15
Rootes Motor Group - Sunbeam Canada	Page 16

VOLUME 6: September 2007

From the Editor	Page 2
Our Website: oecc.ca	Page 2
Your New President, Wayne Peddie	Page 3
Message From the Past President, Steve Diggins	Page 3
The 13th English Car Affair in the Park	Page 4
Branch News: South Island Branch	Page 4
Brits Around the Sea 2007	Page 5
Branch News: High Country Branch	Page 7
Branch News: Vancouver Coast Branch	Page 8
Singers of the 1930s Sold in BC	Page 10
Branch News: Comox Valley Branch	Page 11
Steve Harris' 1933 Rover	Page 12
Steve Diggins: A History with the Hobby	Page 13

VOLUME 7: December 2007

From the President	Page 2
From the Editor	Page 2
Branch News: High Country Branch	Page 3
13th English Car Affair in the Park	Page 4
Branch News: Comox Valley Branch	Page 5
Branch News: Central Island Branch	Page 5
Branch News: Vancouver Island Branch	Page 6
Announcing Brits 'Round BC 2008	Page 8
The Cars of OECC by Marque and Decade	Page 9
Steve Harris' Humber Vogue	Page 10
Ken Morton's Austin 7	Page 11
Restoring My Thames Pickup	Page 12
Fred Deeley Austin Show Photos, 1951-1953	Page 16

VOLUME 8: March 2008

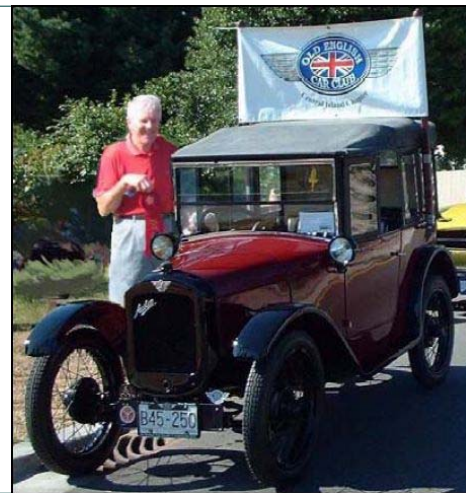
From the Editor	Page 2
Branch News: High Country Branch	Page 3
Branch News: Central Island Branch	Page 5
Branch News: South Island Branch	Page 5
Branch News: North Island Branch	Page 7
Branch News: Vancouver Coast Branch	Page 8
The Automotive Restoration of a Wolseley 6/99: As told from a woman's experience	Page 9
Restoring My Thames Pickup	Page 12
Historic Photo	Page 16

NIGEL MUGGERIDGE PARK BENCH MEMORIAL

Our goal is to raise \$2,000 for the purchase, installation and ongoing maintenance of the Nigel Muggeridge Park Bench Memorial to be located at Transfer Beach, site of Brits on the Beach, in Nigel's hometown of Ladysmith. Nigel was a kind, considerate, tolerant and generous person that we all knew and loved. Your donation to this worthy Memorial will be appreciated.

Nigel was the co-founder of Brits on the Beach that annually brings over 125 old English cars from across British Columbia to be seen and appreciated in Ladysmith. He was an active member of his community, devoted to St. Mary's Church, its leaders and its congregation, and involved in Ladysmith Days and the parade. A dedicated Canadian through and through, he and his wife, Frances, had taken on the project of locating little-known crash sites in England where Canadian bomber crews had perished, ensuring the sites were properly recorded, and, where possible, marking the sites with a Canadian flag or other prominent indicator so that those Canadian boys were not forgotten.

Please mail your donation cheque, payable to OECC - CIB, to Adèle Hedges, 2539 Nuttall Drive, Nanoose Bay, BC V9P 9B4



Meet BRBC at Porteau Cove!

Meet BRBC at Porteau Cove Provincial Park, about 15 miles north of Horseshoe Bay, for a leisurely picnic about 12:45 on June 29. Parking is available and there are lots of picnic tables.

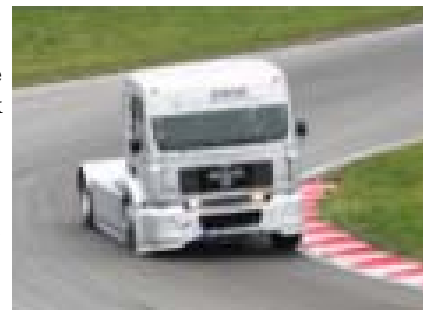
You are invited to join us for the drive to Lillooet and for dinner at Dina's Place, a great Greek restaurant. Please email or call Steve Hutchens if you want to join us for dinner so we can update reservations! Hope to see you there!



