

# The Dynamo

Newsletter of  
the South Island Branch  
of the Old English Car Club of BC

March 2015

Club Meeting

Monday, March 16

Next Event

Sunday, March 22

## Big O Tires Tour



Sunday, February 22

Report by Chris Beresford

Photos by Chris Beresford & the Editor

On a fresh but dry February Sunday about two dozen club members were treated to an inside view of the world of tires, from their construction and characteristics through the process of mounting and balancing, finishing with the high-tech view of four wheel alignment. All courtesy of the Big O Tire store owner Kevin Jensen and his right-hand man, Sales Manager Lucas Gerry.

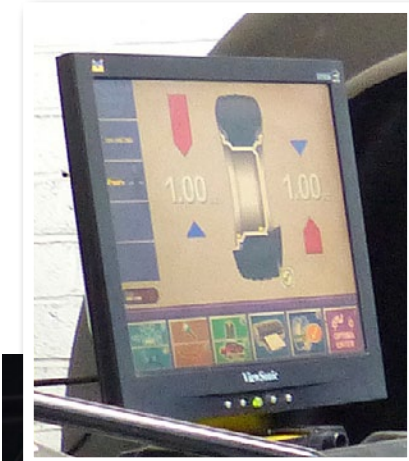
The event started with a spirited drive past Swan Lake on the way to downtown Victoria. After assembling at the Quadra Street shop and being treated to coffee and baked goods, Kevin got down to the basics of things to look for in tires, with special emphasis on the products that work well on British cars. He noted that Pirelli provide several original equipment manufacturers, notably Jaguar, with their tires at the factory. Forgiving sidewalls can offer superior ride qualities, while high silica content tread provides good traction.

Some special tips were mentioned for those of us whose old English cars run on wire wheels. For instance, inspection tags, found on the inside of tubeless tires should be removed, to avoid premature (and potentially dangerous) failure, as they will chafe against the inner tube. The merits of using nitrogen rather than compressed air were discussed, with the main benefit being consistent pressure despite ambient temperature changes. The annual loss of pressure using nitrogen is often less than 1 PSI. The cost through Kevin's shop is about \$10 per wheel.

For those who don't wish to check their tire pressures every week or so (apparently there are such people), modern cars have various forms of tire pressure monitoring systems (TPMS). Lucas circulated two such internal sensors that use simple radio frequency technology to send pressure information. These are highly reliable for several years, but eventually the sealed battery runs down.

Continued on page 2

**Left:** Lucas demonstrates the balancing machine. Note the video screen which indicates where weights should be added



**Left:** TPMS sensors



# Big O Tires Tour continued



**Left:** Lucas dismounts a tire while (below) Roger supervises



**Above:** Part of the high-tech alignment system



Some owners are surprised to learn that new sensors can add \$400 to the cost of a new set of tires.

Of interest was the technology used by other manufacturers to achieve the same end. Sensors will detect the running circumference of the tire and if one should change by a small amount, due to the tire pressure loss, a warning is provided. These measures are becoming more important with ultra-low profile tires as it is often difficult to see the difference between a properly inflated tire and one that is nearly flat. This may become an issue for OECC members 30 or 40 years from now.

Computer controlled machines are now used to dismount old tires and mount the new ones. This prevents any damage to the wheels and, again in the case of ultra-low profile tires, makes the mounting possible. Old fashioned bars and muscle are, thankfully, a thing of the past. Likewise for balancing a tire and wheel combination. After a



technician makes a few data entries into the computer, lasers note where the weights are to be applied to achieve the best outcome possible. A new mounting machine and matching balancing machine will eat through about \$60,000, and a shop like Kevin's needs at least two of each.

Having the right tire, mounted and in balance, is only the start of proceedings. The advancement in alignments has come some way from using a string to measure toe-in or toe-out. Again, lasers and mirrors are used at all four corners to measure all the axis of the wheel and the computer directs the technician where to make the necessary adjustments.

