



Report by the Editor.
Photos by Wyman Lee & the Editor



September 7, 2025 marked the first edition of the “Church & State Classic & Vintage Show” at the winery’s property just south of Brentwood Bay. The successor to the English Car Affair in the Park, that was held at the same location last year, saw other clubs join with the OECC to create a show which included a variety of English and European cars. Local branches of clubs included those from Aston Martin, Jaguar, Rolls Royce, Porsche and the South Island Branch of the OECC. In addition, individuals involved with the Sunday Cars and Coffee get-togethers at the Oak Bay Marina also participated. Some 65 cars were on display.

Participation in the show was by invitation. This enabled the organizers to plan the layout of the show areas to best advantage and to assist the winery in accommodating those who wanted to dine in the restaurant overlooking the show fields.

The organizers will be meeting with the winery management to discuss the continuation of the show for 2026. More details will follow in the coming months.



Church & State Wines Classic & Vintage Show continued



Fall Classic Rally for the Faryon Cup



Report by **the Editor**
Photos by **Chris Beresford** and **the Editor**

For the third year in succession John Taylor organized the annual Fall Classic Rally for the Faryon Cup. This time the competition was much better supported than the 2024 event, with 11 teams entered. We were pleased to see members of the Jaguar Car Club, the MG Car Club and the Island Rally Association join the OECC on a beautiful Sunday afternoon.

Teams began the run at Cattle Point, Oak Bay. Three MGBs, an MG TC, two Triumph TR6s, a Mercedes Benz 380SL, a Jaguar XK, a Lexus LC 500, a MINI and a Mazda 3 were among the entries. For those that wished, the Richta Rally app (richtarally.com) was downloaded to cell phones, and more or less at one-minute intervals, the cars were flagged off.

Fall Classic Rally for the Faryon Cup continued



Three pages of Tulip diagrams directed rallyists along the route. From Oak Bay, teams headed to Gordon Head, Cordova Bay and then to Island View Beach, the first official stop. Along the way, various roadside "objects of interest" had to be recorded, including fire hydrants, schools and phone numbers.

After having their Island View Beach arrival time recorded, teams crossed the highway and made their way to Keating X Road, Wallace Drive and Willis Point Road, where a timed section awaited. This was fairly demanding: "Maintain 60 km/hr from stop sign until 50 km/hr sign, then 50 km/hr until 30 km/hr sign". From there the route continued back to West Saanich Road, Sparton and Oldfield to arrive at the next stop on Bear Hill Road.

Competitors exited their cars at the Bear Hill stop to spend a few minutes completing a quiz requiring the identification of garage tools and pictures of motoring personalities (see page 9). Arrival and departure times were also recorded at this stop.

The route then carried on in a northerly direction and included another timed section, this one requiring a 50 km/hr speed to be maintained for 0.9 mile.

continued on page 4

| KM. | DIAGRAM | MILES | INSTRUCTION | ANSWERS / TIMES |
|---|---------|----------|---|--|
| 25.8 km | | 16.0 mi | U Turn at parking lot | page 2 |
| Record arrival time at Island View Beach (1st parking lot). Toilets available Record departure time and go back the way you came. | | | | IN OUT |
| 28.6 km | | 17.8 mi. | SA @ TS (cross highway) | |
| 28.8 km | | 17.9 mi. | L onto Saanich Cross Road | |
| 29.0 km | | 18.0 mi. | SA @ SS | |
| 29.3 km | | 18.1 mi. | BL onto Central Saanich Rd. | |
| Q6: What is the name and address of the school? | | | | |
| 29.7 km | | 18.5 mi. | R @ TS Keating Cross Rd. | |
| Q7: Price of gas at Co-Op | | | | |
| Q8: Fire Station # | | | | |
| 32.3 km | | 20.1 mi | SA @ TS onto Benvenuto Ave. | |
| Q9: Deer for how many km? | | | | |
| 33.5 km | | 20.8 mi. | L onto Garden Gate Dr. | |
| Q10: ID # on 1st fire hydrant | | | | |
| Q11: Green man has a _____ | | | | |
| 34.9 km | | 21.7 mi | L @ SS Wallace Dr. | |
| 37.4 km | | 23.2 mi. | R onto Willis Pt. Rd. Start 1st timed section of rally. Maintain 60 km/hr from sign until 50 km/hr sign, then maintain 50 km/hr to 30 km/hr sign. | 60 km/hr = 37.3 mph 50 km/hr = 31.1 mph |
| 44.6 km | | 27.7 mi | Sl "30 km/hr" End of timed section | |
| 45.9 km | | 28.5 mi | L @ SS Mark Ln. | |
| 47.7 km | | 29.6 mi. | U Turn at Dead End | |
| Record arrival time at Dead End. | | | | IN OUT |
| Record departure time and go back the way you came. | | | | |

