

# FOUNDATIONS

A BIMONTHLY  
PUBLICATION OF THE  
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COAST BRANCH  
OF THE  
OLD ENGLISH CAR  
CLUB OF BRITISH  
COLUMBIA

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A group of people are gathered outdoors at a restoration workshop. In the foreground, the interior of a classic car with a red top is visible. In the background, a man in a blue t-shirt is talking to a group of people, including a woman in a red shirt, about a silver classic car. The scene is set in front of a building with a stone base and a blue sky with clouds.

**John Clarke talks about the restoration of his 1965 Jaguar E-type Coupe that once belonged to Carol's uncle at his July 11 Restoration Workshop**

Cover photo by Mike McChesney

# Chairman's Welcome

Walter Reynolds, VCB Chairman

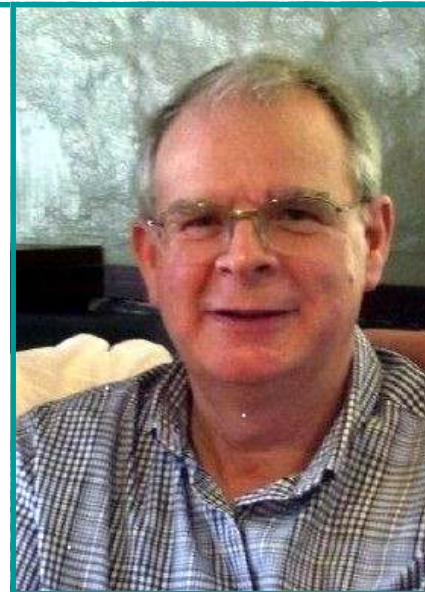
Hello Everyone,

Here we are in the final week of August and where has the time gone? It took so long to get to the point in June when School Zone speed limits were given the summer off and now we are days away from their return.

Brits Round BC was, by all accounts, a success with possibly a report elsewhere in the Roundabout. Unfortunately, due to low enrollment, the Vancouver Coast Branch-organized final BRBC event was cancelled; all that work for nothing. Apparently, being the last Branch on BRBC almost guarantees a poor attendance due to participants wanting to get home after the several days of driving and overnighing in motels. The next BRBC will be in 2020 and will start following the end of the Club AGM which is due to be sponsored by our Branch.

In the next month, John McDonald, Immediate Past-Chair will be commencing the work of Nomination Committee Chair. He will be in contact with members asking for volunteer nominees for Executive positions and volunteers for Appointed positions. Maybe it's your time to help. You could always contact him first!

Since the last Roundabout we've displayed cars at two senior's care home centres, held the July 10th social, attended John Clarke's Restoration Workshop and had our Annual Picnic, this year at Blackie Spit, a location we will return to next year. You will read about John's workshop and the Picnic later in the Roundabout.



## AT THE WHEEL

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**Regalia: Position Open**

Speaking of John's Workshop, a special thanks go to John for clearing out his garage so we could view all his cars and projects and for the presentation he made. Due to the low registration, John cut down the workshop time and content and focused on instruction on what we should expect when doing a restoration. He also gave a very informative slide presentation on some of his restorations.

In the next week or so (or it may have already occurred) I will be sending out information on the Club clothing that is available as well as a separate notice on the Club grill badges that we will be getting for sale. As for the grill badges, the Club will be ordering a supply of grill badges to meet the Club and Branch requirements. We have ordered 15 for our Branch. No delivery date is known yet but we would like to pre-sell as many of the 15 grill badges as we can (2 have already been sold) before they are actually in our hands. Details will be in the upcoming email.

Finally, events that are upcoming include the September 11th (**note: the second Tuesday of the month**) social at Me N Ed's Pizza on Edmunds Street, Burnaby; the Saturday, October 13th John & Lorna's Fall Run, this year to Fortin's Machine Shop in Chilliwack (includes lunch and October "meeting") and the November 4th London to Brighton Commemorative Run which starts this year from the Delta Airpark in Delta. The next Executive meeting is Thursday, October 4th. On October 12th the Events Calendar Committee starts its work to schedule our 2019 events so if you have any suggestions for a place to visit, please let me know at wdrauto@telus.net.

That's it from me. As usual, drive just fast enough to stay ahead of the rust! Enjoy the Roundabout. See you around!