Kevin ensures that his shop adheres to the best environmental practices, including the weekly removal of used tires. How many? Well, that is actually one of the commercial trade secrets, but if anyone wants a good workout, they might be able to assist in the 'filling of the dump truck' that takes the old tires away to become other products.

Thanks are due to Kevin and Lucas for so generously giving up a Sunday afternoon to provide such an enjoyable and educational time for the club. They were each presented with the customary OECC coffee mug as a token of our thanks.

Many of the group then retired to Spinnakers Brew Pub for refreshments and reflections on what actually happens when the rubber meets the road.



## *Hello Everyone,*

**W**e recently had an executive meeting of the OECC, held at the Parkers in Sidney and I wanted to bring you up to date and give some background. The Club is over 25 years old and is composed of five branches based on their geographical location. There is our own SIB branch; a Central Island branch; Vancouver Coastal branch; a High Country branch based in the interior and a Kootenay branch. Including the members at large there are about 400 in the Club with the current President being Ken Miles of Vancouver. There is a yearly AGM and as the chairman for the SIB at this time, I am automatically a director on the executive.

This year, the AGM will be held in Kamloops on August 8. It is anticipated that those attending with British cars will also take part in a city of Kamloops car show of 400 vehicles and the "Hot Night" event. There is going to be a Mini-Monte Rally as well. It should be a pleasant drive through the interior and it would be nice to have a good SIB turn-out. Perhaps we could travel as a group.

Speaking of driving, the Club is developing a Long Distance Award. It will consist of a dash plaque which will include the driver's name, car model and year. It will be awarded to a member who logs 2500 miles or 4000 kilometers in their British vehicle. The count-down has started as of November 1, 2014. Take a picture now of your odometer and again at the end of October 2015. Trevor Parker, who is Vice President of the Club, will be our validating officer.

The Club's web site is up and running and Pay-Pal is being instituted. A new password is to be issued, effective as of March 1 and this will subsequently occur on a yearly basis. The Club webmaster will issue this and it should have been sent out as I write this report.

The Oxo Award for Club or Branch participation, support and promotion and the Montagu Award for

on-going restoration and preservation of British vehicles will be presented at the AGM. Nominations need to be given to the Club Secretary Pat Sparks by June 1. Members who feel that they have a likely candidate should inform one of our branch executives and be prepared to produce a narrative outlining their reasons for the proposal.

On a personal note, after our visit to Big-O Tires I took my 350Z in to get out-fitted with four new high performance, all season tires. I spoke with Lucas, one of our presenters and got very good information plus a 10% discount. Now it will interesting to see how they affect the performance of the car!

Safe motoring.

*Kelly*

## *Welcome New Members!*

|                                   |                   |
|-----------------------------------|-------------------|
| Ann ten Cate                      | '78 MG B          |
| Terry Malone & Christina McKnight |                   |
| Bob & Tina Mortimer               | '59 Triumph TR3   |
|                                   | '68 Jaguar 340    |
|                                   | '03 Jaguar S Type |



## **Club Regalia**

**OECC items** in stock and for sale are as follows:

|                      |         |
|----------------------|---------|
| Coffee Mugs          | \$12.50 |
| Caps                 | \$16.00 |
| Grille badges (flat) | \$20.00 |
| Pins                 | \$4.00  |
| Patches (small)      | \$3.00  |
| Shopping bags        | \$5.00  |

### **ECAIP Regalia**

T-Shirts, 2014 Triumph \$8.00

### **Dash Plaques**

\$1.00 each

Only certain years left 2013 (Morris), 2011 (Land Rover), 2010 (Rootes Group), 2009 (Mini), 2007 (English Ford), 2006 (English commercial vehicles).

**Please contact Valerie Barrie at**

[ourbarriepatch@shaw.ca](mailto:ourbarriepatch@shaw.ca) or 250-474-4355.