Fall Classic Rally for the Faryon Cup continued



The final leg of the rally took teams into Saanichton, across Mount Newton X Road and the highway, to the Waddling Dog Pub, where arrival times were recorded.

The back room of the Pub was once again made available to us, and excellent service saw everyone quickly provided with drinks and food. While this was happening, John and Andrew Taylor worked diligently to determine the final positions of the rally participants.

This year there were two awards, one for the overall winners and the other for the highest placed OECC team. Congratulations to Klaus Kreye and Linnea Uphoff (Mercedes

Benz 380 SL) for their overall win. The highest placed OECC team was that of Geoff and Nicky Cramb, in their Triumph TR6. Geoff and Nicky will no doubt display the Faryon Cup in a prominent place in their home for the next year.

Many thanks to all who participated and most of all to John Taylor, who with helpers Andrew Taylor, Terry Malone and Chris and John Beresford, all contributed to making the 2025 Fall Classic Rally such a success.



Klaus and Linnea, overall winners



Nicky and Geoff, with the Faryon Cup



It seems amazing that Fall is upon us! We have certainly enjoyed some great weather to exercise our English cars. The Faryon Cup run on Sunday, September 21 was very well organized by John Taylor and his son Andrew, plus the usual helpers.

Having moved this run to September, we were hoping more members would join in, but we had only three club members participating in the rally. Fortunately some other clubs were invited, including the MG Club and the Jaguar Club. In addition to several MGs, a Jaguar and a new MINI, we had a new Lexus and a classic Mercedes 380SL. Robin and I were attending a memorial service for Neil Lang (a former member of the club), but joined the full house at the Waddling Dog pub at the conclusion of the rally.

We are coming to the end of the calendar year and it is time for other members to step up and assume a more active role on the Executive Committee. On a personal note, it is my intention at the end of December to step down as Chair. Please see page 11 for more about this subject.

Cheers,

Sue

P.S. The Food Bank is our charity of choice for this year and we are looking for donations of non-perishable food items at our meetings and outings.

Stuart Turner, R.I.P.



Pat Moss and Ann Wisdom on the 1962 Monte Carlo Rally



1964 Monte Carlo rally-winning Mini Cooper



The disqualified Mini Cooper "winner" of 1966



By the Editor

In the fall of 1961, two significant things happened at the British Motor Corporation (BMC). The Mini Cooper was announced in September, and in October, Stuart Turner was appointed the Competitions Manager. These two events were to have great importance to BMC.

With the competition heritage of the MG company at the Abingdon factory, BMC established their own competition department there in 1954, under the management of Syd Enever. Although Enever was mainly interested in racing and record breaking with the MG A prototype, the department needed someone to focus on competing with other BMC products. Marcus Chambers was appointed to this new position. Models, including the MG Magnette, the MG A and the Austin A 90 were developed, but it was with the arrival of the Austin-Healey 100-6 that was to really make the department successful. It was at this point that Stuart Turner arrived on the scene.

Turner, who trained as an accountant, began rallying as a navigator and won the Autosport Navigators' Trophy from 1957-59. He had driven with factory teams, including Auto Union, Mercedes Benz, Saab, Triumph and BMC. In 1960, Turner navigated Erik Carlsson to a win in the RAC Rally, in a Saab.

