



INSIDE THIS ISSUE

Chilliwack Run
 Goodwood Revival
 Greetings From Gabriola Branch AGM
 New Member Profile
 October Branch Event
 Welcome to the OECC
 Rear View Mirror
 At the Wheel

3 We are still finalizing events for
 6 next year so please check the
 8 website in the coming weeks for
 9 details of the January and Febru-
 10 ary events. E-mails will also be
 10 sent out when details are final-
 11 ized.
 11
 11

UPCOMING EVENTS

EDITOR'S BIT

Well another year has gone by and I have once again enjoyed putting together this little newsletter we call the Roundabout. I thank all of our contributors for their great articles and reports this last year and look forward to more great issues in 2015.

2014 London to Brighton Commemorative Run

Text and photos by Alan Miles

The 2014 edition of the London to Brighton Commemorative Run was held on Sunday, Nov. 2nd. Thirty five cars took part in this year's run which started at the Delta Town and Country Inn in Ladner and ended at the Fox and Fiddle Pub in Langley.

While the start and finish locations were the same as last year's run this year's version took a completely new route, save for the last mile to the restaurant. Participants were treated to a wonderful 85 kilometer drive which included, among many other great roads, a spin on the new South Fraser Perimeter road as well as a pit stop at the Fort Langley historic site (which led some to ponder the possible return of the old Fort Langley Run). The weather, while overcast, did stay dry for the most part. Showers and cooler temperatures had been forecast for the day but luckily all we got was the clouds. In fact I don't think I had to put my wipers on until the drive home.



This year's committee was chaired by Walter Reynolds and included Tony Cox (who did double duty as Grand Marshall), Bob McDiarmid, Bob Smith and Les Burkholder. All are to be congratulated on organizing and putting on a great run. A special thank you is also in order to Alan and Maureen Inglis who once again handled the registration duties.



Walter and committee send us off at the Town and Country



Bill, Mary Lou and John have a chat while waiting to depart



A fine selection of British automobiles awaiting departure. Hey, what's that Volvo doing there! That's ok, owner, Don V. has a British classic as well so all is forgiven



Pit stop (aka potty stop) at Fort Langley



Rob Follows has some carb problems and draws quite a crowd. This was the only mechanical problem I noticed on the run. Robert was able to finish the run but didn't stay for lunch as he was still having some problems and wanted to get the car home. Hopefully all went well on the drive home.

The following report was submitted by committee chair Walter Reynolds.

**2014 LONDON TO BRIGHTON
COMMEMORATIVE RUN STATISTICS REPORT**

~ Cars registered: 35
~ For Lunch: 60 sat at Fox & Fiddle

INCOME:

~ Registration fees collected (plus \$15. donation) 190.00

~ Merchandize sales: 90.00
TOTAL SALES 280.00

EXPENSES:

~ Decals for 2014 & 2015: 29.00
~ Copying Route Sheets 32.00
~ Donation to Langley Food Bank 190.00

TOTAL EXPENSES 251.00

INCOME OVER EXPENSES 29.00

~ Donation from Registration fees to Langley Food Bank: **\$190.00**

~ Clubs Represented: 11
~ OECC Members participated: 16

~ OECC members as a % of 35 cars = 46%
(40% in 2013 in good weather; 64% in 2012 in wet weather; 50% in 2011 in good weather.)

Brands represented: 15

Jaguar (9), MG (5), Rolls/Bentley (5), Rover (3), Mini (2), Triumph (2), Aston Martin (1), Daimler (1), Jensen (1), Lotus (1), Morgan (1), Morris (1), Sunbeam (1), TVR (1), Volvo (1).

Oldest car registered: 1934 Aston Martin

~ **MOTION re: Donation to Langley Food Bank:**
That the \$190.00 donation from Registration fees be rounded up to an amount approved by the membership.

