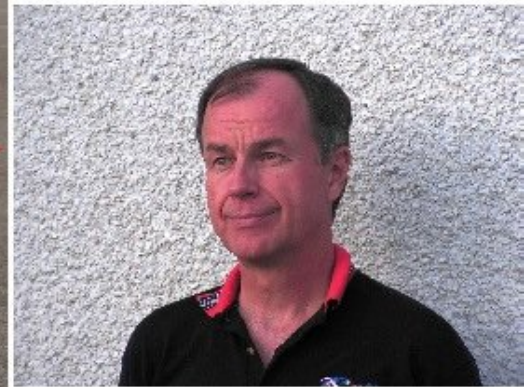


Fall
2009
Newsletter



Bruce Stevenson managed a seventh place overall in this year's autocross competition, out of 67 cars that competed. New 15" wheels with Bridgestone RE11 tires made a huge difference. These were put on part way through the season. Bruce feels that if he had run the whole season on these he may have moved up a notch. Overall the season was a great success with many new young drivers coming out and enjoying the thrill of competition while increasing their driving skills each week.

Meetings are held the 3rd Wednesday of each month at 7:00 PM. Check our web site for locations as we drive to a different venue each month.

2010 Executive

President	Lynn Fletcher	250-494-1699
P. President	Bill Sinclair	250-868-0408
V President	Rick Appleby	250-764-7386
Treasurer	Doug Long	250-764-8801
Secretary	Tom Wimperis	250-545-6694

2010 Directors

South	Ken Barron	250-490-3012
	Heinz Smirmaul	250-494-5487
	Chris Palmer	
Central	Bruce Stevenson	250-868-3693
	Nick Ciupka	250-542-6568
North	Terry Muir	250-542-0437

2010 Coordinators

Events	Archie Christie	250-762-5623
Web Page	John Gallant	250-549-2182
Newsletter	Tom Wimperis	250-545-6694
Membership	Andy McDonald	250-765-2533
Autocross	Bruce Stevenson	250-868-3693
	Mat Scaife	250-717-6784

You can contact any executive or board member by email at obcc@obcc.ca.

Or use their personal email from the membership list.

Advertising Rates

The club has determined that it would be beneficial to accept ads in the newsletter. Several other clubs were contacted about their rates and a schedule was set up which will cover costs but not be too expensive since we have limited circulation. These rates are based on camera ready copy being supplied.

Club Members cars for sale is still no charge

	1 issue	full year
Business card	\$10	\$40
¼ page	\$20	\$80
½ page	\$30	\$120
Full page	\$50	\$150

From the editor;

My apologies again for the lack of newsletters this summer. Since I no longer have a British car I have been struggling to keep up the interest. This one will be a summery of this summers events with details gleaned from several reports members have been sending me.

I have been trying to keep up the web site also which seems a bit easier than doing a newsletter. John

New Editor;

I am going to taking over as editor of the Exhaust and will try to keep to John's high standards.
Tom Wimperis

The Exhaust is published (almost) monthly from February to October by the Okanagan British Car Club and distributed to paid members as part of their dues. It is also posted on our web site but some financial information that may be contained in the emailed or printed copy is removed for web posting.

If you have changed email address please let the editor and the membership coordinator know ASAP.

Opinions expressed are those of the authors and do not necessarily reflect those of the OBCC executive or its members.

Longest Day Tour 2009

Grand Cooley Dam

On Saturday July 20 4 cars departed Kelowna for Grand Cooley Dam; Bill and Lise in their TR6, Andy and Marilyn in their MGB, and myself in my Lotus Elan +2. Also along were Spencer and Laurie in an apple green Dodge Challenger convertible. In Penticton we picked up; Lynn and Diana in their TR6 (first serious trip) and Claude and Kate in their TR6.

Crossing into the US with Passports in hand with no hassles we stopped at FB's (Fat Boys) for a good lunch and then headed down Hwy 97 south. Bill in the lead, he took a detour on Hwy155 and sped off at a every spirited pace with a Yellow piece of plastic glued to his rear bumper.