Rallying the Mini

Turner's first step as Competition Manager was to reduce BMC's rally participation to the Mini and the Austin-Healey. He also attracted top-flight drivers to the BMC team, including Timo Mäkinen and Paddy Hopkirk.

The first outing of the new Mini Cooper occurred at the 1962 Monte Carlo Rally, with Pat Moss and Ann Wisdom winning the Ladies' Award. Overall success had to wait until 1964 when Paddy Hopkirk and Henry Liddon claimed first place. The following year Timo Mäkinen repeated that success.

In 1966 Mini Coopers finished in the top three positions, but upon post-rally scrutineering, were disqualified on the basis of illegal headlamp bulbs, as was the Ford Cortina that finished in fourth place (see sidebar). The exclusion of the Minis caused great ill-feeling at BMC but, in fact, resulted in great publicity for the company, particularly in the UK.

Turner's Mini team returned to victory in 1967, with Rauno Aaltonen and co-driver Henry Liddon.

A Move to Ford

Following the Monte Carlo rally of 1967, Turner was offered a motorsport position at Ford. Not willing to appear to be disloyal to BMC, he declined and joined Castrol as deputy

continued on page 6

The Monte Carlo Rally Headlamp Controversy

A late change in the rules for the 1966 Monte Carlo rally called for conventional double-filament headlamp bulbs. However, in a change from the factory-fitted lamps, the rally Minis used single filament bulbs in their headlamps. These were switched off, in favour of spotlights, when low-beam was selected. This change was subsequently deemed illegal by the Automobile Club de Monaco and the Minis were disqualified.

Stuart Turner, R.I.P. continued



Ford Escort Mk 2 rally car



Stuart Turner with the 1965 Monte Carlo Rally winning car

In His Own Words

Stuart Turner was asked to rank some of his favourite drivers:

Timo Mäkinen "I'm a bit reluctant to put drivers in any kind of order, but I will say that Timo is my personal number one. For me, his 1965 Monte Carlo win was one of the greatest drives in rallying history: Timo didn't just win, he blew away the opposition. The conditions were appalling, with all the snow and ice. Only 35 cars finished [from 237 crews]. Timo was fastest in virtually every stage, and at one point he was eight minutes ahead of Eugen Böhringer, who finished second in a Porsche 904, although you also have to hand it to Timo's co-driver Paul Easter for the vital role he played."

Erik Carlsson "Erik is a good friend and has to be here because, quite aside from his ability as a driver, he opened my eyes to just how good Scandinavian drivers were. If I hadn't sat alongside him when we won the RAC Rally in 1960, I might not have felt the same way. It seems funny now, but I remember having a meeting with Alec Issigonis and the chairman George Harriman; and a key item on the agenda was whether or not BMC should employ foreign drivers. It was the British Motor Corporation, after all!"

publicity manager. After working as a travelling marshal on the London to Sydney Marathon, Walter Hayes at Ford again approached Turner, this time with success.

As with BMC, Turner, as Director of Motorsport, concentrated Ford's activities on rallying, though racing was not neglected. The Escort, in Mk 1 and Mk 2 versions, was successful on both world-wide rally events and race circuits in the UK and Europe. In 1979, Ford won the first World Rally Championship as a manufacturer, and Björn Waldegård won the driver's title.

In addition, Turner was heavily involved in Ford Advanced Vehicles, in particular with the creation of the Ford GT70 rally car. Intended to compete with the Porsche 911 and Renault Alpine A110, the GT70 was eventually abandoned, because of difficulties with its complexity and the remarkable success of the less expensive Escort. Turner's continuing leadership led to the introduction of the Cosworth-engined versions of both the Escort and Sierra. With Turner, Ford became Britain's foremost manufacturer in a diverse range of motorsport activities.