Walter Reynolds

Chair, 2014 Organizing Committee

Fall Run to Chilliwack

Text by Walter Reynolds

Photos by Alan Miles

With the metallic clang of a hammer hitting the starter motor of his MG's engine, John Hoare started up the car, signaling the start of 2014's unofficially titled "Let's-take-a-drive-to-Chilliwack-to-check-out-a-British-style-restaurant" run.

The October 18th gathering-point was the north side of Walmart at the Lougheed Mall in Burnaby. At the start, there were nine British cars (in no particular order): MG TD (John & Lorna Hoare), MGB, black (Bence & Helen McIntyre), MGB, green (John & Carol Clark), Morris Minor (Bill Grant with Suzanne), Morgan Plus 4, 4 seater (Steve & Susan Blake), Jaguar XJ8 (Bernie & Pat Miles), Jaguar – modern (Rich & Penny Freestone), Sunbeam Rapier (Alan & Mary Lou Miles with Liz from Australia), and Rover 3 Litre (the Reynolds' with Daisy the Dog). At the half-way point, we were joined by John Chapman with his Sunbeam Imp and Don Voegelé from Bellingham with his 1960s Volvo 120/128S station wagon (my apologies to Don for not knowing the exact model of his Volvo).



Cars gather at the Lougheed Mall parking lot for the start of the run

John and Lorna led the pack away from Walmart, threading us through empty parking spaces onto Cameron Road to head onto the Coquitlam side of North Road. We drove north to Como Lake Road alongside of the Coquitlam extension of Skytrain's Millennium Line which blocks the view of people in the apartments to the east of the raised track. East on Como Lake, we drove along several sections of Port Coquitlam's and

Coquitlam's Dewdney Trunk Road until we eventually hooked up with the Lougheed Hwy at Coquitlam Centre.

Following the Lougheed, we traversed the Pitt River Bridge and picked up another section of the Dewdney Trunk Road (this run could also be called "Traversing the Dewdney Trunk trail"), albeit in Pitt Meadows. By crossing the Pitt River, the route had changed from urban to rural and we were soon passing slumbering blueberry fields and fields where corn had stood but a few days earlier. Turning east onto the Maple Ridge section of Golden Ears Way, we encountered a traffic jam that was created by cars wanting to turn left into the Laity Pumpkin Patch – a place that smart locals stay away from at this time of the year due to these traffic jams.

We continued east, eventually turning right and heading south at the "T" junction with 232nd Street. Driving south on 232nd, you go past the Black Sheep Pub Restaurant (no minors allowed), a great place for lunch or dinner – Linda and I go there quite often and my favourite is their Buffalo Burger. Prices are small and portions are large. Culinary tips behind us, we eventually turned left to head east on yet another section of Dewdney Trunk Road. We followed this through the eastern part of Maple Ridge and into Mission to the halfway point stop at Hayward Park, owned and operated by BC Hydro. This park is on Hayward Lake and is a wonderful place to stop and kudos go to Lorna and John for finding it. Washrooms are in a brick building and have hot and cold running water. The park has a beach and a 'doggy beach'. Definitely a place to come to for a Branch picnic. For those who want to check it out (and you're heading east), it's on (of course) Dewdney Trunk Road, immediately before the Stave Lake dam. Heading west, it's right after that dam.



Bathroom break at Hayward Park. As Walter mentions, this would be an ideal place to have a branch picnic .



Daisy gets her lunch at Hayward Park

Leaving the park, we are now 11 cars (10 British and one Swedish) and we turn right and cross the Stave Lake dam and head up the mountain further into Mission's hills. Eventually, we come Stave Lake Road where we head south to link up again with the Lougheed Hwy. Driving down Stave Lake Road we pass the Federal Ferndale Prison. Thankfully, no one in our group was tempted to call in and check out the availability of accommodation. We hit a bit of a wrinkle after passing Mission City Hall (situated almost right next to the Prison) when Stave Lake Road dead-ended on yet another section of the Dewdney Trunk Road. All cars pulled over while the organizers sorted out where to go from here. Their map probably didn't show that Slave Lake Road was re-aligned many years ago so that when it meets Dewdney, it jogs east for a block and reappears again on the south side of the road. They figured it out correctly and we were on our way again.

