



The Exhaust

Newsletter of the

Okanagan British Car Club

Box 346, Suite 101, 1865 Dilworth Drive, Kelowna B.C. V1Y 9T1
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FIRST RUN

V.P. Nick & Angelia coordinated the first run of the year on Sunday April 29th. The rain held off and the sun even threatened to come out at one point in the day. We met at Okanagan College in Coldstream and went on a tour of the Coldstream/Vernon area. All the stops, including the biological breaks, were announced by Terry's TR7 breaks. We ended up at Kin Beach at the head of Okanagan Lake and had our picnic on the beach.

The Starbucks coffee travel packs were a great idea. Thanks Angelia for making that trip.



Meetings are held the 3rd Wednesday of each month at 7:00 PM at the Kelowna Yacht Club on Water Street in downtown Kelowna, BC

Executive

President	Bill Sinclair	250-868-0408
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Coordinators

Events	Brian Fleeton	250-764-5177
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Newsletter	John Gallant	250-549-2182
Membership	Andy McDonald	250-763-2034
Autocross	Bruce Stevenson	250-868-3693
	Mat Scaife	250-717-6784

RITV

Register now

Forms are available on the web site with all the instructions. It is shaping up to be a good show so if you have to use the Hotel you should contact them soon.

From the editor;

There has been an issue recently with copyright infringement of our **Rally In The Valley®** name.

One of our members came across a group in Ontario who are using the same name. An official letter has gone out to them but we ask that anyone who comes across an event that may infringe on our protected name please let one of the executive know.

I would also ask that if any member is using **RITV** or **Rally in the Valley** in an email or document that you insert the copyright logo. You can do that by placing your cursor at the end of the word, no space. Then click the word **insert** at the top of the screen, go down and click on **symbol**. A box containing symbols will show up. You may have to look for the ® the first time, but the next time it will come up as the last item used.

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

Or use their personal email from the membership list.

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.



GOOD NEWS BEARS

This is Morgan, our 2006 bear for the CHBC good news bears, food bank program.

The club has already been in contact with the organizer to start work on our 2007 donation.

FRANKENSEVEN

A CAUTIONARY TALE OF CAVEAT EMPTOR VERUS MOTOR LUST

I bought my Lotus Elan +2S in 1975 from my bother who had bought it new in 1970. I had always admired Lotus and was a Formula One fan, particularly of Jimmie Clark. Thus began a thirty year Lotus love hate relationship. I was living in Ottawa at the time and we had a very active club

with about 30 cars and so I was very familiar with and had driven most of the Classic Lotus models: Elan, Europa, Cortina and Sevens.

In 1994 my brother-in-law called and said a friend of his, Scott had his Seven for sale, was I interested? Having just received a bonus from work I said sure and arranged to see the car at David's.



We were standing in the lane way chatting when I heard the scream of a race engine at full song and what can best be described as a Seven on Steroids pulled up. It had much wider tires than I had ever seen on a Seven with fenders to match, it also appeared lower than normal and it made those fantastic noises. Scott told me to jump in and he would take me for a ride. I had no sooner sat down than Scott had cranked the

wheel, revved the engine to 8,000 RPM and dropped the clutch. In a millisecond the Seven had performed a u-turn in its own length and we were rocketing down the street.

Scott drove to a nearby government lab complex that was closed on the weekends and had a winding service road and handed the beast over to me. It had the acceleration of my brothers Shelby 500 and handled better than the Cooper S that I had raced. It stopped as well as it accelerated. Scott explained that the engine was a dry sumped Brian Hart Formula B engine bored out to 1700 cc. It had a billet Cosworth crank and rods, full race head and valves and was safe to 10,000 RPM but he shifted around 8000 just to be safe. The engine came from a Formula B Brahmam BT35 that Scott had destroyed against a wall at Edmonton Raceway. This wreck had also provided the front suspension and brakes as well as the American Racing 7x13 wheels and the tires which were Goodyear rain tires. The transmission had been upgraded to a Lotus Elan close ratio box and the rear axle was from a Cortina GT with a Detroit Locker diff. The Seven had started life as a 1963 Series 2 1500cc Non-cross flow Ford putting out 65 HP. Scott said that the Hart engine had made 190 HP with full race cams but he had substituted Fast Rally cams and it now was making around 175 HP, this in a car that weighed approximately 1000 lb.

Returning to my brother in laws house Scott told me what he wanted for the Seven, the price was irrelevant, Sportscar lust and testosterone had overwhelmed me and I had to have this car and this engine and so I agreed and made arrangements to pick up the car the next day. I did manage to fight thru the red haze enough to ask a few questions. Why was Scott selling the car, he had found an XK-E he wanted to buy. Had this car been raced, yes it had held the production car record at Mosport for 5 years with the 1500cc engine upgraded with a Cosworth head and twin Weber DCOE 40s. I knew that Scott had had two Sevens one of which had been rolled over at Mosport, was this that car, the answer was no, that had been the Series 3 car.

When I went home I pulled out a couple of Lotus books. The Serial number showed that this was a Series 2 with a Ford non-crossflow and had been exported to Canada, so that confirmed what Scott had told me.

So I now owned a Lotus Super Seven, a very quick Seven. A Seven with a very ugly metallic blue paint job. As time went on the Seven would reveal its dark side and the Frankenseven would appear.

