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UPCOMING EVENTS

Tue., January 6: 7 pm, Roma Hall,
 1930s Austin Factory Video
 Tue., February 3: 7 pm, Meeting TBA
 Tue., March 3: 7 pm, Roma Hall,
 Vancouver Coast Branch AGM
 2009 Events Calendar coming soon!

EDITOR'S BIT

It's time to get your old English car ready for winter. If you're putting it in storage, change the fluids and give it a good bath. If you'll be using it, a good bath and coat of wax will help protect it. See my side curtain article on p. 6.

HAPPY HOLIDAYS!
IT IS DUES RENEWAL TIME
\$20 BY 12/31, \$25 AFTER

London - Brighton Commemorative Run 2009

Walter Reynolds and Several Participants



Saturday, November 1, 2008 was a rather nice day, weather-wise. Too bad it didn't hang around for Sunday, for the first running of the London to Brighton Commemorative Run.

Little did we know that the weather at the start and during the run was only the overture for the rain that was to come for the drive home!

Registration was in the lobby of the Delta Town & Country Inn and was looked after by Alan & Mary Lou Miles who did a commendable job. Each participant received a package that included a London-Brighton Commemorative Plate and a dash plaque, as well as pins and travel information from both Delta and Mission.

The Grand Marshall this year was yours truly who started the Driver's Meeting a few minutes late. Bart Shaw read an email message from Chairman Ken Miles who was gallivanting around Australia with Pat in their Morgan, along with 130 other Morgans.

To end the meeting I read *The Little British Car's Prayer* (reprinted on page 5, with permission of the author).

The travelled route was through the "Cow Tunnel" by Burns Bog then into Surrey, Langley and Aldergrove. From there the route took the cars through Abbotsford, old Matsqui and then into Mission. The destination of the run was the Mission Springs Restaurant and Brew Pub for what turned out to be a very enjoyable lunch.

There were 24 cars on the run, 18 of OECC Vancouver Coast Branch members. The remainder of the cars were from the Langley Area Mostly British Club, the Rolls Royce Club, one member of the TVR Club, and two guests..

We had a few breakdowns, restricted thankfully to only two vehicles, one of which broke down several times, each time saved by Patrick Jones.

The London to Brighton Commemorative Run for 2008, 2009 and 2010 replaces the Ladner to Bellingham Run which was started several years ago by Roy Wilkins. The future of the event (that is, to remain as the London to Brighton Commemorative Run or revert to the Ladner to Bellingham Run format), will be decided following the 2010 run.

At the restaurant, I heard several people saying that they had never driven through the portion of Matsqui that the run went through.

The Organizing Committee for the 2008 event were Steve Hutchens, Italo Cirillo, Bence McIntyre, Bart Shaw and myself. The Committee will be meeting later this month to wrap up the 2008 event and start the process in preparation for the 2009 committee.

Although all participants were requested to complete a Comment Sheet in their package, the following are extracts from emails I received from par-

ticipants following the run as well as contributions of OECC members.

David Austin (OECC): "Thanks for a very good run. Leah, my six year old daughter, had a great time and was able to successfully read and navigate the route. Can you give me a copy of the prayer that you read at the start of the event?"



David Birchall (Guest): I participated in today's run and, despite the weather and despite my 1953 Aston Martin DB2 breaking down for a while, I had a great time! I wonder if you can put something



in the newsletter from me to thank the people who stopped to help, especially the couple in the Wolseley who stopped



three times [Pat Jones and Elaine Lafontaine]! Bless 'em! The car ran perfectly all the way home.

I forgot to fill out the comments-suggestion form so if I could pass on my comments through you. I would suggest a staggered start (thirty second intervals?) so that processions are avoided and make more of a rally of it. Perhaps a quiz or a TSD aspect? But nothing too complicated as they can be very hard on relationships. My own co-driver, a former RCAF, pilot would have had us bombing our own air base if it were WW2 again!

Les Foster (OECC): Attempting a 120 mile roundtrip in driving November rain in a '51 Thames with 30 HP, no heater or defroster and one tiny vacuum wiper is, perhaps, a tiny bit mad. Nevertheless, I was quite confident at the outset and my faith was only slightly shaken when the motor coughed and stalled briefly just through the cow tunnel - I thought it had just swallowed some water. The presence of Elliot Sclater in his almost-as-challenged Prefect and Elaine and Patrick watching over us in their Wolseley was reassuring.