Picking up the Lougheed Hwy, we turn right and head west into downtown Mission to turn left onto the access roads to the Abbotsford-Mission Bridge (Hwy 11). I've never driven this direction on these access roads so had to pay attention. Traffic lights meant that the cars (all together at Mission City Hall) were broken up again and our Rover was leading a small pack of cars – paying attention in these circumstances is a must! We made it on to and over the bridge without mishap and successfully turned left onto Clayburn Road. (If we had turned right at Clayburn Road and followed it for about 2/3rd mile, we would have come to Doug Holbrow's 'All British Cars Parts'. Doug bought Ruth Burgess's store).

Driving through Clayburn Village (another nice place to visit, especially their Clayburn Store which sells all kinds of British food and dry goods, plus has a nice tea shop) we skirt around the base of Sumas Mountain to come out onto Abbotsford's North Parallel Road. Here we drove east parallel with the No. 1 Freeway, eventually crossing it at No. 3 Road into Chilliwack. We meandered through some of Chilliwack's rural roads, picking up Keith Wilson Road, Lickman Road and

Luckacuck Way. As you turn off Lickman onto Luckacuck, you pass the Chilliwack Heritage Park and the Atchelitz Thresher Museum, the latter being home to the new Fraser Valley Classic Car Show (held in July). Heading east on Luckacuck we turned right onto Vedder Road and taking a left turn across traffic, drove into the Canadian Tire parking lot, home to the British Empire Foods and Café (north side of the lot).

At British Empire we had an extensive choice of menu items from the usual fish and chips all the way to a traditional English breakfast. The food was GREAT!



Some of the gang tuck into some great British food at British Empire Foods and Cafe

Portions were a hearty size and orders were delivered promptly. We took up four tables and contributed greatly to the noise volume in the restaurant. British Empire also has a British goods store which, when we were there was looking a bit bare while they waited for an expected delivery of Marks & Spencer food items. This is definitely a place to come back to, even for a one-car afternoon drive.

On the "Reynolds Rating Scale" we gave the run full marks and British Empire 10 out of 10. Well done Lorna and John. You again led us back to Chilliwack by a different route to a different restaurant for an exceptional experience.



Side Bar: Dewdney Trunk Road & Lougheed Highway

In case you were wondering why the Chilliwack Run route kept going back and forth between the Dewdney Trunk Road and the Lougheed Highway without any apparent reason, here's why:

The Dewdney Trunk Road is named after Edgar Dewdney and was one of the earliest major roads in the B.C. Fraser Valley. It was started in the late 1890s and was intended to terminate at Dewdney, a small community on the west end of Nicomen Island. (The community of Dewdney was originally called Johnson's Landing (1884 to 1892) and was renamed in 1892 when Edgar Dewdney was appointed Lieutenant-Governor of B.C.) By 1916, the Dewdney Trunk Road had progressed to Deroche, another small community, but this one on the mainland immediately north of the east end of Nicomen Island.

Originally the road started at Port Moody and proceeded east through Coquitlam, Port Coquitlam, Pitt Meadows, Maple Ridge and Mission, eventually ending in Dewdney. Today, however, only three sections of the original route exist:

- As an arterial route running roughly parallel and south of the Barnet and Lougheed Highways in Port Moody, Coquitlam and Port Coquitlam;
- As a series of side roads in Pitt Meadows north of the Lougheed Highway from the Pitt River Bridge to the Ridge-Meadows area near the boundary with Maple Ridge, and
- As a main arterial route, also one of the main commercial streets in downtown Maple Ridge, generally parallel to and north of the Lougheed Highway across northern Maple Ridge into northern Mission. In the District of Mission, the road has been re-named to Dewdney Street and threads its way through the communities of Steelhead, Cedar Valley and Ferndale before reaching its current terminus at the Lougheed Highway by the Petro-Canada gas station (was Shell) in Hatzic.