BRITISH TRUCK RACING

Just when you thought you'd heard of everything, try this on for size (**BIG** size): British Truck Racing. Learn more about this sport at:

britishtruckracing.co.uk



AUTOJUMBLE

English Cars & Parts
For Sale and Wanted

(more ads are at oecc.ca/vcb under the Autojumble menu)

1958 MG Magnette MK III. FREE collection of parts with registration. Find a donor Austin or Morris Farina to make a car. Steve Diggins, 604-294-6031.

1962 Vauxhall FB Victor. FREE—for restoration. Call Rob Currington, 604-532-0035.

1970 Triumph Stag. RHD. Manual transmission with overdrive (rare in North America). Original V8 in pieces. Transmission and drive train out of car. Soft and hard tops. Great 2+2 dark blue body. Stored dry. Manuals. \$4,500, offers considered, or trade for what have you. Jurgen, 604-737-8065 or jpeterat@hotmail.com.

1977 Jaguar XJ12L. Silver/blue, VGC, Aircared, low mileage. Should easily qualify for collector plates. Selling due to limited parking. All reasonable offers considered. David at 778-737-2941 or degruber@hotmail.com. (3/4)



WELCOME TO OECC

Stephen & Sheila Morris
Surrey
604-574-9855
steve_morris@telus.net
1998 Jaguar XJ8
(photo should be in the next Roundabout)

Gerry & Lesley Philbrick
North Vancouver
604-986-2687
JUBIL049@Hotmail.com
1949 Thames E83W Van
1959 Austin Healey Mk II
1959 Sunbeam Rapier Mk II
1969 Triumph TR4
(photos should be in the next Roundabout)

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
Wolseley@lightspeed.ca - 604-591-3332
Membership renewals:
#73-8190 King George Highway,
Surrey, BC V3W 5B7

Secretary: Dennis Nelson
dnelson@dccnet.com - 604-599-9032
New memberships and correspondence:
10932 Scarborough Drive, Delta, BC V4C 7X1

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

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

Meetings & Events Coordinator:
Steve Diggins - 604-294-6031

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

Roundabout Editor: Steve Hutchens
sphutchens@yahoo.com - 360-733-3568
Newsletter articles, photos, and other content:
2090 N Shore Road,
Bellingham, WA 98226-7864

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

VANCOUVER COAST BRANCH 2008

Chairperson: Ken Miles
 Vice-Chairperson: Steve Hutchens

Secretary: Dennis Nelson
 Treasurer: Elaine Lafontaine
 Good & Welfare: David Ballantine

ICBC/AirCare Representative: Fred Bennett
 Meetings & Events: Steve Diggins
 Phone Notification: Michael Smith

Roundabout Editor: Steve Hutchens
 Roundabout Distribution: Richard Taylor
 Webmaster: Steve Hutchens

Aaroe, Bill & Sue Parker
 Port Coquitlam, BC
 Ph: 604-942-7746
 E:
 1967 Austin VDP Princess

Austin, David & Lisa
 Bellingham, WA
 Ph: 360-733-7648
 E: dnaustin@comcast.net
 1976 MG B

Ballantine, David & Margaret
 North Vancouver, BC
 Ph: 604-980-4120
 E: dballantine@shaw.ca
 1974 Jensen Interceptor Series III

Bennett, Fred & Sheila Thompson
 Coquitlam, BC
 Ph: 604-939-1773
 E:
 1950 Triumph Tiger 650
 1970 Triumph Spitfire Mk III
 1974 Triumph Bonneville 750
 3 - BSA Bantams

Blake, Steve & Liz
 Delta, BC
 Ph: 604-943-6416
 E: steveliz@telus.net
 1930 MG M-type
 1949 MG TC
 1962 Morgan Plus 4 4-Seater
 2008 Mini Cooper S Clubman

Broady, Steven & Maureen
 Surrey, BC
 Ph: 604-584-3307
 E: srbroad@telus.net
 1959 Armstrong Siddeley Star Sapphire
 1985 Jaguar XJS-C Cabriolet
 1999 Jaguar XJR