After several miles of exciting touring on some very interesting roads Bill pulled over to allow the rest of the group to catch up. Soon after taking off again the temperature of the Lotus started to go up. A stop showed that it was down on water but there were no obvious leaks. Andy had a gallon of premix with him, so we filled it up and set off again. The roads were made for British Car driving as we toured along through some nice scenery with wonderful sunny weather. Spencer and his Challenger had no trouble keeping up. The Lotus temperature was normal and stayed that way until we reached Grand Cooley. We checked into the Cooley House motel,

which was directly across from the dam with a Casino behind it and a grocery store/beer store across the street. A check showed that the Lotus fluid level was down a bit, but again there were no obvious leaks. Visions of blown head gaskets or a cracked head or other horrible reasons for the missing fluid flashed through my head. Instead of worrying we went off to buy some beer and I drowned my sorrows.

That night the group went to a restaurant the Claude had found and had a very good and very large meal. We returned to the hotel and either sat outside the office or walked across the road to a hillside and watched a very interesting Laser Light show. The gates on the dam were opened so that all the sluiceways were covered with white water and the light show was projected onto this screen. The show was about the Columbia River and its history, along with the building of the dam and its benefits to the area. It was very interesting but perhaps went on a bit too long.

The next morning after breakfast several of us went to the dam for a tour of the inner workings and Claude and Kate set off for home. As I left the Lotus after parking on a slanted parking lot I saw a puddle and on checking found water pouring out. It was now obvious that the leak was where the lower hose attached to the heater. Luckily Bill had four feet of ½” heater hose and I was able to pull the hoses off the heater and run a by-pass. I had spare hose clamps and the store behind the hotel sold gallons of coolant premix so except for a puddle in the parking lot the problems with the Lotus were solved. The group had had taken the tour returned to say that the elevator to the bottom of the dam was broken and so the tour consisted of walking out on to the dam and listening to a short lecture. Bummer!

The Sunday weather was a little threatening but we set off for the border with the tops down. We followed the same route back but at a slightly more leisurely pace. We stopped in Omak so that the ladies could hit a huge Wal-Mart while Bill and the boys went to an Auto parts store to buy “shiny things”. As we approached Oroville the rain started come down lightly and it was time for tops up. We stopped at FB’s for lunch and then proceeded across the Border. There were no problems with Customs and we crossed quickly and headed to home through intermittent rain.

It was a great trip on some super roads and was enjoyed by all. My penance for having The Lotus breakdown and causing a delay was to write this article.

Cheers, Tom

Sunday June 14 2009

Vice President Lynn Fletcher was kind enough to hold a joint meeting between OBCC and the Studebaker Club at his house outside of Summerland. The weather threatened rain in the morning but held off for the event. There was an excellent turnout of 24 cars; 14 Studebakers and 10 assorted British with Triumphs dominating but also including a couple of MG's, a Lotus and an Austin Cambridge.

There was a short Studebaker Club meeting chaired by Lynn and then an even shorter OBCC meeting chaired by President Bill. Then all adjourned to the "Car Games". With the cooperation of his neighbors Lynn had set up an obstacle course in his cul-de-sac. There was Beanie Baby tossing at various targets, a reversing through cones exercise, a passenger ring toss and then a couple of turns around a post while holding a rope with a hub cap attached, the objective being to keep the hub cap off the ground, the Lotus did not like this challenge. We then took off on a 20 minute tour of the valley around Lynn's with a question sheet with various questions regarding the surroundings and ending back at Lynn's.

We adjourned to a wonderful lunch catered by the Carrot Top Restaurant from Summerland. There was steak, chicken, various salads and ice cream cones for desert. Following lunch the awards were presented with the Studebaker Club cleaning up. They took 7 of the 8 prizes. We OBCC'rs were certainly put in our place.

Many thanks to Lynn, his family and neighbors for putting on a very well run and fun event. Put it on your calendar for next year.

An added bonus was seeing the Kettle Valley Steam Train both coming and going.