The Lougheed Highway is named after Nelson Lougheed, one of the original homesteaders in Haney (later Maple Ridge) who, with George Abernethy established the Abernethy-Lougheed Logging Company. Nelson Lougheed was MLA for the Dewdney District and B.C. Minister of Public Works in 1928 and 1929.

The Lougheed Highway is also B.C. Highway 7 (generally referred to as the Lougheed Highway) and is an alternate route to Highway 1 through the Lower Mainland. It was first commissioned in 1941 and originally went from Vancouver to Harrison Hot Springs, following the Dewdney Trunk Road through Port Moody and Port Coquitlam. In 1953, Highway 7 was moved to its current alignment between Vancouver and Coquitlam. Its eastern end was moved south from Harrison Hot Springs to Agassiz in 1956 and then to Ruby Creek in 1968. In 1973, Highway 7 was extended to a junction with Highway 1 just north of Hope.

Conclusion: In addition to the portions of the Dewdney Trunk Road mentioned above that became the Lougheed Highway, that highway has also replaced the Dewdney Trunk Road from where it currently terminates in Hatzic and east to onto Deroche. Therefore, the bottom line is that Mr. Dewdney paved the way for a lot of the Lougheed Highway.

Walter Reynolds, Maple Ridge, B.C.

Source: Maple Ridge Archives.

Goodwood Revival 2014

Text and photos by Ric MacDonald

The Goodwood Revival, so named because it is a revival of the motor races held at the Goodwood Racing Circuit from 1948 until its closure in 1966, first ran 17 years ago. Ever since I heard of it, it has been on my 'I've gotta see that one day list' but remained a 'one day' thing until this year.

Last fall I mentioned my interest to my friend Chris Allen, which seemed to pique his interest. Earlier this winter Chris called saying he was making reservations for himself and wife Pam to attend this year's event and was I coming? It seemed now was the 'put-up or shut-up' moment, so I also made plans to attend.

One of Chris's friends and a new friend for me, John Clarke had been a couple of times and so offered to give us some advice on what to expect. We went over to his house where John had pictures and gave a very good insight into the event. I knew that as well as the racing there was an air display of WW 2 aircraft as Goodwood had been home to 2 squadrons of fighters during the 'Battle of Britain' during WW 2. John remarked that at one time it was mandatory to dress-up in period dress in order to enter the paddock.

Nowadays most everyone dresses so this is no longer a requirement, but to feel 'part of the event' one should dress appropriately. In addition, the public parking area is the world's biggest 'field meet' and there are many vendors selling most everything car related among other things. There are also several bands providing period music. John is a very enthusiastic guy about everything he does, starting with life itself, so I was somewhat skeptical as John described this as the greatest motoring event ever! To me, all this extra 'hoopla' seemed to be the event and the racing the reason everyone gathered for a 'costume party' at a racing circuit. To a certain extent this is true as there seemed to be some who never got close to the racing. I must say though, that I enjoyed seeing the women dressed in 50's and 60's attire, skirts and period hair-dos. The women probably also enjoyed seeing the men dressed up as well.

The Revival always has featured marques or people and this year was a banner year. Featured was the Maserati 250F Grande Prix car, celebrating 60 years, with 16 present including the actual car Juan Fangio used in his famous victory at the Nurburgring in 1957. These did parade laps with 11 taking part in the GP 1954 to 1960 race. Also present were some 27 D-Type Jaguars and 6 Jaguar XKSS, the street version, celebrating 60 years of the D-Type. Included was the 1954 prototype and Mike Hawthorne's winning example from 1955 and the 1957 Ecurie Ecosse winning car. Of these 18 D's and 2 XKSS's took part in their own race, all driven with some speed. This year marked the 50

year debut of Jackie Stewart in a single seat car, a Cooper Formula 3 in a test at Goodwood. This car was present along with 28 others of the type Jackie raced. All did demonstration laps with Sir Jackie alternating drives. Last but certainly not least, John Surtees was honored as 2014 is the 50 anniversary of his 4-wheel World Championship with Ferrari. Now in his 80's, 'Big John' showed he still knew his way around a circuit as he led the warm-up lap for the Glover Trophy, F1 cars from 1961-1965, in a Ferrari 1512, similar to his winning 158. John very 'cheekily' parked the car in pole position! The announcers felt a great travesty has been done as John has not yet been knighted, as J Stewart and Stirling Moss, (present and doing demo.laps), have. They knighted John on their own and referred to him as Sir John throughout the weekend! He remains and probably will remain the only person ever to win World Championships on two wheels and four.