# 2018 Vancouver Coast Branch Calendar of Events

Lorna Hoare, Event & Meeting Coordinator

9/11	7:00 PM	September Meeting & Social Supper	Me-n-Ed's Pizza 7110 Hal Ave, Burnaby			Lorna Hoare 604-584-2564
10/4	7:00 PM	VCB EXECUTIVE MEETING	John & Lorna Hoare's home	11465 Royal Crescent, Surrey		
10/13	11:00 AM	John & Lorna's Annual Run & VCB October Monthly Meeting				Lorna Hoare 604-584-2564
10/18	7:00 PM	VCB EXECUTIVE MEETING	John & Lorna Hoare's home	11465 Royal Crescent, Surrey		
11/4		London to Brighton Commemorative Run	Start: Delta Heritage Airpark	Finish: Fox and Fiddle		
			Start Time: TBA			
11/6	7:00 PM	VCB - AGM	Rainbow Station			
		ELECTIONS, Presentation/Videos	120 N. Willingdon Ave., Burnaby			
12/4	6:00 PM	Christmas Social / Dinner	Eaglequest Golf Club			
			7778 152nd Street, Surrey			As of August 30, 2018

## The Old Editor's Rambles

Steve Hutchens, Editor

### CAR STORIES FROM OUR TRAVELS

Car guys instinctively look for interesting cars when they travel and I guess I'm typical. The far north is a poor place to find old cars still on the road as salt most likely has consumed them long ago. A few survive and turn up at museums as I reported last issue from the Reynolds-Alberta Museum in Wetaskiwin, AB.

English cars, old or new, were almost totally absent from Northwest Territories and the Yukon saw very few anywhere else. A memorable sighting, however, happened on July 10 after we turned north in Watson Lake on the 583 km Robert Campbell Highway (about half of which is good gravel). Late in the afternoon we turned into the Frances Lake Government Campground, one of the Yukon's jewels and a supreme value at only \$12.

Driving around the loop to find a nice campsite, I saw a vehicle that really stood out: a vintage Land Rover. Though a Land Rover would be right at home in a primitive campground up north, this one had a Vermont license. The conversation with Darrin was quite interesting. The short summary of our conversation is that he lost his job when the firm he worked for closed. He and his wife, Melissa, did what anyone would do in such a situation: they decided to use part of his severance to tour North America for a year in their 1962 Land Rover Series II.

Their first plan was to rent their house for the year while they toured North America, but the only renter they found wanted the house for two years. Darrin said they made the obvious choice: travel for two years!

They've had their Land Rover for over 25 years and it is quite a nice survivor. It's mostly stock except for a synchronized Series III transmission he installed because it would be both quieter and smoother given that they would be traveling thousands of miles. Even with the newer transmission, however, he said they limit their travel day is about 150 miles as that's all the noise they can stand.

Darrin is a design engineer by profession and he designed the tent, making the bows and sewing the tent himself. They have been on the road for several months and their plan is to go to Tuktoyaktuk and then tour Alaska before they head south for the winter. They have reservations for the first ferry in September to head south to Bellingham.



European adventure travelers often bring their RVs to North America for travel. It seems that most of them are what they call "expedition" or "adventure" class RVs. The more aggressive expedition class vehicles are based on heavy trucks with four wheel drive and they are equipped with tires sufficient to go anywhere. Adventure class vehicles (think of them as expedition lite) are based on four wheel drive Sprinters, Toyota Land Cruisers, or Land Rovers. None of them we saw appeared to be longer than maybe 25'. The Toyota Land Cruiser, including the pickup version sold elsewhere in the world, is popular and since Sprinters became available with four wheel drive they, too, have found a popular following for conversions to "expedition class light."

In Hay River, NT, a Sprinter-based adventure class RV pulled into the parking lot of the Visitor Information Centre and parked beside us. The guy looked over and smiled and gave us a thumbs up. I grabbed my camera and got out to meet him. He turned out to be from Switzerland. Our conversation was challenged a bit he didn't speak English but between his broken English and my broken hearing and our shared enthusiasm we quickly gained the ability to share information on our rigs and a bit of our travels. Shortly afterward, we left for Fort Smith and I immediately wished I'd given him a card. Several days later, while we were in Yellowknife he turned up at Walmart when we were there. I grabbed a card and went in looking for him. When I came out he was gone. Three days later we were coming off of the ferry on the McKenzie Highway headed toward Fort Simpson when I saw him again, the last vehicle in line waiting to board the ferry. We were the last off on our ferry so I pulled up beside him and lowered my window as he lowered his. With a big smile I handed him the card I still had in my pocket. He motioned to wait a second and grabbed a box of cards from his dash to hand me one. I said, "let's make contact" and he replied, "Yes!"