To be continued. Tom Wimperis

May Meeting in Summerland

A nice night for a drive, we met at the carrot top café in downtown Summerland for a supper meeting. It was more of a social than a meeting. There was a good attendance from members in the South who didn't have to travel so far for this gathering. The café isn't usually open in the evening but made a special buffet of ribs, fresh steamed asparagus and roasted



potatoes just for us. Brian Bullock, who is devoid of a British car having sold his XKE last fall, was sporting a New (to him) Miata. This was also our first look at Louise Perchie's recently renovated MGA. It is fitted with the new Moss Motors supercharger on the 1600cc engine. It looked good but Louise made a comment that it was heating up a bit on the drive down. Here is a hint Louise...don't try to keep up to Irene in that hot rod Morris Minor and you should be OK. A new stainless steel thermostat wouldn't hurt, just to be safe.

Louise took the car to the ABFM in Vancouver (see above) and it worked just fine over the mountains. Also attending the ABFM were Bruce and Donna Stevenson, Gary Turner, Irene Simpson and Sandy and John Gallant. John's midget had some issues so decided not to risk getting stuck on the mountain and took the other British Racing Green car. A Power point presentation of pictures will be sent out separately. The Miata was a bit out of place especially when parked near something like this nice white XK120. or Louise's MGA.



The rain held off until just when the show was finished and the selection of old and new British iron is astounding.

Projects continued;

HI JOHN !!

I have been talking with Bill Sinclair on a regular basis awhile ago as he was trying to give me guidance on what to do with the problems on my 1975 SPITFIRE 1500. I am the one who for some idiotic reason, decided to lean on the radiator with my left hand after much frustration while looking for the obvious things that could be causing me all my grief !!

Well I guess my " Lil Spit " figured it was time to teach me a lesson on the DO & DON"TS when working on a running vehicle !! So, it decided to give my left thumb, a " LOVE BITE" on the outside edge. Well she did a pretty good job ! It took 4 stitches to close it up, but the worst part was the six "FREEZING" needles in the side of the thumb to prepare it for the stitches! Then here comes the nurse with another syringe of good ole "TETANUS SHOT" to finish me off . I know that I was very

lucky , as it could of been my whole thumb as an " H'orderve" I hear that Bill has told this story to some of the members, of from what I've heard , got a great laugh as to my blunder. To top it all off, I left my stitches in to long and got infection in it and had to go on antibiotics for 10 days to get rid of the bugs!!

Anyway the actual reason I am contacting you, is to find out what time the crew from " OBCC " will be arriving in Rock Creek, as I was told it would be ok for us to join in on the run to meet with you.

Sincerely Yours

Moe (Dumb Thumb) Schaeffer
250-442-2430, Grand Forks

The projects by the prezzzzzzzzzzzz

It is surprising how much gets done when you commit to something; these monthly articles have got me going on stuff that has sat around for years. Since the last month I have ordered parts from Victoria British for project 1 and 3, also installed the 17" tires on project 2.

PROJECT 1

I finely pulled out the frame and got it sand blasted , welded the new bottom plate for the 21/4" exhaust and fit the 3.4 engine mounts, since the shocks will run inside the A arms, relocation of the rear sway bar was needed. I sent the A arms to my friend Lynn Fletcher to have the aluminum shock brackets and sway bar plates welded in place. Leo Martyn drove from Edmonton to fit up the proto type rear hub for the disc brakes now axle inventing. A R200 3.5 differential is under strong consideration, so the axles



will have to wait till a decision is made.



PROJECT 2

i got the adapter plates for the 17" wheels and painted them with POR15. Took off the 15" Yokohama AVS tires and rims, I would recommend these tires to any one, they made the TR6 handle like a true sports car, braking was also improved with 10k miles on them the wear is



minimal, at no time did the tires let me down on the trip to New Mexico.

I installed the 17" tires and rims. The 15" tire upgrade was unreal but the 17" with the suspension and brake upgrades done last year really take the car to a new level. Bell housing and FI parts are still in the engineering stage.



PROJECT 3

The only thing that got done on the B was parts were ordered from Victoria British, I will start the install for next month.

A little side job, Last week I installed an IROC 5spd in a Chev. powered Bill Guzman kit MGB. What a difference gears make. We went from a 390 1st to a 295 and from .79 O/D to a .63. The transmission swap changed the whole personality of the car. If there is enough interest I will get the owner to write an article on that project. That's it for now see ya next month.

Bill Sinclair

Champagne Run

VP Nick did a great job of the run again this year. Joined by a few British cars from the Vernon area we traveled north on secondary roads to Armstrong then did a tour of rural Vernon at the foot of Silver Star mountain. We saw some great scenery and at least on driveway that most of our cars would have trouble getting up. A large mansion at the top went unnoticed as we were all wondering what happens to this guys car in the winter. We ended up at Nick



& Angelia's for a great brunch including, of course, champagne. Attendance wasn't great for such a nice event. Maybe the Saturday date made it hard for people to get out. Only 4

club members showed up, one from Kelowna and three from Vernon. You guys missed a very nice run on a great Okanagan day. Maybe the Father's day run will get more folks out.



UP COMING EVENTS

- JUNE 17TH FATHER'S DAY RUN (Sunday)
- JUNE 20TH Monthly meeting Charlie's Grill Winfield
- JUNE 23TH Meeting/Longest Day of the year run (Saturday)
- JULY 6&7 RITV KELOWNA
- July 15th Meeting/Squires run (Sunday)