## Club News



## 2015 Restoration Fair & Swap Meet- March Report

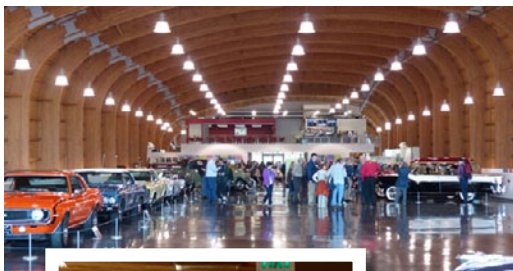
The Restoration Fair planning is shaping up quite well. A lot of registrations are coming in early this year, both for car sales and traders which is a good thing. We are hearing through the grape vine that the Fair is becoming well known now and is looked forward to by the local motoring community. Derrick and Peter are doing a great job communicating with prospective vendors, as is Wayne with the advertising.

However, we do need volunteers both to man the gate and to help park cars, so if you would like to join us in helping at the Fair please contact me and I will put your name on our list, and together we will make the 10th OECC Restoration Fair a real success!

In anticipation, thank you,

*Roy*

250-544-1374 or [roysue74@telus.net](mailto:roysue74@telus.net)



Scenes  
from the  
2014 trip



## 2015 Tacoma Trip Update

The March 16th deadline is fast approaching to register and pay for our four day, three night bus tour to Tacoma. The dates are April 23rd to 26th and the cost is \$250.00 per person. Cheques made payable to OECC can be handed to me at the meeting or sent by snail mail to:

Graham How  
1228 Bewdley Avenue,  
Victoria B.C. V9A 5N3

For more information, contact Graham  
at 250-383-9473 or [how9473@shaw.ca](mailto:how9473@shaw.ca)

We have 37 provisional registrants and have room for more, so come and join in the fun and camaraderie with your fellow club members.

*Graham*

### Thursday 23th April

9:00am Ferry to Tsawwassen & U.S. Border; 11:30am–1.30pm Lunch/Spark Museum of Electrical Invention, Bellingham; 2.30pm–5.00pm Outlet Mall, Tulalip. (or side trip to Harbor Freight); 6.30pm Best Western Plus Tacoma. Dinner, Hotel/Free Breakfast.

### Friday 24th April

10.00am–2.00pm, Guided Tour, America's Car Museum/Lunch; 2.30pm–5:00pm, Guided Tour, Museum of Glass; 5:30pm Best Western Plus Tacoma, Dinner, Hotel/Free Breakfast.

### Saturday 25th April

9:00am–12:30pm, Guided Tour, LeMay Family Collection Marymount; 2:00pm–4:00pm Washington State Historical Museum; Hampton Inn and Suites-Seattle North, Lynnwood. Dinner is at 7:30pm at the Old Spaghetti Factory.

### Sunday 26th April

10:00am–12:00pm Self-guided tour, Flying Heritage Museum, Everett; 12:30pm–4:00pm Lunch/Future of Flight Aviation Center and Boeing Tour; 5:00pm US Border/7:00pm Ferry/ Dinner to Swartz Bay.

Passports required. Travel insurance recommended.



**Roy Pullan** recounts some of his experiences after a lifetime in the motor trade

After being in the automotive business for most of my life there have been a lot of ups and downs related to the job. There have been a lot of clients who have expressed gratitude for the effort you have put into diagnosing and repairing their vehicle, but somehow it's always the other ones that stick in your memory.

One particular owner sticks in my mind. He drove to Los Angeles on a regular basis and came into the dealership very agitated because after he drove around eight hundred miles, he turned off the freeway and the engine stalled but started up again straight away. Now this was in the early days of fuel injection there were no scanners or visual tools for history diagnosis, so there was no way of knowing what had been a temporary failure. However he wasn't interested in any explanations; the car was under warranty and he wanted it fixed! So we tested all the sensors and related wiring. But of course, nothing was found, so we changed a couple of sensors and sent him on his way. We never did see him again so we never knew if we had fixed the problem or he had gone to another repair shop.