On the drive to Fort Smith from Hay River we turned off to see a salt lick viewing area about 11 km down a gravel road. At the viewing platform a guy was watching whooping cranes on the salt lick far off in the valley below. The lens on his camera, securely mounted on a tripod, was as long as your arm. When he asked if we'd like to see the whooping cranes we couldn't refuse. We chatted a bit about the trail to the salt licks which he said was steep but in good condition until you hit mud at the bottom. We did the trail and, on the way back up to the top of the trail I asked Celia where she thought the guy was from. She guessed Australia or perhaps Germany if he'd learned British English. I guessed England. When we got back from our hike he was still there so we chatted a bit and then I asked where he was from. England. I said I was in OECC and had English cars. He smiled and said he has a restored 1967 Jaguar XKE. We exchanged cards and he promised to email when he gets home. He lives near Towcester, home of my Hutchens ancestors!

And, finally, a forlorn Jaguar Mk VIII from the '56-'58 era (?) of which they made some 6,227. The body looked surprisingly rust-free so it might be a candidate for something for someone with courage. I couldn't identify the grill, but it was sad.



## Parkinson Wins the Montagu of Beaulieu Award!

by Stephen Way, OECC President (from his presentation at the 2018 OECC AGM)

This is an Annual Award for a member(s) for their historic preservation and dedication to our great hobby. This is someone who has a good track record of saving and restoring project vehicles. The recipient(s) could also contribute to the hobby by other means such as leadership and organization which could be taken into consideration.

In case anyone is wondering, we have a letter from Edward Douglas Scott the 3rd Baron of Montagu of Beaulieu and founder of the British National Motor Museum, authorising use of his name and supporting the spirit and purpose of our award.

This year's recipient has saved many cars over the years including two Triumph Spitfires and a Triumph TR6. What particularly stands out is his restoration of three MG model-types, MG A, MG B, MG C, the latter two being GTs. This individual is currently working on a 1932 Raleigh Light Delivery Van which he rescued from a barn in Langley. This is a three wheeled pre-war delivery van with almost a bicycle front end. It might do 30 MPH when it is finished. Few still exist. He has been to England twice including the Autojumble meet at Beaulieu, the British equivalent of the Hershey swap meet, and as far as Northern Scotland in search of parts for it. The project is still progressing. Last time I was at his house I also noticed a hovercraft awaiting a new lease on life. It is the biggest leaf blower his quiet suburban residential neighbourhood has ever seen and I am advised it really delights the neighbours when he starts it up.

This individual also gives freely of his time and spare parts inventory to help other members in the restoration of their British vehicles during his past 20 years of membership in the OECC.

As for the second part of the qualification requirement, "The recipient(s) could also contribute to the hobby by other means such as leadership and organization which would also be taken into consideration", this individual has served several terms as a Branch Chair, Vice-Chair, Branch Secretary and otherwise membership 'cheer leader' and event organizer.

In his current role for the last several years, he has quietly upgraded and maintained the Club website, including fielding and assisting numerous general club enquiries throughout the year.

In case you have not already guessed, the 2018 Montagu Of Beaulieu Award recipient is Gerry Parkinson, our OECC Webmaster and amember of Vancouver Coast Branch.

Congratulations Gerry !

## A&W Show 'n Shine

By Lorna Hoare

As you can see, six of us turned up for our A&W Show 'n Shine only to find A&W closed for renovations! So Sarah went off to her MG-Jag club meeting, Stuart and Sheila Martin had to go to McDonalds as they had grandchildren with them, and the rest of us had a nice visit and dinner at White Spot!

The passerby folks had a lot to say, and some children had their photos taken in our MG. There was interest, especially from people in the line to get take away from McDonalds, so it was a success for those of us that went. Sorry to any late comers as we were across the street by 6:40!



