

2017 London to Brighton Commemorative Run.

By Malcolm Tait

Photo: Alan Miles

The 2017 “London to Brighton Commemorative Run” was held on the Sunday November 5^h. The same day as the UK London to Brighton Run – the 121st anniversary of the first such event in 1896.

Weather is always a factor at this time of year which influences the number of participants which has varied from less than 30 to over 60. Two days before the event this year it snowed, this was the earliest that there has been snow in the Vancouver area in the past 30 years. Snow and freezing temperatures were forecast for the day of the run. Luckily the forecasters were wrong. It turned out to be a clear, crisp Fall day – ideal for the drive with spectacular views of the local mountains covered in the first snow of winter. The forecast did not deter the owners of the 54 cars who went on the drive. The two oldest cars were a 1933 Alvis and a 1935 Aston Martin Ulster.

The start point was the Town and Country Inn, Delta, which we have used on several occasions in the past. At the outset, and for the second year, Derek Carr, a member of the Triumph Club, appeared in Victorian attire. Derek played the role of Lord Winchilsea who was instrumental in having the red flag requirement abolished in 1878 and the speed limit increased to 14 mph in 1896. “ Lord Winchilsea” reminded the group of these historic events and that the first London to Brighton run in the UK in 1896 was to celebrate the increased speed limit. Derek also reported that this year 604 pre-1905 vehicles were registered of which about 400 were expected to make the journey from London to Brighton. Because of the time difference the last of the cars are pattering into Brighton at the time our run commences in BC. To start the run “Lord Winchilsea” then invited VCB Chairman, Walter Reynolds to assist him with the tradition of tearing up the Red Flag.

The route took us south with a stop at Blackies Spit Park which has magnificent views of the ocean and mountains. From there along “0” Ave which is the Canada/ US border and then winding our way through back roads way to our destination, the Fox and Fiddle Pub in Langley. There we enjoyed a good lunch and camaraderie. This was the fifth year that the Run has ended here, a testament to the Pub’s popularity.

Statistics:

- 54 British cars
- 18 British makes represented - most numerous were MG (13) and Jaguar (6).
- 11 British Car Clubs represented
- 20 cars were from VCB members
- 81 had lunch at the Fox and Fiddle.
- \$600 was donated to the Langley Hospice Society, (\$ 535 from registrations plus \$65 from OECC - VCB).

Tony Cox and Malcolm Tait served as the organizing committee. Once again Alan Ingliss and Maureen ? manned the registration desk. This year a second desk was added manned by Bernie Miles which handled the purchase of L to B plates, club regalia and memberships. Keeping registrations separate from other revenues simplified the accounting Over the years Walter Reynolds had developed Guidelines for the Organizing Committee with a detailed time-line of what needs doing and when. This is very valuable to the Organizing Committee and it will be passed on to organizers of next year's event.

Statistics:	2016	2017
- British cars	53	54
- British makes represented -	19	18
- most numerous were:		
- MG	11	13
- Jaguar	9	6
- - 11 British Car Clubs represented	11	11
- Cars from VCB members	27	20
- Lunch at the Fox and Fiddle.	57	81
- Donated to Charity	\$ 600	\$600