The transition period from carburetors to fuel injection was a difficult time for a mechanic. Nowadays with the use of computers and scanners, you can rely on these instruments to do the diagnosis for you, including the history as to what has happened when the problem occurred. In the early days everything was manually tested with a volt/ohm meter, a very time consuming business. Having said all that, even the pre fuel injected engines had their challenges too.

And things didn't always go exactly to plan, sometimes because of the lack of diligence of the repairman. One striking incident I have mentioned before, occurred when after setting my boss's car on fire with a welding torch, he came running out of the washroom only to step into a bucket of old used oil, literally with his pants down. Now that I shall never forget! One other expensive faux pas I took credit for concerned a customer's nearly new 1959 Morris Oxford. The shop was not a huge building so sometimes we had to switch cars around then we could gain access to the front or rear as the case may be. This I would do in my lunch hour as my boss always went home for lunch and it would save a lot of time when he returned. I had carried out this maneuver lots of times before so overconfidence had moved in and I switched a couple of cars around without incident. Then all I had to do was to reverse the Morris Oxford into the shop and everything would be organized. However, there was one small problem, unknown to me, the driver's door (this being a RHD car) had swung open and as I was looking over my left shoulder the door hit the garage wall and literally bent in two. I was mortified; my mind ran with thoughts of "how can I fix this before my boss comes back from lunch". Obviously there was no way. However, he was a very laid back sort of guy and after he got over the initial shock, he said "These things happen" and took the car to a friend who owned a body shop and had a new door installed and painted. And it came back like new. I never asked if he had told the owner what had happened, but he remained a regular customer and continued to speak to me when he came into the shop. However my



1959 Morris Oxford. Pity we can't see the driver's door



## The Highs and Lows of Being a Mechanic



boss wasn't too upset when I was called up to do my National Service and I had to hand him my resignation. I did complete my apprenticeship before I left and when looking back on these early days in the trade I felt that two or three serious incidents were not a bad average.

Going to a large dealership in Canada employing around thirteen technicians from a two man repair shop in England allows you to see how mishaps can multiply with having the extra staff. I have seen cars slip off jacks and stands, the occasional vehicle jumping accidentally into reverse with the technician still under the hood and a vehicle driving off the end of the wheel alignment rack because the technician had first replaced the front brake pads but had omitted to pump up the brake pedal causing the brake pedal to go to the floor when pressed down. The end result was no brakes at all and the vehicle finishing up looking like a ship sinking by the bow.

A probable cause for some of the accidents is, repairmen in dealerships usually work to a time limit as they are only allowed a set time to complete a repair, so if things start to take a bit longer than they should, concentration lapses and they get a little careless. This adds to mistakes. I was a victim of these circumstances one morning when I had to replace a carburetor accelerator pump on a 1971 Chevy Nova which had a bad hesitation. I had done many of these as it was a common problem, so instead of removing all the carb linkages I just took the top off and reached in and changed the pump in no time. However, there is supposed to be a small clip holding the needle valve in place that controls the level of fuel in the carb; unknown to me it was missing and the needle valve had dropped down into the engine. Everything was fine until I revved up the engine; suddenly there was an almighty bang and the

engine stopped. At the time I didn't know what had happened until the cylinder heads were removed and there I found the needle, which was about an eighth of an inch wide and three quarters of an inch long, buried in the top of a piston. So the whole engine had to come out. The piston was replaced as was the connecting rod, because the shock of the piston plus needle hitting the cylinder head, the rod was bent. All in all, a really major repair and a job I was to get paid under an hour for finished up taking three days! I received a poor pay cheque that week.

Over the thirty-three years I worked at that dealership that was my only real disaster of note so on the law of averages scale I didn't fare too badly. I have to admit on the whole I enjoyed my job. I always went to work expecting a challenge and sometimes I got more than I bargained for, but there were more good days than bad, and sometimes customers would come back and thank you for looking after their pride and joy. Those days were special!