1954 Jaguar D-Type prototype

And now to the racing, the real reason I went. There were 13 groups representing cars that had raced at the circuit in its day. They varied from saloons, as the British call their stock cars, which put on a very spirited race, to 1960's Formula 1 cars, with groups of sports racers in between. All the racing was 'flat out'.

Mention must go to Anthony Bamford who entered and raced his 250 GTO Ferrari, an example of which sold this summer for US\$ 42 million! Also very entertaining was a race for motorcycles, 1951 to 1954, and these guys were flying! There is simply not enough space in this article to describe all the various cars racing, cars we can only dream about, there in person being driven as they were meant to be!



D-Types racing on the track

I must also mention the air display. Our 'Canadian Warplane Heritage' Lancaster bomber, based in Hamilton Ont. flew over to England to join the British 'Battle of Britain Memorial Flight' Lancaster. These flew every day in company with 2 Spitfires and a Hurricane fighter. This was a sight most likely never to be repeated as these are the only 2 airworthy Lancasters in the world. The flight of our Lanc. to England was 15 years in the planning and funding and so most likely will not happen again. Much as I loved the sound of 18 D-Types at full song, the sound of 11 Rolls-Royce Merlin engines was indescribable.



Two Lancasters take to the air over Goodwood (top) as well as twin Spitfires (below)

This is only a short description of the weekend as it would take a book to describe everything. Is this the best thing to happen to British motoring since the repeal of the act requiring a man with red flag to precede automobiles? Quite possibly! Is it the best vintage event in the world? It is certainly unique and one you should attend to judge for yourself, you won't be disappointed!! Anyone wishing more photos, and I must apologize as I was too busy enjoying the sights to take more pictures, please see a web site, "sports car digest", (Goodwood Revival), which is a weekly sort of on line motoring photo magazine. Always has excellent pictures from the past weeks motoring events, and it's free.

This is now off my 'gotta see that one day' list and on my 'gotta do that again one day' list! If you're going, give me a call one winter and I might join you!



Greetings from Gabriola

Text and photos by Steve Diggins

Hello from Gabriola Island where I now live. If you have never been to the Gulf Islands they have to be one of the most beautiful areas in the province. Gabriola is the most northern of the bunch and is just south east of Nanaimo. A twenty minute ferry ride gets you here from downtown Nanaimo.

The island is about seven miles long and three miles wide. Most of the people live at the north end and there are farms at the south end plus a few nice bays and marinas. One of the nice features of this island, if you are a car guy, is that there is a perimeter road, which takes you through the forests, farms, and seaside. The best way I can describe it is to think of Stanley Park times ten. Also, it gets less than half the rain that Burnaby gets, which is very nice for me.

I find it amazing that there are so many old cars on this island and I think most are British. Yes, everything from Austin to Rolls Royce, Jag XK120 and MKV, Humber, about 20 MG's, a TVR, a Morgan, and a few more. There are also all sorts of British car stories told to me by people in parking lots which are very interesting and could make an article in its self.

On September 21 we had a British Car tour of the island. This was hosted by Terry MacFarlane who is a member of our Central Island Branch and lives on Gabriola. The weather was beautiful and in total about two dozen British cars showed on the day which includes a few of the locals coming out.

The island is often referred to as the island of artisans and there are numerous small galleries to be found. There are some very talented people here. Terry knows the island well and on the tour stopped at a few of these galleries so we could take a look. The first stop was at a quaint little bakery for a muffin and coffee. The tour wound around the island taking in the scenery and the odd art gallery then ending at Silva Bay at the south end for lunch.