Tom Wimperis

Graveyard run to Cawston

Lynn Fletcher, assisted by Claude Longmore and Doug Long, arranged a very interesting day to see Ken Helm's vast collection of old cars (many of them wrecks or rusting hulks) as will be evident in the pics.



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The run was about 345 kms and we had 10 cars until Graham Bell had to drop out due to strange noises. We hope they weren't serious.

The lawn was a nice place for a picnic lunch and then most of the gang stopped in Summerland for dinner on the way home. Pam & I didn't go to the dinner but we enjoyed the two stops at wineries (Burrowing Owl and Jackson Triggs) for tasting and, of course, ended up buying some.

Gary Turner

RUN TO ROCK CREEK PROVINCIAL PARK

September 13 2009

On a beautiful sunny day five OBCC cars left the Kelowna McDonalds headed for Rock Creek led by Brian Felton and Lene in their Daimler with a new wind diffuser fabricated by Brian. Also along was Doug Long in his TR8, Graham Bell in his TR6 with a new water pump, the cause of the strange noises on the Cawston Run and Tom Wimperis in his Lotus Elan +2. The drive down Hwy. 33 was very pleasant with a stop for coffee at Beavercreek. As usual the Daimler attracted the local bikers. Claude and Kate in Claude's TR6 caught up with us there. The drive down to the park was great on a nice winding road, perfect for British sports cars.

At the park we met up with Barry and Chris Palmer in their MGB. We had very pleasant picnic lunch by the side of the Kettle Valley River beside one of the KVR trestles. After lots of interesting discussions we set off for home. Barry and Claude went the southern route and back up Hwy. 97. Doug, Graham and Tom blasted back up Hwy 33 at a very spirited manner. Brian followed at a more dignified pace. Thanks to Brian for a great tour.

Tom Wimperis

RUN TO HARDEY FALLS – CAN YOU SAY ANTLER BEACH!

September 20 2009

Sunday the 20th saw the Club off on a short run to Hardy Falls at Peachland organized by Bill Stevenson. On arrival at the Falls Bill found that the local Conservation Club was having an event celebrating the salmon run. This was a popular event and meant that the parking lot was jammed. Quick thinking of the part of Bill and VP Lynn Fletcher saw the event relocated to Antler Beach. Bill stayed at the Falls to redirect people while Lynn secured the picnic tables at the Beach.

This change of venue worked great as we had the beach area pretty much to ourselves. We had a good turnout; Bill and Lise in their TR6, Lynn and Diana in their TR6, Richard and Nancy

Longman in their 57 Austin Cambridge along with 2 guests from England, Heinz and Annie Smirmaul in a Porsche (shame), Tom and Jennifer Wimperis in their Lotus, Graham and Barbara in their TR6, Claude and Kate in their TR6 and Bruce and Donna. Bruce was accompanied by relatives from England and so his use of a non-British car was understandable as four up in an MGB just will not work. I did not take notes that day so if I have missed anyone please accept my apologies.

The lunch was catered by the Carrot Top Restaurant from Summerland and as usual Gary did a great job. There was chicken, salad and corn on the cob. After a pleasant several hours on the beach the members scattered north and south. It was the general opinion that Antler Beach is better tour destination than Hardey Falls, good parking, a great view of the lake and good restrooms. Thanks to Bill for organizing this event.

OBCC SEPTEMBER MEETING 9/30/2009 KELOWNA YACHT CLUB

Attendance 21

Bill Sinclair, President opened the meeting with a welcome to new members Pierre and Elaine – Triumph Spitfire.

Bill announced that the Club bank balance was around \$11,700 with the Autocross year end party yet to be paid for.

The Club membership is 35 British car members and 67 autocross members.

Bill discussed briefly the RITV. The event this year was not very successful and the Executive had discussed not holding future events. Bruce Stevenson, Past President offered to organize the event next year but will need commitment from the membership. This will be discussed at the AGM.

The AGM will be held October 21 at the Kelowna Yacht Club with Bruce as Past President officiating.

The meal offered 4 choices from the menu for \$10. The food was very good, a big improvement from last several times.