Roy continues to practice his art, here working on David Cooper's Rover



# Winter



# Holiday



MG TF on Sanibel Island



February 16th, today has been the coldest day of the year in Ontario and after being away for all of January in Florida makes us both wish we had stayed for another month. We did really enjoy that warm weather!

While we were away I looked for cars of interest for the Dynamo. While driving there and back (from north of Toronto) and all the time down there, I only saw two MGBs (and a Jaguar mentioned below)! One MG was on the back of a truck going north and the other in Georgia going south, was towing a very small camping trailer. The trailer was more like a wedge-shaped coffin on wheels and traveling about 15mph slower than the other vehicles on the 70mph Interstate. Not the best example of classic British motoring!

In Florida we visited Sanibel Island on the gulf coast and found a nice MG TF outside an art shop. I believe the car belonged to the art shop owner.

On our way back from Florida we decided to stop in Charleston, South Carolina which is a very historic city, where the first English settlement was established. Historic buildings have now been reassembled in a city park. We left the city around rush hour and coming into town was a Jaguar MK2 with wire wheels, which was quite a surprise to see at this time of year (January).

Moss Motors warehouse in Petersburg, Virginia was our next stop so I could pick up a new top for my MG Midget but the low Canadian dollar made it a lot more expensive than I thought it would be. Moss have built a very nice showroom beside the parts counter so I took these photos of the British cars which included Al Moss's first British car, a MG TC in brown and cream colours. Also on view was a rare Triumph Italia; an Italian body on a TR4 chassis.

So to all you OECC members in the South Island Branch, enjoy your daffodils, cherry blossoms, etc., etc. and think of us poor souls back east.

*Brian*

Inside Moss Motors showroom





I am very pleased to have been elected the Vice Chair of the South Island Branch.

I grew up travelling all over the world and spent time in England, Scotland, Toronto, Chicago, San Francisco and Rhode Island. When I lived in England I lived within walking distance of Silverstone Circuit and spent much of my free time at the track taking pictures of the practice and qualifying sessions.

I spent 25 years in the Royal Canadian Navy as a boatswain and maritime security/force protection specialist. I retired from the RCN in 2013 and I am currently working towards my Masters Degree in Education and Technology. I design courses for delivery online as a living.



Automobiles have always been a passion of mine (my first word was car and my favourite toy was a Jaguar pedal car). My father had a number of British cars including a Mini Cooper, MGB, and an Escort Mexico. My first British car was a 1966 Sunbeam Alpine GT (this is a long term project car which I am still working on). To mark my retirement from the Navy I bought a 1962 Sunbeam Alpine GT which I drive regularly. Currently the GT is being restored and will be ready for the spring (fingers crossed).

Apart from cars my hobbies include photography, boating, writing nautical history and DJing. I live during the nice weather aboard my 35 foot custom-built steel sailboat in Sidney and sail around the Gulf Islands.

*David R. Bradley CD*



## Tommy Barr Tech Tips

### Stop Thief!

*Taken from Minor Matters, September/October 1996, via Ian Cox.*

Here are some of the most popular methods of home-brewed theft deterrents, as supplied by Morris Minor club members.

#### Ignition Cut Out

One of the most popular home made devices is to fit a switch in the low voltage feed from the ignition switch to the coil. When activated, this prevents the coil from working and thus prevents the engine from firing. Make sure that the switch is secure. If the switch or its connections fail when the car is in motion, the engine will stop immediately!

Other simple ways of preventing the engine firing include removing the rotor arm or the high tension lead between the coil and distributor. Swapping round the plug leads was another popular method of making thieves think that they have stolen a real banger! Just remember which leads you swapped round.

#### Petrol Cut Out

As with the ignition cut out switch, an additional switch can be fitted in the live feed to the fuel pump. Flick this switch when you park up and the fuel pump will become deactivated. The car may still start, but will only run until the petrol in the float chamber is used up.