Chapman, John & Mary Jane
 Surrey, BC
 Ph: 604-590-3749
 E: johnchapman@telus.net
 1965 Morgan Plus 4 2-Seater
 1966 Sunbeam Imp
 1967 Daimler V8 250
 1972 Triumph Stag

Chatterton, John & Gerry
 Ladner, BC
 Ph: 604-946-7014
 E: england@telus.net
 1979 Austin Mini

Cirillo, Domenico & Settimia
 New Westminster, BC
 Ph: 604-524-4237
 E:
 1974 MGB

Cirillo, Fred
 New Westminster, BC
 Ph: 604-524-0847
 E: freddy_c@shaw.ca
 Triumph Bonneville

Cirillo, Italo
 New Westminster, BC
 Ph: 604-836-2565
 E: icirillo@shaw.ca
 1960 Vauxhall Victor
 1960 Vauxhall Victor Wagon
 1960 Vauxhall Envoy Sedan

Clarke, John & Carol
 Burnaby, BC
 Ph: 604-291-1890
 E: jcclassics@shaw.ca
 1956 MG A Coupe
 1957 MG A
 1962 MG A Mk II
 1966 MG B Roadster
 1969 Jaguar E-Type OTS

Coleman, Jerry & Gine
 Vancouver, BC
 Ph: 604-222-2741
 E: colemanj@shaw.ca
 1956 Ford Prefect
 1956 Ford Prefect
 1958 Ford Anglia

Courtemanche, Doug & Anne
 Vancouver, BC
 Ph: 604-222-2741
 E: adcourt@shaw.ca
 1956 Jaguar XK140 Roadster (2)
 1957 Bentley S1
 1960 Alvis TD21

Coutts, Ron & Sally Fraess
 New Westminster, BC
 Ph: 604-524-6147
 E: ronc@wolverton.ca
 Sunbeam Alpine Series 5

Crabbe, Colin & Ingrid Luters
 Delta, BC
 Ph: 604-590-6210
 E: ccrabbe@dccnet.com
 1966 Triumph Herald Convertible

Diggins, Steve
 Burnaby, BC
 Ph: 604-294-6031
 E:
 1936 Morris 8 Race Car
 1937 Austin 10 Van
 1937 Austin 7 Roadster
 1951 Austin 2 Ton Truck
 1962 Austin Cambridge A60

Edge, Paul
 New Westminster
 Ph:
 E:

Emdall, Jack
 New Westminster, BC
 Ph: 604-522-8141
 E: emdall@shaw.ca
 1948 MG TC
 1950 MG TD 21

Fast, Neil & Elizabeth
 Pitt Meadows, BC
 Ph: 604460-1577
 E: elizabeth_fast@Telus.net

Follows, Robert & Nicola
 West Van, BC
 Ph: 604-926-3338
 E: follows@shaw.ca
 1936 Talbot
 1950 Bentley Mk VI

Foster, Les & Trish
 Delta, BC
 Ph: 604-943-4936
 E: lesfoster@hotmail.com
 1948 Ford Thames Van
 1950 Ford Thames Van
 1951 Ford Thames Van
 1951 Ford Thames P.U.
 1952 Ford Thames P.U.
 1953 Ford Thames Estate Car

Freestone, Rick & Penny
 Port Coquitlam, BC
 Ph: 604-468-9041
 E: penrick@telus.net
 1972 MGB Roadster
 1976 Triumph Bonneville
 1977 MGB Roadster
 1993 Jaguar VDP
 1996 Jaguar XJS Cabriolet

Gale, Doug & Rhonda
 Burnaby, BC
 Ph: 604-521-3021
 E: rhonda@brinkman.ca
 1969 MGB Roadster
 1972 MGB Roadster

Grant, Bill
 Coquitlam, BC
 Ph: 604-936-6454
 E: bshed@telus.net
 1950 Morris Minor 2-Door
 1953 Ford Zephyr Six
 1953 Vauxhall UTE
 1957 Ford Zodiac
 1958 Ford Zodiac Convertible
 1959 Ford Zephyr
 1960 Morris Minor 2-Door
 1969 Jaguar XJ6

Henderson, Peter
 Vancouver, BC
 Ph: 604-682-8290
 E: phen20@hotmail.com
 1976 Triumph TR6