Our little convoy motored on at a steady 30 MPH. There were some really tough hills - 168 St. was a double-clutch down to first gear!

Finally reaching the high and level ground of Aldergrove was a relief but then disaster struck. A nagging noise from up front escalated into an ominous rattle. It could not be ignored and I pulled over. The others stopped to help and Patrick pronounced it a bad rod bearing. At least I was first back (is there a prize for that?) albeit on the back of a flatdeck!



Lorna and John Hoare (OECC): We had a great time on the run, but got a good soaking as we have no windows or wipers (good old Lucas!). Lorna was the window wiper person! We enjoyed it all, but would like to have the distance between turns next time. It is hard to read a wet paper in the best of times. I had the directions on my lap under the dash. Thanks for the LARGE PRINT instructions!



Alan and Mary Lou Miles (OECC): Loved the route, but not the weather. We left our form in the car and preferred to stay dry so we decided to email our feedback. Here are a few recollections and anecdotes from the London-Brighton Commemorative Run.

It was a great route, although Mary Lou and I took a wrong turn and ended up missing a chunk of it. I do think Walter could have done something about the torrential downpour of rain. I mean, what type of event organizer is he anyways?

The funniest moment was when I went up to John Chapman at the pub after the run and asked him if his Morgan leaked at all. "Does the Morgan leak?!" he exclaimed and proceeded to



show me his right pant leg which was drenched from the knee down. I guess it was a silly question.

Great job by everyone involved.



Ian & Doreen Newby (LAMB): Great event, our first! The only drawback in driving an English car is the defroster. Unless we kept the defrost on full blast,

the windows fogged so badly that we couldn't see. Due to the Lucas effect, the only heat setting on defrost is blast furnace, so we had a choice of going blind or frying. Sort of like those warnings our mothers used to give us?

Super event. Super people. Great choice for brunch location. We'll definitely be back next year.

Malcolm and Barbara Tait (OECC and Rover Car Club of Canada): Great route and good location for lunch.



John Walkden (LAMB): Other than the weather, I felt the run was well organized and as far as I'm concerned staying in Canada is a plus. I didn't enter in previous years as I had no desire to deal with the border issues. Please pass on my kudos to the rest of the committee.



Alec Issigonis - Part III: Alec Moulton, Inventor of the Hydrolastic Suspension

Walter Reynolds

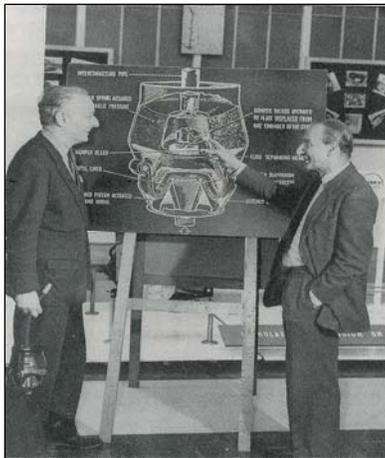
In Parts One and Two, I reviewed my 1968 interview with Alec Issigonis and his design achievements. While preparing those articles, I realized that there were other themes arising



**Alex Moulton,
circa 1990**

from his life which should be written about. One of these themes is reflected here in Part Three which reviews the life and workings of Alex Moulton. The remaining themes will be reviewed in future issues of the Roundabout, and are detailed at the end of this article.

Alec Issigonis and Alex Moulton were friends. Their names were similar, their technical work interlocked in so many ways, and the legendary Mini owes much to both of them. In business they were inseparable, and in private life they were great friends. Both had the same enquiring view of engineering, both thought it their duty to re-educate the public, and both found working much more fun than any other activity. And, thankfully, they both ignored the phrase, "Get a life!"



**Moulton (left) and Issigonis
with a diagram of the
successful Hydrolastic
suspension unit.**

While friends, their backgrounds were not similar. Issigonis was Turkish-born, of a penniless family, and always the salaried employee of large companies. Moulton, on the other hand, was

the son of a wealthy engineering businessman (and great-grandson of Stephan Moulton, the "forgotten man" of the UK rubber industry – see Part Seven for more on Stephen Moulton), a man who set up his own business, made an independent fortune, and dabbled with new projects till late in life.