Bruce Stevenson, Past Pres. Discussed the 2009 Autocross season. The year was very successful with a total of 67 cars competing and a profit of approximately \$4000.

The relationship with the College has been excellent. Bruce ended up seventh in the championship which was excellent for a car of mature age and British besides. The only other British car competing was a Lotus Elise. The wrap up party will be held Oct. 8 with the presentation of trophies consisting of the OBCC wooden plaques with brass name plates.

Bruce – RITV. Bruce has offered to run the 2010 event. In the past the Club had as many as 300 entrants but we know that we should plan an event of a much smaller scale. Bruce is proposing a Saturday show with a banquet and trophies, no goodie bags or Monte Carlo plates. Peachland was suggested as the site. There was some discussion of the date with Bruce proposing August 21. Bill put forward the Britpull event as an example of a successful one day event. There was also some discussion of changing the name to reflect the new format. There was a suggestion

that the event should be held at the College. Bruce and the executive will discuss these ideas at the next executive meeting.

Bill – talked about the format of having driving events as an alternative to monthly meetings during the summer. The consensus was that this was a good idea. The last event at Hardy Falls that morphed into Antler Beach was well attended and well received with catering from the Carrot Top. Bill talked about the need for the membership to become more involved in organizing runs and events, especially if the RITV is to be successful.

Bruce – offered the use of his hoist to members needing to access the oily side of their rides. For short periods only of course!

Bill – made a statement that he would not run for President for 2010. Lynn Fletcher has offered to run for Pres. That will leave the VP slot open. Bill thought that; Andy McDonald will continue with Membership, Doug Long as Treasurer, Tom Wimperis as Secretary, Bruce Stevenson as Autocross Organizer, and Claude Longmore as Event Chair. There is a possibility that the Club will need a Website and Newsletter Editor. Nick has offered to be the Kelowna director, and Chris Palmer has offered to be one of the South Directors

Annual General Meeting

October 21st 2009

The meeting held at the Kelowna Yacht Club with 23 members in attendance.

The food and service were both good again but because of our late booking we had to have the meeting in the main room which made the hearing the club proceedings difficult but we persevered. The next meeting on November 18 we will be back in the separate room.

Bill Sinclair – President opened the meeting by explaining that the AGM was a month earlier than other years to allow the new executive time to organize for next year. Bill confirmed that he was stepping down as President.

The Christmas party is set for January 23 at the Ramada. The executive will be looking for someone to coordinate this event. The cost will be \$30 per person. The gift situation will be discussed at the next Executive meeting.

The RITV – Bill announced that Bruce Stevenson is going to organize the event. The name will change to RITV and Import Auto show. The date has been changed to August 21 and will be a one day show with a banquet. Further details about the venue and some other features will be announced at a later date. At the last Executive meeting where this event was discussed there was a lot of positive energy about taking this event in a new direction.

Terry Muir – gave a short talk about the Targa Newfoundland which is a six day competitive road rally held on closed stages on public roads around much of Newfoundland. The cars vary from street to full race prepared and it attracts competitors from many countries. This exciting event usually shows up on the Speed Network and is fun to watch.

The meeting was handed over to the past President Bruce Stevenson for the AGM elections. Bruce asked for nominations for the various positions and the votes were held.

North Okanagan Director – John Gallant nominated Terry Muir. There were no other nominations and Terry was acclaimed and accepted the position.

Central Okanagan Director – Bill Sinclair nominated Bruce Stevenson, Tom Wimperis nominated Nick Ciupka. There were no other nominations and Bruce and Nick were acclaimed and accepted the positions.

South Okanagan Directors – Ken Barron was nominated by Heinz Smirmaul, Heinz Smirmaul was nominated by Brian Fleeton, and Chris Palmer was nominated by Tom Wimperis. There were no other nominations and Ken, Heinz and Chris were acclaimed.

Treasurer – Doug Long was nominated by Graham Bell. There were no other nominations and Doug was acclaimed and accepted the position.

Secretary – Tom Wimperis was nominated by Lynn Fletcher. There were no other nominations and Tom was acclaimed and accepted the position.