# Remembering Valerie Morris

By Walter Reynolds, Chairman

During our time driving our Little British Cars we put on many miles, some trouble-free, other times with mechanical difficulties thrown in just to keep our attention focused. A few weeks ago we heard of an unfortunate accident that happened when members Tom and Val Morris were leading a Morgan group toward Cache Creek from Lillooet. Their Morgan was caught in a mudslide and Val and the car washed off the road. Tom was rescued by Glenn Sorko. To date Val has not been found. At the time of writing this (8/28), the search continues for Val. The VCB has sent Tom our words of support and comfort and will keep you posted on any future news.

*VCB 2018 Picnic on August 7 had a new venue!*

## Blackie Spit Park Proves Popular For VCB Picnic

By Walter Reynolds

At last year's VCB Annual General Meeting, Bence McIntyre suggested that we hold the 2018 Annual Picnic at a location where the mosquitos were 'less plentiful'. He suggested Blackie Spit Park in Crescent Beach. Taking Bence's two suggestions to heart, we held the August 7th, 2018 Picnic at Blackie Spit Park. What a great place it was, too.

The Park is at the beach separated from the beach by a wall and pedestrian walkway. Lots of shade is provided by the many tall leaf-trees. While there was the occasional wasp to deal with, mosquitos were conspicuous by their absence – perhaps they were waiting for us to arrive at the Stewart Historical Farm, our previous venue!

Due to the size of the picnic area, I'd wrapped two trees with Union Jack flag bunting so that participants could see from the car park where we were sitting. Unfortunately, the bunting could not be identified from the car park. Note to next year's organizer: Use a large Union Jack flag!

In all, 20 people attended the picnic and we all had a good visit. Steve and Celia were back from their three-month travel-around in their RV. They visited the Saskatoon factory where Pleasureway RVs are made and toured Saskatchewan, northern Alberta, Northwest Territories, Yukon, and northern British Columbia.

Before John and Lorna led the cars on the traditional "Show the British Steel" run through White Rock, everyone agreed that Blackie Spit Park should be the location for the 2019 Annual Picnic.



July 21, 2018

# John Clarke's Restoration Workshop

By Walter Reynolds and Mike McChesney

On a wonderfully sunny day, eight VCB members and three Canadian Classic MG Club/Canadian XK Jaguar Register members attended John Clarke's Restoration Workshop held at his home. Due to the size of the group the workshop was less of a hands-on event and more of a "Here's what to do, what not to do, and what to expect during" type of event. John regaled us with the history of all his restorations, completed and in progress.

The workshop began with a tour of his amazing car collection including his award winning 1962 MGA, his current project car (a 1965 Jaguar E-type Coupe that once belonged to Carol's father), cars in line for John's meticulous attention and his beautifully restored classics. The Jaguar E-type, is a family car project is currently painted on dolly frames awaiting reassembly.

John, being a retired shop instructor, had us sitting on chairs in his garage while he described how we can all do some degree of restoration without spending a fortune on tools and equipment. Of course, some specialized work has to be shopped



out. The in-garage segment was accompanied by a slide show of his restorations.

As usual Professor Clarke was well prepared with handouts, slide presentations and great stories of his experiences bringing life back to old cars. His extensive handouts included his "Do and Don't Do" restoration plan. John shared tips and helpful lessons learned. One interesting point: when assessing whether or not a car is worth restoring, start with the body, particularly the parts you can't easily see while looking at it from the outside. A lot of money can be spent fixing metal work surprises that push the cost of the restoration beyond the dollar value the car could return. Another interesting point: don't be afraid to learn new skills you think might be beyond your capability, like welding.



It was a great morning, well worth the time. Everyone seemed to enjoy the session. Participants were encouraged to ask questions and share their own experiences. John concluded that this day's workshop only just touched on the topic and days could be devoted to individual aspects of restoration and repair. If John has time to conduct other workshops in the future I can recommend people, even with the basic knowledge of auto repair like me, attend his sessions.



Thanks to John and Suzanne for putting up with us on this sunny Saturday morning and for providing coffee and goodies. I can't wait for the hands-on session!

Now I need to get to work on my own project car... with a different set of eyes.

## Correction!

Walter Reynolds

In the June/July Roundabout we inadvertently missed identifying Mike McChesney in the photo at the Masonic Lodge in the June/July Roundabout. Mike is the guy on the far right in the photo.

The guy on the far left had a 1960s Mercury on display with our cars and unfortunately I do not recall his name.