Issigonis' Mini could not have been built without Alex Moulton's contribution, for it was his long-held fixation with fluid suspension units, later simplified to still-complex rubber units, all of which were small and deceptively simple, which made the Mini even possible. In addition, some say that it is Moulton's fascination with "small" that led to the size of the Mini's wheels. The "small" concept is also reflected in the other major claim-to-fame of Moulton, the revolutionary Moulton bicycle.

Alex Moulton was born April 9, 1920, and grew up in Bradford-on-Avon where the family business made rubber buffer springs for the railway industry. He studied engineering at Cambridge, and then devoted himself to the fundamentals of rubber behaviour. Soon after that, Moulton met Issigonis, befriended him, and subsequently provided prototype rubber suspension units for the front-drive Morris Minor.

Moulton's early fluid-based suspension, which we know of as Hydrolastic suspension, was used by Issigonis when he was at Alvis. He used the suspension in the ill-fated 1952 V8-engined saloon which never made it into the show-rooms.

Moulton's company, Moulton Developments, was set up in 1956 when Issigonis became convinced that Moulton's suspension was vital to the Mini's layout. For the next two decades, Moulton Developments worked solely on BMC projects.

Alex Moulton was always involved in the Mini's development, at first with Hydrolastic suspensions (where front and rear rubber units were inter-linked by a water/alcohol mixture under high pressure) then later, when cost pressures mounted, with the simpler rubber in compression/shear units which evolved from it. Small and with a sharply rising rate when compressed, they were ideal for this tiny new car.



Moulton at work in his office

In 1962, three years after the Mini appeared, the larger, Pininfarina-styled 1100 was launched, this using Hydrolastic suspension, and for 1965 Hydrolastic was also adopted in the Mini. Then, in 1969, the process was reversed, with the Mini 'going dry'. When Moulton was asked why this reversal he replied, "Very simply, because after British Leyland, and Lord Stokes arrived, he was determined to get some cost out of the car and Hydrolastic was more expensive than rubber cones, and since British Leyland were looking for pennies, it had to go."

Other similarities with Issigonis included Moulton's approach to problem-solving, and the near-arrogant disregard of the customer as an ordinary person. Neither liked to admit to errors. Both carried the self-assurance required to expand Mini ideas into the larger 1100s, 1800s and beyond. It was Moulton, rather than Issigonis, who insisted on pushing ahead with Hydragas (with high-pressure nitrogen-based interlinking) rather than Hydrolastic for 1970s BMC models.



**Moulton (right) with Issigonis
and an Austin 1800**

In some ways Moulton and Issigonis were loners and certainly individualists. Except for each other, they seemed to have few close friends, and even close

colleagues admit they knew little about their private lives.

The truth is that there was very little time for private lives, for they were both devoted to their work, especially once the front-wheel-drive phenomenon at BMC really took off. Neither man ever married. For many years Issigonis lived in the same bungalow close to Longbridge, and stayed there until his death.

Alex Moulton though was more of an extravert than was Issigonis and he always lived in the same magnificent Jacobean mansion in Wiltshire, just a two-minute step from Moulton Developments Ltd.



Moulton with his revolutionary small-wheeled bicycle

A more rounded character in some ways, in the 1960s Moulton also found time to re-invent the pedal cycle, making such a success of the rubber-suspended and small-wheeled bike that a major rival, Raleigh, made a take-over bid for the design that he could not refuse.

Moulton was also more of a motor-ing enthusiast (than Issigonis), for although he loved driving Minis, he drove a succession of Rolls-Royce Silver Shadows, once also owned a Ferrari 250GTE 'just for fun', and in the late 1990s usually 'floated' around in a late model turbocharged Bentley!

All that said, the mansion in which he was born is his home and his chaotic office. Although Moulton systems are no

longer used in 1990s Rover products, he still consulted, and found time to lecture at a nearby university, and was as busy as ever.



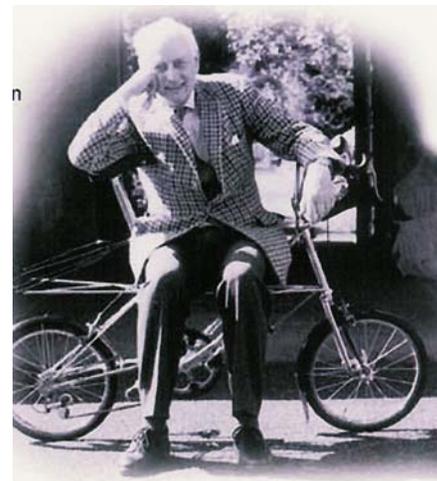
Moulton with experimental Hydrgas components and test Mini. He is in his late 70's in this photo (1999).