Again, be certain that switch, wire and connections are all up to the job. If the switch fails and deactivates the fuel pump when you're on a roundabout or in the outside lane, you could be in for a sticky time.

#### Battery Cut Out

Many club members disconnect their batteries or fit battery cut-out switches either in the engine bay or inside the car itself. You could also remove the fuses from the fuse box, making the car appear totally lifeless.

#### Heath Robinson's

A member from the Netherlands never locks his Minor! He says this is because the damage caused by breaking in is worse than having the goods inside the car stolen. Instead, to immobilise "Mrs Bucket" (the most unusual name ever given to a Traveller!), he secures the driver's seat in the tilted-forward position. With the seat tilted forward, the thief can't sit down!

Another member removes his steering wheel and either takes it with him or locks it in the boot. He does say though that you need to make certain that the horn push is working after you refit the wheel.

And finally perhaps the ultimate theft deterrent:

"The timber on my Minor has woodworm, the steel is rusty, the aluminium is dented, what paint there is has faded, the upholstery is torn and grimy and the engine and gearbox need reconditioning. Who would want to steal that?"





## For the Record Minutes of the February Meeting

- Chair: Kelly James opened the meeting by blowing his whistle at 7:30pm. Executive that attended: Kelly James, Kim Parker, John Beresford, Brent Densmore, Robin & Susan Patterson, and Valerie Barrie. All together 46 members attended the meeting.

### Presentation

- David Cooper, retired from the Royal Canadian Navy, presented a slide show about today's Navy. He described how the Navy protects our waters our home and provides security further afield, including the Middle East. David talked about the ships and submarines we have and where some of them are located. Photos included the unveiling of the Naval Memorial in Ottawa. Throughout the talk he answered many questions. Kelly presented David with an OECC mug for his very interesting presentation.
- We had another guest, Joey Scarfone. He is publishing a 128 page book of fifty-five different classic cars some of which are from our club. Copies of the book will be available for sale.

### New Members

- Terry Malone (at this time doesn't have an English car); Bob Mortimer (TR3, Jaguar 340 and Jaguar S Type)

### Club News

- 50/50: Robin Patterson won \$29.00.
- A card of condolence has been sent to Jim Morrison, on the passing of his mother in New Zealand.
- Tom Rivers sent the Executive a thank you card for the gift certificate presented to him on his retirement as Bar Tender.

- Valerie reported that the 2015 Christmas Party will be held at Harbour Towers
- The ECAIP Dinner will be held at Comfort Inn.

### Website Update

- Brent Densmore reported that a contract has been signed for the update of the South Island Branch website. Four quotes were obtained; the successful bidder lives in Shawnigan Lake (the web designer was recommended by Robin & Susan Patterson's daughter). The cost will be about \$2600. The new website will have a family resemblance to the Dynamo and there will be secure on-line payment for membership applications and renewals, events (ECAIP, Christmas Banquet, etc), for those wishing to use this feature.

### Events

- **Sunday, February 22:** Big O Tire Quadra St. Refreshments to follow at Spinnakers.
- **Restoration Fair:** April 12. Roy needs volunteers. The site will be open for volunteers at 7:30am and 10:00am for the public.
- **Tacoma Trip:** Graham reported that 37 people so far will be participating. The bus can accommodate 47 people. Cut off date is the March meeting. (See page 4 for more details-Ed.)
- **ECAIP:** Susan has the Central Saanich Lions set up to be there to supply food during the day.