Stuart Turner retired from Ford in 1990. That did not end his involvement with motorsport-related activities, as he became a popular speaker at various events and a prolific author. One of his more unusual subjects was a Haynes Retirement Manual! Stuart led a remarkable life, from training as an accountant to exceptional success in so many facets of the motorsport world.



Hannu Mikkola "Hannu has to be here because, thanks to his winning the 1970 London to Mexico World Cup Rally, I got to keep my job! I'd burst my budget by a factor of three and remember telling my wife Margaret that I had a meeting with our accountant and might not have a job by the time I returned home. But Hannu's success with the Escort was brilliant for us. Then he went and won the '72 East African Safari Rally for us in an RS1600."

The Morley Twins "These days, the word "amateur" sometimes has negative connotations, but in the 1950s rally drivers had day jobs. That soon changed as competition became fiercer, and you needed drivers who could go and do a test somewhere at the drop of a hat.

For me, Don and Erle Morley were among the best there was, and an event, such as the Liège-Rome-Liège, was made for them. Unfortunately for me, they were farmers and wouldn't do it as it coincided with the harvest. Don was a superb driver and Erle a meticulous navigator. Of course, they had great success in Healeys, winning the Alpine, Tulip and other rallies, but I am sure they could have won a lot more. I would put them up there with the very best."

The Lotus Story: the early days, part 2

By the **Editor**

As related last month, Colin Chapman was still working for British Aluminum when, on January 1, 1952, in partnership with Michael Allan, he formed the Lotus Engineering Company. That year also marked the introduction of the first production Lotus, the Mark VI.



Above: Lotus VI

Lotus VI

Following Chapman's dictum "Subtracting weight makes you faster everywhere", the Mark VI used a tubular steel spaceframe with aluminum panels riveted to the side panels and underside. The chassis alone weighed only 55 lbs, and with panels added, was just 90 lbs. in total. A complete Mark VI, with a Ford 1172 engine, weighed just 950 lbs.

A new company, the Progress Chassis Company, run by a school friend of Chapman's, John Teychenne, was contracted to build the chassis. The aluminum body was provided by Williams and Prichard; Lotus would use both companies to build future models. The Progress Chassis Company was located just down the road from where Chapman had established his first "factory". This was, in fact, in a previously unused stable block adjacent to the Railway Hotel, which Chapman's father was managing.

The Mark VI was made available to the public in kit format. The buyer could fit an engine and gearbox of their choice, though Ford Prefect components were most often used in the early cars. Provision was also made for MG (1250cc or 1500cc) and Ford (1500cc) engines. For those with deeper pockets, a Coventry Climax engine could be used. Approximately 110 cars were built between 1952 and 1956.

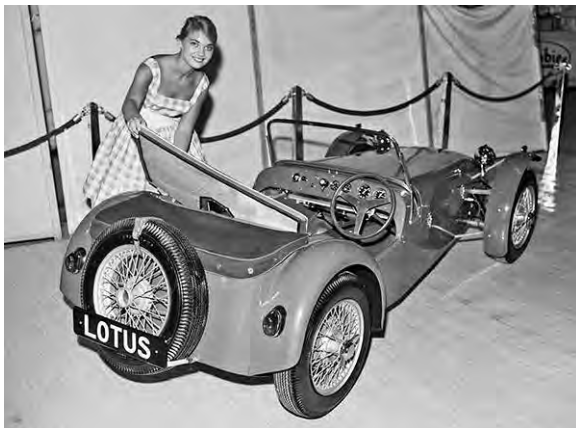
The Mark VI became a common sight on race circuits throughout England and enjoyed frequent success against more powerful and expensive rivals.