In the early 2000s, Alex Moulton was interviewed by Dieter Koennecke for the paper, 'MiniWorld'. In the interview, Moulton gave some thoughts about the new MINI. "It's enormous. The original Mini was the best-packaged car of all time. The MINI is an example of how not to do it. The interior space is not much bigger than the old Mini, but it's huge on the outside and weighs the same as the Austin Maxi. Crash protection has been taken too far. I mean, what do you want... an armoured car?"

In 1976 Alex Moulton was awarded the CBE (Commander of [the Order of] the British Empire) and on July 17, 2006, at the age of 86, he was the Honorary Graduate at Loughborough University in Leicestershire by being granted the degree of Doctor of Technology.

His bicycle business, 'Alex Moulton Bicycles' continues to flourish in Brad-

ford on Avon, England. For more information on Alex Moulton and his bicycle go to: www.alexmoulton.co.uk.



Alex Moulton on his bicycle (date unknown)

This concludes Part Three of the Issigonis story. Below are the upcoming parts of what initially was a single-part story on Issigonis. All the parts are connected to the story of Issigonis:

- ▶ Part Four: The Issigonis Special Racing Car
- ▶ Part Five: The Issigonis 9X Project
- ▶ Part Six: Issigonis - the Austin 1800 and the Pininfarina 1800
- ▶ Part Seven: Stephen Moulton, Forgotten Man of the UK Rubber Industry

Sources:

- ▶ British Car Magazine (utilized, but omitted mention in Issigonis Part Two)
- ▶ www.mgfcars.de, web site for Mini-World article
- ▶ www.lboro.ac.uk, web site for Loughborough University
- ▶ www.alexmoulton.co.uk, web site for Moulton bicycles

Healey Conclave heads for Canada

Sports Cars - Hemmings Online - David LaChance

Austin-Healey fans will want to dust off their passports for the next national meet of the Austin Healey Club of America, scheduled for June 21-26, 2009, in historic Kingston, Ontario, Canada. The host club, the Austin Healey Club of Southern Ontario, promises that this year's Healey Conclave will be a memorable event, with various rallies, a Funkana, gymkhanas, and the popularity car show.

The theme for this year's Conclave is "The Year of the Healey-Loyalist." Honored guests scheduled to appear are Stuart Turner, a rally champion and the former competition manager at the British Motor Corporation; and Ann Wisdom, who partnered with Pat Moss in one of the most successful and popular European rallying teams of the late 1950s. Among their laurels was the 1958 European Ladies Championship, won while driving the Healey 100/6.

Kingston, a city of about 150,000, is located at the eastern end of Lake Ontario, where the Rideau Canal meets the mighty St. Lawrence River. At one time, it was the capital of Canada; today, its 19th century limestone architecture and abundance of bistros and boutiques attract visitors from around the world. Avril Lavigne got her start here, and Dan Aykroyd lives nearby.

To learn more, visit the Conclave's Web site, and explore Kingston's attractions at www.kingstoncanada.com.



An Iron Man in a Wooden Car

Ken Miles, Chairman

Can you imagine a car club with five regions, each with its own Chairman, overseen by a central executive with a President? Sounds like the OECC of British Columbia except it is spread over a geographic land mass about 75% of the size of Canada. Like the OECC, it has annual gatherings where members of the club come together for four days of parties, drives and meetings.

Here the similarity ends. At the annual gathering of the Morgan Owners Club of Australia, 145 members were present, 130 with their cars, resulting in a party of over 280 people. Some came from over a 1,000 miles away, some as far as 2,000. The enthusiasm, spirit, and generally fun-loving atmosphere of this weekend was amazing. Three sit down dinners, two days of driving, two car shows, and a hospitality room complete with bartender (opening at noon and closing at midnight) resulted in a rather tired and stuffed Morgan driver. Oh, I forgot (we all know how aggressive Morgan drivers can be), the dancing when over 65 Morgan drivers along with their navigators were exercising at the same time. Was I tired after four days—but full of enthusiasm for wanting to do it again. This was a club that made one want to join it, take part in its activities and be proud to be a part of it.