### Other News

- David Pollard has been in hospital. (He is expected to be discharged on March 12-Ed.)
- Kelly James is inviting Jim Rice of Heritage Acres Foundation to the Restoration Fair
- The meeting adjourned at 9:15pm

## Coming Event: MGA60

To mark the 60th anniversary of the MGA, owners are invited to participate in a celebration to be held **May 15-17, 2015**. Things begin Friday with a get-together at the River House Pub in Delta, followed by the VanDusen ABFM on Saturday. Sunday plans include a drive to Cultus Lake. For more information contact Peter and Anne Tilbury, [patilbury@shaw.ca](mailto:patilbury@shaw.ca) or 604-889-5067



## Ten Years Ago ...

Events Coordinator Chris Beresford organized an Easter Egg Run which involved driving one's vehicle around an obstacle course while wearing opaque sunglasses, with a navigator providing directions. Actual eggs (not chocolate) were also involved, many of which did not survive. Relations between drivers and navigators were repaired over refreshments that were taken at the (then) Knockenback Grille.

Our Chairman at the time, Larry Hildreth, was cavorting around the Southern USA and didn't supply us a Chat that month, but in the previous month he urged OECC members with "garage queens" to awaken them for the coming motoring season.

The Minutes of the month reported that we needed to move our monthly meeting location from the Safety Village at Juan de Fuca by July, 2005.

And Larry did the presentation that month, on car batteries. He even showed how to make a battery from potatoes and nails! But we haven't seen one of those under the bonnet of a car yet.

## The Road Ahead



### Monday, March 16: Club Meeting

At the Old School House, Heritage Acres. Doors open at 7:00pm. **Presentation:** OECC member **Bruce Edwards** will do a presentation on car museums in Japan, plus a look at some exotic cars closer to home.

### Sunday, March 22: Cowichan Bay Maritime Centre Tour

Note this a **morning tour** at the Centre's request. **Meet at the Juan de Fuca library parking lot at 8.40am** for a 9:00am sharp departure for Cowichan Bay. Those not wishing to drive the Malahat, can take the 8.40am Brentwood Bay ferry. **Tour starts at 10:30am** at 1761 Cowichan Bay Road. OECC cars will have reserved parking at the Maritime centre. Entrance to the Cowichan Bay Centre is by donation which the Club will make on your behalf. Lunch, after the tour, will be at the Cowichan Bay Pub, 1695 Cowichan Bay Road. Important, please leave all cars at the Maritime Centre and walk along to the pub. It is not far!

#### British Vehicles for Sale

**'68 MGB.** 1950 cc. Green/black interior. 5 speed. Drilled rotors. Uprated sway bars, radiator. Roll bar. E-mail for photographs & more facts. Superb car. \$15,000.00. Calgary. [coefront@shaw.ca](mailto:coefront@shaw.ca)

**MGB-RV8** replica. V8. 5 speed. 3,177 km. Holley. Body kit. Green/tan interior. Superb quick car. \$ 32,500.00 (considerably more invested). Photographs and more information by e-mail. [coefront@shaw.ca](mailto:coefront@shaw.ca)

**'88 Jaguar** Vanden Plas V12. Red with sun roof, good rubber, excellent running condition. One owner, (no longer able to drive due to illness). Needs some touch-up. \$4,350 OBO Roy 604-536-2117, [roybishop2545@gmail.com](mailto:roybishop2545@gmail.com)

**'69 MGB** Burgundy, good condition, wire wheels, leather Interior, new top. \$6000 OBO Peter, 250-385-3400

**'53 Singer 4AD Roadster.** Project car. Body (no rust) in primer. Two engines/gearboxes, many parts (bushings, bearings, rebuild kits). ICBC registered. \$6,800.00. Car in Victoria. Trailer available too (\$850). Pat, [pleask@shaw.ca](mailto:pleask@shaw.ca)

**'69 Morgan** 4-seater. Orange, right-hand drive. Two owners (mine since '71). New leather front seats, top, tyres, front rotors and pads, clutch and hydraulics. 96K miles. Manuals and books to be included. Ron [ronjbw@shaw.ca](mailto:ronjbw@shaw.ca)