Lotus Seven

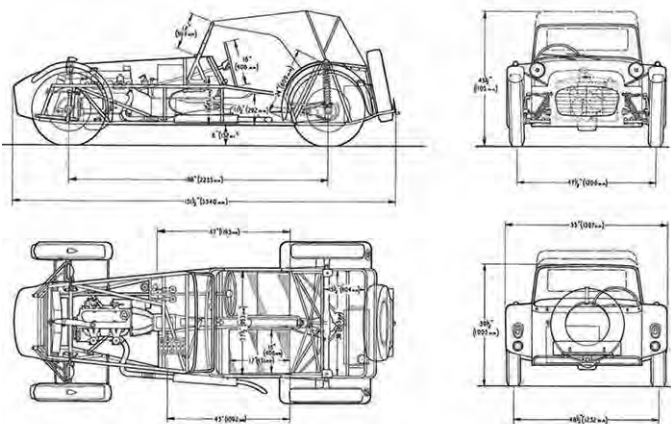
One of the most famous, and long-lived, Lotus models, the Seven, appeared in 1957. Prior to the first production units, four prototypes were built. These had de Dion rear suspension, four-wheel disc brakes, and Coventry Climax engines. The production cars had live rear axles and drum brakes and were released in December, 1957.

Nearly all of the first 100 cars were made at the Tottenham Lane, North London location, but at the end of June, 1959, the Lotus factory moved to Cheshunt, Hertfordshire.

As with the Lotus VI, the Seven was designed as both a daily driver and a car that was suitable for entry level classes at weekend race meetings. The first cars used the side-valve Ford 1172cc engines matched to the three-speed gearbox, though it became evident that this combination was outdated.



Above and below: Lotus Seven



Lotus Story *continued*

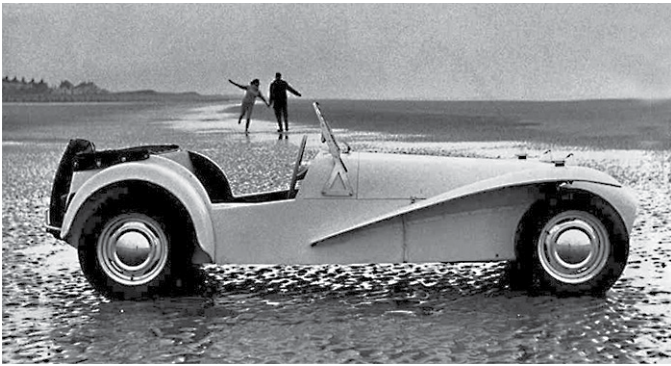


Top: the factory at Hornsey in 1957. Note the draftsman on the upper floor!

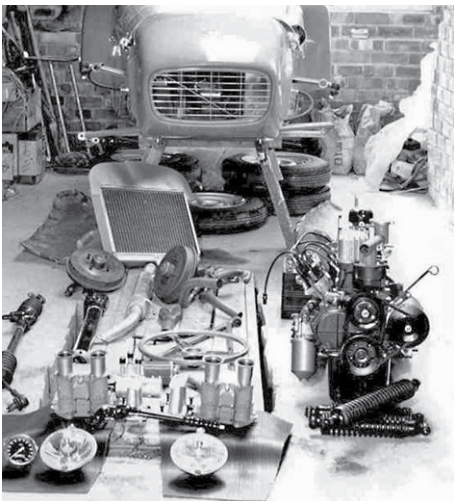


Left: the premises as it is today

Photo above by Richard Taylor, via John Taylor



Above: Lotus Seven Series Two, period photo from Lotus



Left: Kit of parts for a Lotus Seven, Series Two

An inexpensive alternative was the BMC A-series engine and matching four-speed gearbox.

For the North American market, Lotus introduced a revised Seven. It included an A-series engine (configured as it was installed in an Austin-Healey Sprite) and a number of features that had not appeared on the domestic UK market cars. Included were bumpers, signal lights and a thermostatically-controlled electric radiator fan. Fibreglass front fenders replaced the steel cycle-type versions.

By 1958 Lotus was outgrowing the north London facility. A new location, in Cheshunt, Hertfordshire, was found and by the fall of 1959 the new factory was officially opened. Lotus Seven chassis were built on the ground floor and kits were assembled on the upper level of the two-storey building. By this point, the engine percentage types used in the Seven were 60% Ford (including the new Anglia over-square unit), 30% BMC and 10% Coventry Climax. Between September, 1957 and June, 1960, about 250 Sevens had been produced.