I think back to our last AGM in Nanaimo. The enthusiasm, spirit and general fun-loving atmosphere was similar to what I experienced in Brisbane, Australia, but on a smaller scale. We had a three day event if you did the Friday tour from Victoria to Comox with Brits 'Round BC. The AGM and was attended by about 35 drivers with their navigators. We had a nice drive, a barbeque, two good meals, a sit down dinner, and all had a great time.

As a club, as a branch, as a member we should try to attend our AGM and make it into an even bigger event in our club's social life. It is a time to renew old acquaintances, make new friends, to show off and talk about our car and just plain relax and enjoy one's self. Let's try to make it a personal objective to attend our AGM and take part in this greater club of ours. After all, no matter where the AGM is held, our Branch



doesn't have a two day drive plus a hotel stay each way like they do in Australia. We only have a two-hour ferry ride. Let's go the AGM in Victoria in September 2009 (with ECAIP this year) as a Branch in mass and show them what real spirit is.

Australia was a wonderful place if you are an old English car fan. Imagine going for a walk from your motel at 7:00 am and seeing a Bristol Siddeley parked in the motel next to you. Wait a minute there are 23 of them parked in the next motel. You check into a motel at night and they tell you you are driving an MG because 30 MG TCs, TDs and TFs were checked in the night before. You are driving over a mountain road and you see a TR3 coming towards you followed by a another one, another one, another one and so on. It was common to see Sunbeam Rapiers, Triumph Heralds, old Austins, Healeys, Jags, and other old makes. Australia was truly a mecca for the English car lover.

Thanks and congratulations to Walter Reynolds and his committee for all their planning and organizing of the first London to Brighton Commemorative Run. It is too bad the gods decided to rain on his parade

Finally, I would like to wish you all a Merry Christmas and a Happy New Year.

The Little British Car's Prayer

Walter Reynolds

Oh hear us, Lord Lucas, and allow the volts to flow from the Battery to all points of the auto electric compass.

We beseech you, Prince of Darkness, to set aside your non-bright side,

And let the Generator keep generating, the Distributor keep distributing and allow the electricity to maintain its orientation towards the Negative Earth.

Yea, though we drive through the Valley in the shadows created by our Lucas Headlights, we will fear no evil because we have Torches with us which have more candle-power than all our headlights combined.

Through a continuing supply of strong current, we praise thee that our High-Tension Cables do not suffer from human-like cholesterol by experiencing high resistance.

And that our Champion Spark Plugs keep their spark bright through proper gap settings.

All roads lead in your direction, Oh Lord, and for this we thank the Petrol company Gods for their continued high prices which ensure we extract every ounce of joy from their energy-generating product, thereby making our carbon footprint worthwhile.

And, to the Lord of the Round, we praise your efforts in convincing Mr. Dunlop that his Tyres for our cars are to be round and not square.

And finally, Lord of the Little British Car, please bless this Run and all those who travel between the four wheels of each vehicle (or two wheels in the case of motorcycles, and three in the case of some Morgan's).

In addition, and while not wishing to press our luck too far by all these requests, we ask that you make our journey safe between the Start and the Finish.

And, for all you Participants today,

May your God travel with you.

Copyright Walter D. Reynolds, May 11, 2008

Collector Car Council Update

Fred Bennett

My apologies for the delay between the meeting and reporting. I had hoped that allowing time might provide more definitive answers to some questions but this was not helpful. I will pass on the points we covered and the responses. [Editor's Note: I also give my apologies, too, as Fred gave this article to me a couple of months ago.]

A meeting of the Collector Car Council was held April 21, 2008, chaired by Nigel Matthews (ICBC), attended by John Carlson (NAAACCC), Jim McDonald (Vintage Car Club of Canada), and Fred Bennett (OECC).

Q: Review or clarify sanctioned events/activities related to vintage plated vehicles.

A: Regulations permit transportation to, from, and use in exhibitions, club activities, parades and like functions, repairs and servicing, and presentation for vehicle inspection. Owner concerns generally focus on defining "club activities" and avoiding any violation. Few, if any, difficulties arise. The policy writers in Victoria are currently reviewing usage of the plate. This is a licensing, not an underwriting, issue. To be followed up.

Q: Review the process regarding the use of vintage/collector vehicles for movie making.

A: Vintage/collector approved vehicles are not licensed or insured for use on movie sets.