Silva Bay is a beautiful spot with a marina, a boat yard which usually works on old wooden boats and a nice pub and restaurant which has a large deck overlooking the water. If you drive in, there is a good size parking lot and a grass area amongst the Arbutus trees which is where we parked our cars. A few of the locals came down to look and join in. The food was good and everyone had an enjoyable time.

I look forward to the next British tour of the island but in the meantime will continue to work on my Morris racer. This will be a sweet little car to drive on the nice island roads.



2014 Vancouver Coast Branch A.G.M

Submitted by John Chapman

Venue: Rainbow Station, Burnaby. 4th November 2014.

The meeting was held at Rainbow Station with 17 members present. Gerry Parkinson, Chairperson, started the proceedings at 7:30 pm.

We had a quick report from our Treasurer, Bernie Miles, who stated that we have approximately \$5,400 in the bank and that we were on budget all year

John Chapman, Membership Secretary, stated that we currently had 94 paid up members, which is higher than normal. Gerry quickly added that members should now think about renewing for next year (2015) and pay \$20 as opposed to waiting until after January 1st and have to pay \$25.

Lorna Hoare mentioned that the Christmas dinner this year is to be held at the same venue as last year, Eagle Quest Golf Club on 152nd Avenue in Surrey on December 2nd. The evening starts at 6 o'clock when the bar opens and the food will be ready for 7 o'clock. The cost is \$40 per person and can be paid via PayPal on the branch website, by cheque to Bernie Miles or paying on the night. However, if you plan on attending and paying on the night, please contact Lorna so that she knows how many to cater for.

Walter Reynolds, who headed up the London to Brighton Commemorative Run Committee this year, gave a report of the events of the day that took place on Sunday 2nd November. There were 35 cars that registered and took part in the event, 16 of which were O.E.C.C members and the rest were from various other English Car clubs. 11 different car clubs were represented. 60 people turned up at the restaurant at the end of the run in Langley. Of the \$280 raised, \$190 was "profit" which will be donated to the Langley Food bank. Walter then thanked his fellow members of the Organizing Committee, Bob McDiarmid, Tony Cox, Les Burkholder, and Bob Smith. Bob McDiarmid then proposed that the donation be increased using O.E.C.C funds. Lorna Hoare proposed to increase the donation to \$250 which was seconded by Bill Grant and then passed unanimously by the members present.

Gerry thanked Walter for heading up the committee for the run and also had a special mention and thanks to Alan Inglis and his wife, Maureen, for manning the registration table at the start.

It was then time for the election of the executive of the branch for 2015. There are four elected positions on the committee.

Chairperson:

Gerry Parkinson, after serving for two years (second time) as Chairperson had to step down due to branch legislation. John McDonald, currently Vice Chair, offered his services as Chairperson. There was no opposition. He was voted in unanimously.

Vice Chair:

Walter Reynolds' name was put forward for this position. He graciously accepted the nomination. There was no opposition. He was voted in unanimously.

Secretary:

John Chapman offered to continue in the position for a fifth year. There was no opposition. He was voted in unanimously.

Treasurer:

Bernie Miles offered to continue for a further year. There was no opposition and he was voted in unanimously.

On behalf of the branch, Gerry thanked the members of the executive who are volunteers and not elected. All have decided to continue in their positions:

Roundabout Editor, Website Editor and Communications Person: Alan Miles

Events Organiser: Lorna Hoare

Regalia: Steve Hutchens

Wellness: Dave Ballantine

Gerry then thanked other members of our branch who contribute so much to the running of the Club in general.

Ken Miles, Club President and Les Foster who edits and publishes the Spanner news letter.

At 8:25, with all official business complete, we had a short presentation from Martin Ross of the British Car Shop. He had a display of regalia which included key rings, garage clocks and hats. He quickly explained ranges of products that he can supply for our hobby. Martin can be contacted via email at martysmorris@gmail.com, phone# 778-862-3079. An overview of his product range and services can be viewed on his website: www.britishcarshop.com

The evening then finished with members sorting through old car magazines that some members had brought along to unload.