Hetherington, Les & Carol
 North Vancouver, BC
 Ph: 604-929-4105
 E: lcheth@shaw.ca
 1968 Triumph 1300 FWD
 1986 Jaguar V12 XJS Cabriolet
 1988 Jaguar XJ12 Series 3

Hoare, John & Lorna
 Surrey, BC
 Ph: 604-584-2564
 E: lornahoare@shaw.ca
 1953 MG TD

Howard-Jones, Peter & Eileen
 West Vancouver, BC
 Ph: 604-926-0452
 E: H-J@telus.net
 1975 Triumph TR6

Hunt, Lorrie & Regan
 Delta, BC
 Ph: 604-591-3025
 E:
 1958 Austin Healey Sprite
 1961 AC Ace Bristol

Hutchens, Steve & Celia Obrecht
 Bellingham, WA
 Ph: 360-733-3568
 E: sphutchens@yahoo.com
 1959 Morgan Plus 4 4-Seater
 1961 Morgan Drophead Coupe
 1962 Morgan Plus 4 4-Seater

Inglis, Alan & Maureen
 Vancouver, BC
 Ph: 604-737-0044
 E: alan.inglis@telus.net
 1974 MG Midget

Jackson, Gordon & Elaine
 Gibsons, BC
 Ph: 604-886-4788
 E: gordonj@dccnet.com
 1968 Jaguar 340

Johnstone, Bruce & Cathy
 North Vancouver, BC
 Ph: 604-980-0025
 E: brucejoh@telus.net
 1974 Triumph TR6
 1976 Triumph TR6
 1990 Jaguar XJ6
 1998 Range Rover 38

Jones, Clifford R.
 Surrey, BC
 Ph: 604-219-5875
 E: cortina10@shaw.ca
 1967 Ford Cortina MK 2 4-Door GT
 1968 Ford Cortina MK 2 Estate
 1969 Ford Cortina Estate GT
 1969 Ford Cortina MK 2 2 DR GT
 1969 Ford Cortina MK 2 2-Door

Jones, Patrick
 Surrey, BC
 Ph: 604-591-3332
 E: a55_mk2@hotmail.com
 1938 Austin Ruby
 1961 Austin Cambridge Estate
 1964 Riley 4/72
 BSA Bantam

Jones, Roger
 Surrey, BC
 Ph: 604-541-4221
 E: lingerir@shaw.ca
 1949 MG TC
 1957 MG A
 1972 MGB GT

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

Karlikian, Ohan
 Vancouver, BC
 Ph: 604-340-7869
 E: sunbeamcanada@hotmail.com
 1967 Alpine V

Knorr, Carl
Vancouver, BC
Ph: 604-434-7218
E: carlknorr@telus.net
1964 MG Midget

Lafontaine, Elaine
Surrey, BC
Ph: 604-591-3332
E: wolseley@lightspeed.ca
1957 Austin Cambridge A55
1958 Austin Westminster Countryman
1961 Wolseley 6/99
1962 Triumph TR3A

Lees, Brian & Iris
Surrey, BC
Ph: 604-599-0733
E: b_iris_lees@shaw.ca

Marshall, Heidi & Hames
Port Coquitlam, BC
Ph: 604-945-7978
E: hhmarshall@telus.net
1970 Triumph TR6
1972 Jensen-Healey MKII
1985 Morgan 4/4 2-Seater

MacDonald, Ric & Denise Bougie
Vancouver, BC
Ph: 604-710-9506
E: ricmacd@telus.net
1965 Morgan 4/4 2-Seater

McDiarmid, Bob & Judy
Langley, BC
Ph: 604-539-4636
E: rjmcdiarmid@telus.net
1966 Morgan Plus 4 4-Seater
1966 Morgan Drophead Coupe
1972 Triumph TR6

McDonald, Glen & Bronwen
Delta, BC
Ph: 604-940-8621
E:
1959 Triumph TR3A

McIntyre, Bence & Helen
Surrey, BC
Ph: 604-536-2207
E: bence&helen@telus.net
1964 MG Midget

Mellon, Jim & Jill
Coquitlam, BC
Ph: 604-936-0418
E: jimandjill@shaw.ca
1968 Ford Cortina Mk II