Permission to do so must be obtained from

ICBC. Your Autoplan broker will refer to Autoplan Bulletin "Permission for Collector Vehicles to be Used on Movie Sets," November 8, 2002, Number 2002-15, pages 1 and 2. This procedure may cover active collector plated vehicles, vehicles insured under a collector multiplate policy, and unrenewed or stored collector vehicles. A Temporary Operation Permit will be required and, possibly, a temporary change endorsement. A Collector Vehicle Agreed Value policy will not be in effect while a vehicle is being used on a film set or other commercial usage.

Q: What is the claims frequency for vintage, collector, and modified collector vehicles?

A: Numbers not made available at this time. It was stressed that claims numbers are very small, premium cost increases are not being considered.

Q: Explore the possibility of instituting a "year of manufacture" license plate program.

A: No possibility at this time. The cost of a program change of this type is prohibitive.

Q: What is the status of the inclusion of replica steel and composite bodies vehicles into the modified collector program?

A: This issue remains on the back burner. It must be addressed by Victoria, [but] opportunity is limited.

Q: What is the ICBC position on fenderless cars?

A: This is a federal (DOT) area. Vehicles must conform to DOT requirements.

Q: What constitutes a period accessory?

A: If considering the addition of a period accessory, the best approach is to contact Nigel Matthews (604-982-4718) and ask the question. This will provide a definitive answer. It is also wise to provide a

new picture (or pictures) showing any additions to update your vintage/collector plate record.

Q: What is the status of the modified A & B issue?

A: This began as an AirCare concern. Again, this requires the attention of Victoria with other issues having priority.

Q: The ability to distinguish between a regular collector plate and a modified collector plate has been requested since the beginning of the modified collector program. Can any progress in this be expected?

A: None. As stated earlier, cost of making program changes, especially to accommodate a small customer group is prohibitive.

Q: Are blue-dot tail light lenses legal and able to pass a collector vehicle safety inspection/

A: No, blue-dot lenses are not acceptable and will not pass a safety inspection. This a federal Department of Transportation responsibility and ruling.

From time to time the Council has brought the above issues up in order to "keep them on the table." It appears that there is little appetite for change at this time. We will continue to pursue these and any other issues which are brought forward. It should be pointed out that vintage and stock collector vehicle owners have the fewest number of issues.

For immediate or individual concerns, you may contact:

▶ ICBC Collector/Vintage: Nigel Matthews (604-982-4718)

▶ AirCare Collector: Ron Leavitt, Emissions Advisor (604-453-5163) - have your vehicle registration number available

▶ Fred Bennett (604-939-1773)

Rejuvenate Your Tired Old Side Curtains

Steve Hutchens

With fall here and winter approaching, we are in the time of year when your side curtains are most likely to be used. I've had the same side curtains on my Morgan since I bought it in 1969. Last year I noticed, probably for the hundredth time, that the visibility through the ancient plastic was more opaque than transparent. Actually I could hardly see at all. My first thought was to replace them, but the next day we were planning to go on a run.

My next thought was to wash them to see if that would help. It didn't, at least not much. So I looked around my shop and found two bottles of plastic cleaner that I'd rescued from my dad's shop in Missouri when my mom sold the house several years ago. They were labeled "Novus Plastic Clean & Shine (#1)" and "Novus Fine Scratch Remover (#2)" and may have been twenty years old by that time. A quick search of the Internet found that both products were still available and that there was also a "Novus Heavy Scratch Remover (#3)". I decided to give #1 and #2 a try, using #2 first because the curtains were both scratched and discoloured.

"WOW" is the word! The photos don't do the outcome justice. The plastic was so bad that it wasn't a quick process, but it only took patience and perseverance to get them vastly improved in time for the run the next day.

The #2 Fine Scratch Remover did, indeed, minimize most of the fine scratches. Use a clean, soft cloth and rub gently in a circular motion. Mine took a lot of rubbing, but little by little the scratches began to disappear. The discolouration was minimized in the process. The #1 Clean & Shine removed the discolouration that #2 didn't get as well as polishing the plastic. My side curtains were so bad that I think they would have benefitted from #3 Heavy Scratch Remover.

Novus products are widely available online. I found them online from Grand Forks Mercantile, so I'm sure that they are surely available somewhere in the Vancouver area.

I'm sure that other plastic cleaning products are available, of course, and they may be just as good at cleaning and polishing the plastic in side curtains. Meguiar's and others have similar cleaners and polishes but I haven't seen scratch removers. Just getting rid of the discolouration with the cleaner/polish, however, probably made the biggest improvement.



Wow, What A Meeting at Nu-Brite Wheel & Tire!