#### British Parts for Sale

**Manuals:** Book of the Standard Car, 1934-1948 (not Vanguard) \$10; Riley, Instruction book for 2 -1/2 litre, \$8; Rover 3 Litre Mk 1A Owner's Instruction Manual, \$12; Hillman Husky Owner's Manual, \$5; Morris Mini-Minor Driver's Handbook, \$5; Morris Mini-Minor Workshop Manual, \$15; MG Midget Driver's Handbook, \$5; Standard 10 Service Manual, \$10; Ford Consul & Zephyr Six Repair Manual, \$10; Austin A40/A50/A55 Service Manual, \$20; 1959 Vauxhall Bedford Training Manual (engine & clutch), \$10; 1959 Vauxhall Bedford Training Manual (Electrical) \$10. Contact Ted, 250-658-8198 [ted.simmons@shaw.ca](mailto:ted.simmons@shaw.ca)

Various **Triumph GT6** Mk3 parts including doors, rear glass, high performance radiator, Britax Sun Roof, Suspension, 1-3/4 SU Carb conversion. Contact Al at 250-478-8986 or email [Galmpton@shaw.ca](mailto:Galmpton@shaw.ca)

**Land Rover Series II A** parts for sale. Contact Rick at [rian01@shaw.ca](mailto:rian01@shaw.ca) or phone 250-478-5915

**Convertible tops:** 1 early Sprite/Midget, black, \$150; 1 late Sprite/Midget 67/69, black, \$150; 1 Spitfire mkI, black, \$150; 1 Spitfire mkII, black, \$150; 1 MGB/MGC, white, \$150. Dave Maas 250-655-2072, [dmaassr@yahoo.ca](mailto:dmaassr@yahoo.ca)

#### British Parts Wanted

**For my Triumph TR6:** Good rust free trunk lid Contact Al at 250-478 8986 or email [Galmpton@shaw.ca](mailto:Galmpton@shaw.ca)

**For my '48-'58 era Austin FX3 "London taxi":** interior door handles, rad cap; Dashboard bits including oil pressure gauge, speedo; Transmission seals or local source; hubcaps, wheel rim. Thank you! Drew Fidoe [dogsbody@telus.net](mailto:dogsbody@telus.net)

#### On the Internet

- A recreation of the Blue Train Bentley. Thanks to several club members who passed along this link:  
<http://www.thewholecar.com/1930-bentley-blue-train-recreation>
- The most unlikely old English racing car ever:  
<http://tinyurl.com/ozbrgca>

Thanks to Chris Beresford, David Bradley, Brian Bishop, Ian Cox, Graham How and Roy Pullan for contributions to *The Dynamo* this month.

#### OECC South Island Branch Officials

|                                            |                                                                                            |
|--------------------------------------------|--------------------------------------------------------------------------------------------|
| Kelly James, Chair                         | 250-595-4503<br><a href="mailto:k.m.james@shaw.ca">k.m.james@shaw.ca</a>                   |
| David Bradley, Vice Chair                  | 250-217-4308<br><a href="mailto:drbradleycd@gmail.com">drbradleycd@gmail.com</a>           |
| Kim Parker, Secretary                      | 250-656-3128<br><a href="mailto:kp3128@telus.net">kp3128@telus.net</a>                     |
| Robin & Sue Patterson, Events Coordinators | 250-727-2996<br><a href="mailto:srpat@telus.net">srpat@telus.net</a>                       |
| Bruce Maycock, Treasurer                   | 250-477-5146<br><a href="mailto:bmaycock@maycock-cga.com">bmaycock@maycock-cga.com</a>     |
| Valerie Barrie, Membership                 | 250-474-4355<br><a href="mailto:ourbarriepatch@shaw.ca">ourbarriepatch@shaw.ca</a>         |
| John Beresford, Newsletter                 | 250-652-8908<br><a href="mailto:beresford@pacificcoast.net">beresford@pacificcoast.net</a> |
| Brent Densmore, Webmaster                  | 250-727-0600<br><a href="mailto:brent.densmore@shaw.ca">brent.densmore@shaw.ca</a>         |