However, although the Seven had been enthusiastically accepted by the motorsport community, both in the UK and North America, the fact was that Lotus had lost money on every one. It was realized that to continue the model would mean it would have to be in a different form.

Series Two

The Series Two was greatly simplified, both in the chassis and body. The body panels, previously created in aluminum and requiring skilled labour to form, were replaced by fibreglass components. The nose-cone, for instance, was now plastic, as were the fenders.

Standard Triumph continued to supply suspension and steering components, but a change from the BMC-sourced rear axle, from the Nash Metropolitan, was now also from Standard Triumph. The Standard 10 rear axle was both lighter and cheaper than the BMC unit. It also provided the same wheel stud spacing front and rear, a feature not seen on the Series One! And 13" wheels replaced the 15" size used previously. This had the effect of lowering the centre of gravity of the car.

Although the Ford side-valve engine was initially fitted in the Series Two, in January 1961 the Ford 997cc overhead-valve engine and associated four-speed gearbox was installed.

In the UK, the Seven Series Two was still available as a kit of parts. There, kit cars avoided Purchase Tax, applied to "luxury" goods ready for sale. Because kits were sold as individual parts, they were not considered as finished goods. The rate was 33% in 1946 (for cars costing under £1000), rose to 66% in 1951, but declined to 50% in 1953. Purchase Tax ended in 1973 when it was replaced by a Value Added Tax. Avoiding this tax made kit cars, such as the Lotus Seven, particularly attractive to those enthusiasts who were willing to assemble their own sports car.

Fall Classic Rally Quiz

At the Bear Hill stop participants were asked to identify the following images:



1. Who is this, photographed at the conclusion of winning the 1955 Mille Miglia?



2. The sister of the person in picture 1. Who is this?



3. Who is this?

4. What company did he lead?



5. Who is this?

6. What motoring publication is he best known for?

The 1955 Mille Miglia

Seen among the photos on the left are two of the competitors in the 22nd running of the 1,000-mile race, on public roads, from Brescia to Rome.

Stirling Moss and Dennis Jenkinson drove a factory-entered Mercedes Benz 300SLR to victory in just over 10 hours, averaging 99 mph. Although 521 cars started, only 281 finished. Classes ranged from 750cc to over two litres.

Navigator "Jenks" employed a novel* system using two toilet-paper rollers to scroll through 18-foot-long paper pace notes that were contained in a waterproof aluminium box.



Jenks (in his distinctive helmet) and Stirling

*Some doubt has been recently raised as to whether Jenks was the first to use pace notes in this way. See <https://tinyurl.com/zfu2cb3k>

Also at this stop, participants were also asked to identify the following tools:



The Answers

1. Micrometer, used for measuring thickness
 2. Flare nut wrench, used on brake pipe and fuel system
 3. Whitworth or British Standard Fine fasteners
 4. Rubber brake or fuel hose clamp

Tool Questions

1. Stirling Moss
 3. William Lyons
 5. Dennis Jenkinson
 6. Motorsport Magazine

Identify Questions

2. Pat Moss
 4. Jaguar Cars

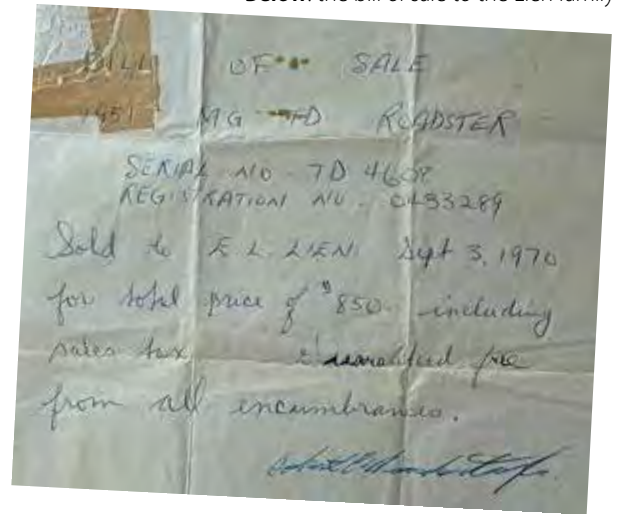
A Family's MG

Following his parents' purchase in 1970, our membership secretary, Ed Lien, has been the custodian of the family's 1951 MG TD for many years. The photos tell the story.