Walter Reynolds

WOW! Talk about wheeling into a place that you never thought existed. At the Branch meeting on October 7th, we were given Wheels 101, 102 and 103 by Nu-Brite's General Manager, Richard Forster. During the course of the visit we were also given Wheel Metallurgy 101 and 102. By the time Richard ran out of steam at 9:40 pm we were knowledgeable in Wheel Repair 101, 103 and 104. (Wheel Repair 102 would have covered proprietary procedures which are secret to the Forster family!)

Nu-Brite started 25 years ago when Richard's father, an ex-Jaguar mechanic, saw a niche market in repairing wheels that were being written off by ICBC. The company specializes in repairing aluminum wheels, but does some work with steel wheels. While his father has retired, Richard and his brother continue to run the business which, at any one time is processing 400 or so wheels.

Richard described how they repair wheels by a combination of press machines, adding aluminum weld, grinding and filing that weld, balancing the wheels and finally painting the wheels ready for delivery. He gave us insight into how the same wheel can cost many hundreds of dollars from vehicle brand to vehicle brand. One thing was clear - aluminum wheels are not cheap!

Because of some of their proprietary process and machines, we were not allowed to take photos until the very end.

Some wheels can be repaired, while others are just scrapped, sometimes much to the owner's chagrin.

While business was good, the advent of low profile tires created a spike in business that still exists. Damage to the rims of cars with low profile tires results from the loss of the cushioning effect that the tires have because of that low profile. He showed us a pair of Range Rover wheels that ran low profile tires and that each had a flat spot of approximately 6 inches, the result of hitting something very hard and very flat. These wheels cost \$3,000 each and were three-part, with all parts being attached by nuts and bolts. The three parts were the rear rim, the main/front rim and the wheel centre. The centre of the wheel had originally been special-ordered by the vehicle owner from the manufacturer painted in the body-colour of the vehicle. The centre and rear sections of the wheel were saved, but the outer rim was junk with replacements being order from the manufacturer (along with new sets of nuts and bolts).

Nu-Brite also repairs large-truck wheels and repairs fuel tanks and brightens up diamond plate aluminum.

Due to the lateness of the end of the tour, the business portion of the meeting was very short. On leaving, one participant was heard to comment, "There's wheely a lot to learn about the wheel repair business!"



Steve Hutchens presents OECC mug and appreciation certificate to Richard Forster, General Manager, Nu-Brite Industries

Ticket to Fame

Les Foster

"Stone of Destiny" opened the Canadian Images segment of the Vancouver International Film Festival on Friday, September 26th. The Canadian production, filmed on location in Scotland and England told the dramatic story of the 1950 repatriation of the Stone of Scone to Scotland in a symbolic gesture of Scots nationalism and pride. Director, Charles Martin Smith and Producer Robert Merrilees introduced the picture and stayed to answer the audience's questions after the screening.

Sound work was done by DBC Sound of Vancouver who recorded the noises of my 1951 Thames E83W pickup to dub in as the soundtrack for the movie's E493A Prefect which

was a central figure in the story.

It's been a long wait since the recording session last February until I sat breathless in the darkened theatre straining to hear the sounds of my truck. Never having really heard my own vehicle from outside (I'm always driving it), it was hard to discern any distinctively Thames-like noises at first but soon I was recalling the "thunk" of my door or a familiar shifting of gears. As promised in a previous article, I did refrain from jumping up and shouting, "Listen, that's my

truck!" Still, I couldn't hide my joy when I saw the credit thanking the "Old English Car Club of British Columbia" (which DBC Sound contacted looking for a sidevalve Ford to record) and "Les Foster"! Jeff Davis of DBC Sound was present and thanked me for my contribution. Smiles and congratulations from my friends and family capped what has been a fun and interesting experience.

My "fame" is shared on the credit with Ken Miles (Chair of the OECC Vancouver Coast Branch) and, I think, one other member who, I am deeply embarrassed to say, my companions and I missed as the credits moved by so quickly.

No doubt you know who you are and all will be revealed when the Stone of Destiny appears in general release early next year.



Trivia Quiz

Les Foster

“What British vehicle of the 1950s is this Lucas side lamp on?” This stumped everyone.