New Member Profile: Douglas Smith

Thanks so much for your warm welcome. I also look forward to meeting you and other members.

I have always had a love for collector and sports cars. My first sports car was a 1959 TR3A.

The first collector car I restored was a 1954 Jaguar Mark VII Saloon. My Father did most of the restoration.

In total I have owned three TR3A's, one 1950 Austin Atlantic Convertible, one A40 Cambridge, two MGB's and this 1989 Jaguar XJ6.

I have also owned numerous American Collector Cars. However, i still have a special feeling in my heart for the British Cars.

It is a shame that the former British Car Manufacturers failed to acknowledge and adapt to consumers wants.

Cheers,

Douglas



October Branch Event

Text and photo by Alan Miles

On Oct. 7th 28 VCB members gathered in room 1711 at Douglas College in New Westminster to hear a presentation by Steve Blake on his and Susan's 2013 trip to Italy for Lamborghini's 50th anniversary celebration. Steve kept us all entertained with a wonderful slide and video show and regaled us with stories of their five day trip which included, among many other activities, three full days of driving and a visit to the Lamborghini factory.

350 Lamborghinis from 29 countries took part in this incredible event and Steve provided us with a day by day breakdown of the highlights of the tour with his own slides and videos plus the official Lamborghini daily video compilations. Especially entertaining were Steve's cockpit videos, some of which included Susan's audible reactions to his high speed driving on some wonderfully winding Italian roads. Also notable was the fact that the participants of this tour were allowed to take photos in the Lamborghini factory which were very interesting to see. Apparently before this event no photography was allowed inside the premises with only factory supplied photos being released.



In addition to Steve's presentation Walter Reynolds gave a report on the upcoming London to Brighton Commemorative Run.

In Gerry's absence the meeting was chaired by Vice Chair, John McDonald.

WELCOME TO THE OECC !

Mike and Ellen Roberts—Vancouver, B.C.—1972 Triumph Spitfire

Douglas and Maureen Smith—Sechelt, B.C.—1989 Jaguar Sovereign

REAR VIEW MIRROR

Here's another two pictures found on the Vancouver City Archives site. They show the front of Walmsley Motors at 1233 W. Georgia Street. The date of the photos is Sept. 12, 1939 and you can see in the first one a Commer truck parked out front and several Hillmans inside. The second picture shows a very clean service department with a picture of G. Brown, Service Manager inset.

I couldn't find any information on Walmsley Motors on the internet save for a mention in a very interesting article at Canada.Com by Alyn Edwards (<http://ww2.canada.com/mobile/story.html?id=4133155>). In it he mentions the dealership selling British cars but there's no mention of whether they were strictly a Rootes dealership or sold other makes as well.

-Alan



AT THE WHEEL

Chairperson: Gerry Parkinson
g.parkinson@eastlink.ca 604-943-3824
Vice-Chairperson: John McDonald
sirjohn@hotmail.com 604-942-8223
Treasurer: Bernie Miles
pat.miles@telus.net 604-943-0535
Membership renewals: mail to 207-4753
River Road West, Delta, B.C. V4K 1 R9

Membership Secretary: John Chapman
johnchapman@telus.net 604-590-3749
New memberships and correspondence:
7923 144A St., Surrey, B.C. V3S 8C1
Immediate Past Chairperson:
Steve Diggins 604-294-6031
Event and Meeting Coordinator:
Lorna Hoare
Lornahoare@shaw.ca - 604-584-2564

Communications Coordinator: Alan Miles
milesfamily@telus.net—604-272-2145
Roundabout Editor: Alan Miles
milesfamily@telus.net - 604-272 -2145
Good & Welfare: David Ballantine
2dballantine@telus.net - 604-980-4120
Website Editor: Alan Miles
milesfamily@telus.net 604-272-2145