Left: the original owners, Ken and Margaret McTaggart

Below: the bill of sale to the Lien family



First day of ownership, September 1970

Left: Rocky and Ed's Mom

Below: Ed and his dad



Left: Ed's parents, Ed and Shirley, in the freshly painted MG at a club event in Abbotsford, 1972



Left: the original owners' again, Ken and Margaret, reunited with the MG, in front of St. Ann's Academy, 2010

Right: Ed's sister Kris, Ed and their Dad, 2021



Around the Branch

Need shop rags or polishing towels?



From member Tony Joe: Consider supporting **Soap for Hope**, a locally-based organization that redistributes hygiene products and linens to vulnerable individuals. As a fund-raising initiative, Soap for Hope is offering a “Bag of Rags”, the contents of which are made of 100% recycled linens, providing environmentally-friendly and sustainable cleaning options. Perfect for plumbers, mechanics, tradespeople, and painters, these rags are durable and versatile, ideal for a variety of tasks. Keep your workspace clean and promote a greener planet!

<http://secondhandhope.ca/products/bag-of-rags>

The OECC South Island Branch 2025 Charity

For 2025, our club has chosen to support local food banks. Although we normally make a donation to the charity at year end, this year’s charity is somewhat different from some of our previous organizations, in that we can accept non-perishable donations throughout the year. To that end, **we will be accepting donations non-perishable items at upcoming meetings and Sunday Drives.**

If you would like to help with this important initiative, please consider bringing non-perishable items to Wednesday meetings and also to our Sunday outings for the next several months. Thank you in advance!

Afternoon Meetings Return in November

Our Wednesday meetings will change to afternoons, beginning on **November 19**. The October meeting will occur at the usual evening time; doors open at 7:00pm, meeting begins at 7:30pm.

In November, doors will open at 1:30pm, meeting begins a 2:00pm. Free refreshments! Location: St. Mary’s Anglican Church Hall, 1973 Cultra Ave, Saanichton.

Call for Executive Committee Volunteers

We are delighted to welcome new member **Hedley Kitchen** to the Presentations team; Hedley will work with Ann West to provide us with speakers at our meetings in the coming months.

As noted in Sue’s Chair Chat column, the South Island Branch needs some more new people to join the executive for 2026; some of the present executive have been serving for many years indeed. New faces and ideas will be most welcome, and if are interested in joining, you will find lots of support from both retiring and continuing members of the Executive during the transition phase.

We particularly need members to fill the role of Chairperson, Vice-Chair and someone to assist with organizing our Sunday Drives. Please contact anyone on the current Executive to put your name forward or to obtain more information. Thank you!

Stories and Photos Wanted!

Do you have photos of your old English car when purchased, or from even before then, as in Ed Lien’s story on page 10? If you would like to share them with fellow club members, please contact the Editor. We hope to hear from you!



For the record

Minutes from the September meeting,
recorded by **Susan Hunt**

- Executive members in attendance: Susan Patterson, Chair; Terry Malone, Vice-Chair; Susan Hunt, Secretary; Ed Lien, Membership; John Beresford, Dynamo; Ann West, Presentation Coordinator; and Chris Beresford, Events Coordinator. There were about 27 members in attendance, including the Executive.
- Regrets: Ray Hall, Treasurer; Bruce Edwards, Regalia; Brent Densmore, Webmaster; Richard Neville, Past Chair and Tony Ratcliff, Events Coordinator.

Welcome:

- Susan Patterson welcomed everyone to the meeting. She let us know that the order of the meeting would be slightly changed. She suggested that John Taylor do a short briefing on the Sunday's driving event.