The answer: a Chieftain tank (from a photo of a vehicle at the Canadian War Museum).

obsoleteauto.com

If you're into MGs or Triumphs you may find this interesting. Cleaning off my desk recently I found a copy of the summer 2006 *Sports Car Chronicle* (yes, this says something about how often the Editor cleans off his desk). At this point I don't know who gave it to me or where I got it. *Sports Car Chronicle* is the bi-monthly newsletter of Obsolete Automotive based in Point Edward, Ontario. With a bit of searching I found their website. The current issue is available online (click on "Flyer" in

the menu on the left side of their home page) and appears to be a good resource for hard-to-find bits for MGs and Triumphs and perhaps some other British sports cars. Back issues are also available online. There are several "tech tips" hidden on the site. To find them, from the home page click "Sports Car Chronicle" on the top menu, then, in the menu on the left side of the page, click on the dropdown menu for "View Tech Tips or Parts Groups" and select "See a List of Tech Tips" then click on "Go." This gets you to yet another menu where you can "Select an option" and finally see the tech tips.

What is a British Car? Trivia

Steve Hutchens, Editor

The Volvo P1800 was introduced as a 1961 model and, through 1962, was built in England by Jensen. I had heard that Jensen-built Volvos are "legal" for showing at the VanDusen ABFM. To get a straight answer, I emailed Joan Stewart. She replied: *Regarding the Volvo 1800 stamped in England and assembled by Jensen: any vehicle BUILT in Britain is eligible to attend the ABFM.*

For more information, I turned to wikipedia.org: In 1960 Volvo turned to Jensen Motors whose production lines were under capacity, and they agreed to a contract of 10,000 cars. The Linwood, Scotland body plant of manufacturer Pressed Steel was in turn contracted by Jensen to create the unibody shell, which then shipped via rail to be assembled at Jensen in West Bromwich, England. In September 1960, the first production P1800 (for the 1961 model year) left Jensen for an eager public. As time progressed, Jensen had problems with quality control, so the contract was ended early at 6,000 cars. In 1963 production was moved to Volvo's Lundby Plant in Gothenburg and the car's name was changed to 1800S (the 'S' indicating Swedish assembly).

Since I enjoy vintage Volvos as well as Morgans and other old English cars, if I could find a nice P1800, I could be in both worlds with one car!

A British Volvo?

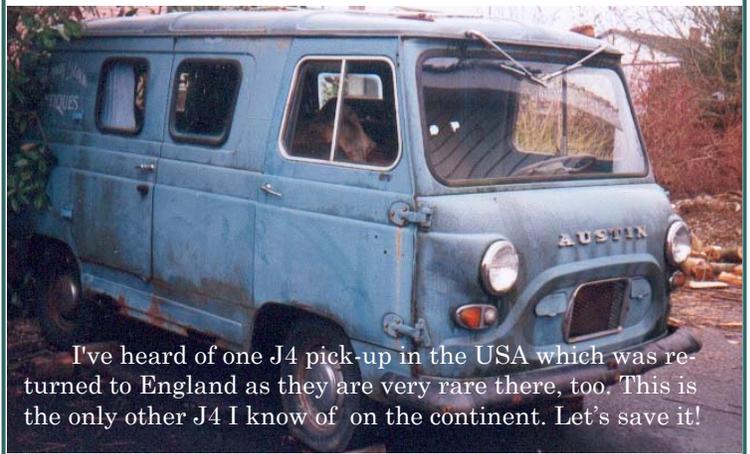


SAVE THE VERY RARE AUSTIN J4 VAN

Ian Cox, SIB (ian@britishcarshop.com or 250-384-2910)
British Light Utility Vehicles (bcluv.austingpsy.net)

A few months ago I e-mailed LUVers: *Here's the Austin J4 that's in peril. Body quite good. Windshield good. Body has newly fabricated rocker panels to installed. Had 1622cc motor. Opportunity to install something else, such as a Marina engine or Datsun, etc. Note side and rear cargo doors. Interesting styling lines on the roof.* Here is the current status of this rare Austin J4 van:

The Vancouver Coast Branch quickly responded and said they'd take it on as a branch project, but later had to withdraw the plan. About that time the owner left on an extended trip and told the person whose property it was on to have it towed to the crusher. The owner has now returned and discovered that it had not been possible to get it towed due to muddy conditions. I've asked for a stay of execution. **Let's try again to see if we can get this very rare Austin J4 saved!**



I've heard of one J4 pick-up in the USA which was returned to England as they are very rare there, too. This is the only other J4 I know of on the continent. Let's save it!

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