Miles, Alan & Mary Lou
Richmond, BC
Ph: 604-272-2145
E: milesfamily@telus.net
1962 Hilman Minx IIIC
1962 Sunbeam Rapier IIIA Convertible

Miles, Ken & Pat
Surrey, BC
Ph: 604-576-8036
E: kengmiles@shaw.ca
1946 Triumph 1800 Roadster
1960 Morgan Drophead Coupe
1969 Morgan 4/4 4-Seater
1969 Morgan Plus 8

Mitchell, Bill & Charlotte
Delta, BC
Ph: 604-948-0556
E:
1958 Austin Healey
1967 Austin Healey BJB

Morris, Tom & Val
Sechelt, BC
Ph: 604-740-0356
E: tomm8847@telus.net
1962 Jaguar E-Type FHC
1965 Land Rover 88

Morton, Ken
North Vancouver, BC
Ph: 604-9865034
E: kenmorton@telus.net
1927 Austin 7 Chummy
1930 Austin 7 Ulster Sport

Muehling, Win & Christine
Burnaby, BC
Ph: 604-299-2425
E: wmuehling@telus.net
1965 Morgan Drophead Coupe
1966 Morgan Plus 4 4-Seater
1986 Morgan Plus 8

Murray, Pat & Lorrie
Surrey, BC
Ph: 604-574-5490
E:
1956 Bentley SI
1969 MG Midget

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

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

Parkinson, Gerry & Anita
Delta, BC
Ph: 604-240-1847
E: gparkinson@knowledgetech.com
1958 MGA Roadster
1967 MGB GT

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

Pel, John
Burnaby, BC
Ph: 604-438-8923
E: jpel@telus.net
1968 Austin Cambridge Pickup
1958 Rolls Royce Silver Cloud

Pel, Leo
Vancouver, BC
Ph: 604-435-3177
E: pels@telus.net
Austin Cambridge
Austin Mini
MGB Roadster

Pel, Peter
Burnaby, BC
Ph: 604-437-0211
E: tripel@telus.net
1937 Austin 7
1950 Jaguar MK V Drophead
1960 Austin Cambridge
1975 Triumph TR6
2001 Jaguar XJR

Peterat, Jurgen
Vancouver, BC
Ph: 604-737-8065
E: jpeterat@hotmail.com
1971 Triumph Stag
1973 Jaguar XKE V12 MK III Convertible
1977 Morris Marina

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

Rennie, John & Setsuko
Richmond, BC
Ph: 604-274-3990
E: jren@telus.net
1969 Morgan 4/4 4-Seater

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

Rodger, Stuart & Sharon
Delta, BC
Ph: 604-591-2454
E: stuart_rodger@dccnet.com
1980 MGB

Sharp, Larry & Tina
North Vancouver, BC
Ph: 604-986-6621
E: larrysharp@shaw.ca
1970 Morgan 4/4 4-Seater

Shauer, Don & Elaine
Langley, BC
Ph: 604-533-9212
E:
1960 Austin Westminster

Shaw, Bart & Audrey
Delta, BC
Ph: 604-946-4700
E:
1966 Triumph TR4

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

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

Smith, Robert & Elizabeth
Delta, BC
Ph: 604-943-2779
E: bobsmithyvr@telus.net
1961 Triumph TR4
1966 Triumph TR4A
1974 Jensen Interceptor

Stout, Mike
Surrey, BC
Ph: 604-531-3328
E:
1952 Jowett Jupiter

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

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

Van Aggelen, Fred & Sharon
Langley, BC
Ph: 604-882-8182
E: fsvanaggelen@telus.net
1959 Morris Oxford

Venning, Chris & Sandra
Maple Ridge, BC
Ph: 604-462-8638
E: triogold@shaw.ca
1969 MGB Roadster
1971 Jaguar XKE Roadster Series II
1973 MGB Roadster

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

West, Barry & Andrea
Delta, BC
Ph: 604-943-5399
E:
1964 Austin Healey 3000 MK II

Wilkins, Roy & Joann
Delta, BC
Ph: 604-943-3882
E: royawilkins@hotmail.com
1930 Austin 7 Chummy

Yarrow, Gilbert & Joy
Port Coquitlam, BC
Ph: 604-942-3914
E: ghyarrow@hotmail.com
1960 BSA 810 Super Rocket
1964 Matchless G12CSR
1970 BSA Lightning
1971 750 Norton Commando
1994 Jaguar XJS