Faryon Cup Rally:

- John Taylor gave an overview of the Faryon Cup Rally. He noted it has been a long tradition to have a Fall Rally although no one could say exactly which year it had been started. It was usually held in October, but there was a decision this year to hold it in September (Sunday, September 21). The rally is 72 km in length, with the first car away at 1:45pm with the rest leaving at one-minute intervals. Start location is Cattle Point. Each driver will get an identical route sheet. The Competitor App can be downloaded and will give a sound when you go through checkpoints to confirm you are on route. The organizer can also phone you if you are going off course. There are two timed TSD sections where you must follow the speed limit signs. There are questions to be answered en route. Tulip diagrams are on the route sheet but also some street signs are noted. It is helpful to zero your odometer at the start. The end is at the Waddling Dog Pub for refreshments. Participants who aren't OECC members are welcome to join the rally but won't be eligible to receive the Faryon Cup if they win.

Presentation:

- Ian Eastwood introduced the speaker, Captain (Navy) Gord Peskett, retired, to provide some highlights of his career with the Canadian Navy.
- Gord gave a very interesting overview of his time in the Navy, starting with how Navy operations were conducted during the Cold War. This was followed by his participation in Post Cold War operations, including Operation Friction (Desert Storm), Operation Barrier, and Operation Apollo.
- Questions were welcomed both during and after the talk. Chris thanked Gord for an excellent presentation with an OECC mug and an appropriate beverage.

Break: Approximately 5 to 10 minutes.

- **Ed Lien** reported that membership is now at 154.
- **Susan Patterson** reminded everyone to bring non-perishable items for the food bank at meetings and outings. These will be given to one of the local food banks.

50/50 Draw:

The total pot was \$45.00 with \$22.50 going to the winner, Lois Smith.

Question about access to the Dynamo on the OECC website:

Unfortunately some glitches on the website might make it difficult to find specific 2025 newsletter issues.

- Susan Patterson asked for a motion to adjourn. Chris Beresford tabled the motion. Meeting adjourned.
- Next meeting will be held Wednesday, October 15 at 7:30pm (doors open at 7:00pm) Details in the October Dynamo.

Rainy Day Pastimes

*Thanks to various club members
for the following links:*

- 1955 Mille Miglia:
<https://tinyurl.com/5n7k5pje>
- How to fix a paint chip:
<https://tinyurl.com/ycyfunep>
- Paint protection films:
<https://tinyurl.com/5t3fbyew>
- Extraordinary model cars:
<https://tinyurl.com/msupsteb>
- Six truths about project cars:
<https://tinyurl.com/yx9hu6st>
- Excitement from the recent Goodwood Revival
<https://tinyurl.com/5cemmrts>
- A quintessential piece of British roadster history:
<https://tinyurl.com/wu55dy99>

Welcome New Member!

Jim Harker

'60 Austin-Healey



The Road Ahead

Wednesday, October 15: Musée National de l'Automobile



Ed Lien will show a slide presentation of his visit to the (French) National Motor Museum at Mulhouse, Alsace. The museum contains the world's largest collection of Bugattis.

Doors open at 7:00pm, meeting begins at 7:30pm. Free refreshments! Location: St. Mary's Anglican Church Hall, 1973 Cultra Ave, Saanichton.

Sunday, October 19: British Columbia Aviation Museum



Join us for a visit to the Aviation Museum on October 19, including a tour of the Hawaii Mars water bomber (weather permitting). The cost is \$10 per person. **Please have the exact cash amount**; we will collect the admission at the door prior to entry. Meet at the museum, 1910 Norseman Rd., North Saanich to start the tour at **1:45pm**.

Following the tour we will walk across the street to enjoy Mary's Bleue Moon Cafe. To reserve your space for both the museum tour and refreshments, please contact Chris Beresford.

*Thank you to Dynamo contributors this month:
Wyman Lee, Ed Lien, John and Richard Taylor and proof-reader Christine McKnight*