Membership – Andy McDonald was nominated by Bill Sinclair. There were no other nominations and Andy was acclaimed. Andy had previously indicated that he would accept the position.

Vice President – Rick Appleby was nominated by Lynn Fletcher. There were no other nominations. Rick was acclaimed and accepted the position.

President – Lynn Fletcher was nominated by Bill Sinclair. There were no other nominations. Lynn was acclaimed and accepted the position.

Coordinators – The following members volunteered for these positions;

Autocross Coordinator – Bruce Stevenson

RITV – Bruce Stevenson

Exhaust Editor – Tom Wimperis

Webmaster – John Gallant

Events Coordinator – Archie Christie

Communications – Brian Fleeton

Bruce declared the elections complete.

Bill – Made a short speech stating his satisfaction with the new executive. Bill listed his philosophy as President; focusing on more fun and less aggravation, making the Club more social, involving the wives, attempting to get the members to drive their cars. He thanked the members for their support and requested that the membership give Lynn and the new executive the same level of support. Bill thanked the members who organized events this past year. As Past President Bill will still be involved with the executive and will in fact host the executive meetings at his house. He welcomed Lynn Fletcher as the new President.

Lynn Fletcher – New President – Lynn thanked Bill on behalf of the Club, for all the time and effort he put in as President and tongue in cheek commended Bill on reducing the club bank balance in half during his time in office. Lynn agreed with Bill that the direction of the Club should be to a more social format with a minimum of business at the meetings. Lynn outlined some of the things that he would like to see in 2010; more members at events even they bring a non British car, an attempt to get old members back and participating, developing some new and interesting tours and events. Lynn will be outlining his plans as the New Year goes on and plans to have an address for the Christmas Party in January.

An announcement was made that the club run scheduled for October to the North Okanagan was cancelled.

Tom Wimperis moved that the meeting be closed, seconded by Bill Sinclair.

LETTER FROM THE EDITOR

I have agreed to take over the Exhaust Newsletter from John Gallant. John has done a great job of both the Website and the newsletter for the last several years but with the sale of his MG Midget he was finding a waning in his interest in the British Car scene. As I was the Club Secretary for the last two years and was already producing the meeting minutes as well as some of the Run Reports I was asked by Pres.Bill to take over the newsletter. I agreed as long as John would continue to maintain the Website, at least in the short term as I am definite Luddite. Lynn Fletcher the in coming President and I have had a short discussion about what he would like to see in the newsletter and will have further discussions. I am thinking of doing at a minimum of 3 editions a year; a Spring edition outlining the Club plans for the year with a schedule of events, a Summer edition with a write up of events that have occurred as well as an updated Club schedule, and a Fall edition wrapping up the Club year, similar to this edition. I am open to suggestions and am not totally averse to producing a monthly Exhaust during the summer months when the Club is active; I do not see the need for editions during the winter months.

Some of the articles in this Exhaust were written strictly from memory and I apologize to anyone whose name I have missed at an event or whose name I have gotten wrong. In the next year with the help of the executive and the event organizers I will attempt to write up timely and accurate articles about the happenings in the Club. To that end I would appreciate any articles by other Club members. I also apologize for the paucity of pictures. Although I was a precision optician for over 35 years I am neither a keen nor a good photographer. It always seemed to be too close to what I did at work.. I will try to be more diligent about taking photos at events but I would really appreciate the help of other members.

Please let me know what you would like to see in the Exhaust, other than event and meeting news; projects, how to articles, British car history? Please email me or grab me at one of the meetings

As an aside, The Lotus now has a working heater. I managed to replace the heater hoses without removing the head. Only the Webers had to come off and it only required a small sacrifice of skin. It seems in his infinite wisdom Colin Chapman specified 5/8" bibs on the heater core with 1/2" bibs everywhere else. Or maybe it was Ron Hickman the project manager for the Elan +2. If you own a Black & Decker Workmate you own a piece of Lotus history as Ron designed the Workmate, sold the rights to BD and retired a rich man.

Tom Wimperis