

“Old Brits”

Saskatchewan British Car Club Newsletter



“Classic British Motoring “

October 2009 – March 2010
Number 57

2010 SBCC Spring Garage Tour

Story and photos by Terry Yuzik

Twelve to 14 members participated in this year’s Spring Garage Tour and we were treated to some great works in progress.

First on the tour was the 1959 MGA project and Garage of Ernie Fuchs. This was a great starting point as Ernie has his car in primer and pretty much assembled. He is moving on to the interior and thinks he might just drive it this year in the primer and finish it next winter. Ernie’s garage was great to tour as he has made many of his own tools and cabinets as well as little features like an exhaust outlet so he does not even need to lift the door to run the car during tuning. Very well equipped and I know that I would really love to have the space and tools to do work on my car! It will be a real treat to see this one finished and we all will enjoy Ernie driving his pride and joy around town.



Next on the tour was another 1959 MGA project a little more advanced than the last one. We went to Bob Burnyeat's to see his newest addition to the stable. This model was in the finishing stages of assembly with the interior being completed and it is a really nice red MGA. Bob gave us a tour of the car and his workspace that is also very well appointed for both car restoration and woodworking. Nice job, Bob, and the club will all be happy to see this addition to the shows this summer!



Last but not at all least was the garage of our fearless leader Bob Forward. We all looked at the TR8 project in the driveway and heard it fired up, then went inside to look at an engine removed from a 1974 Austin Mini. Who knew that something that big could come out of something that small? We all asked questions and I know it was motivating to me to get into my garage and get ready for this driving season.



Thank you to the generous hosts and I look forward to doing this again next year. See you all on the road!

Certification Blues

By Bill Rafoss (1998 Land Rover Discovery)

Many club members will know about my passion for Land Rovers. This love affair was developed over four trips to the UK in the past several years. Land Rovers of all kinds are a part of the scenery there: Discoveries, Defenders, Range Rovers. I have often toyed with the fantasy of importing one from the U.K. to display at our show'n'shines.

I bought my first Land Rover more or less by accident in the fall of 2008. I had an Asian SUV that someone bought from me quite suddenly. I was left in a lurch, badly needing a vehicle to get me through the winter (you know, those seasons where it turns to -47!). I checked on Kijiji.ca and lo and behold, there was one for sale in Saskatoon. I snapped it up and it got me through the winter of '09 very admirably.

You know how when you buy a certain car, like TR6 or MGB, suddenly they start falling out of the trees everywhere? Well in March 2009 I was surfing on Kijiji again and wouldn't you know it, there was another Landy for sale. This one was a bit intriguing. It had been shipped up from Florida. Hmm. What harm can there be just checking it out, right?

You guessed it. A bit of dickering later and I was the proud owner of a 98 Disco! But there was a glitch: it needed Federal certification and a Provincial inspection. I decided that I could get the vehicle through that process if the price was right. The seller agreed, dropping the price by a couple of thousand if I did the paperwork. That, my friends, led to a month long exercise in frustration and costly anxiety!

I won't get into all the details here, but my goal is to educate the readers about this process so you can prepare/avoid it in future. To get Federal certification, you need two forms from the Registrar of Imported Vehicles (RIV). In order to get the two papers, you need to check for recalls first; any recalls need to be repaired. The second form will tell you exactly what you need to address to meet federal standards: usually daytime running lights, metric/imperial gauges, airbags and the like. Big ticket items if you don't have them. If you do have them, then the inspection is a 5 minute walk-around. Best to get them done before you even do the inspection to avoid being failed.

Next is the Provincial inspection. This can be grueling because there is often not a lot of leeway given. Brakes must be up to snuff, exhaust perfect, headlights aligned, wheels the same. My first red flag went up when I took the Landy to the dealer. They said they didn't think it would pass, at least not without spending some big bucks. This was really discouraging. I decided to take it to my local mechanic, the one who had worked on my other Rover. He did a pre-inspection and confirmed that I would have to spend the couple of thou that I had saved on the list price making repairs. What else could I do? I was already into this vehicle for several thousand so it seemed like no turning back.

Fast-forward a week and the Provincial mechanical inspection was complete! You can imagine that I raced to SGI to license it up. I had already owned the SUV for more than a month, so becoming 'legal' was a major milestone for me. Sadly, SGI turned me away. A second red flag went up when they entered my serial number and the computer told us that it now needed a 'Body Integrity Inspection' by a certified auto body specialist. Obviously the

Landy had been in an accident at one point. So off I went to a body shop, fingers crossed the entire way over. If it failed on the body inspection all my mechanical repairs would be for naught. I have to take a second to say that this vehicle looks pristine; it is not a beater by any stretch of the imagination. But my experience has taught me that what you see on the surface might bear no resemblance to the reality of the vehicle.

To my delight the body inspection passed. I now had my 4 pieces of paper that SGI required: two federal forms, the provincial mechanical inspection, and now the provincial body inspection. One last body blow was discovering I had to pay PST before I got the plates. Grrr.... it was like adding icing on a cake of gritty grease.

But all's well that ends well. I am now driving the Land Rover Discovery and loving it. It is beyond doubt the most gratifying vehicle I have ever owned, loaded to the hilt with nifty options (like built-in Sirius radio, a backup camera/monitor, heated leather seats, etc – no block heater, mind you!). The lesson here: buyer beware. Don't buy a vehicle that has been imported by someone else unless they do the federal certification first. And even if they complete that part of it, get a pre-inspection done to see if it will pass the Provincial inspection before making an offer. You might regret it if you jump over these steps by ending up with a heap of scrap metal that cannot be licensed.



SBCC OFFICERS / 2009-2010

President: Bob Forward

Vice-President: Terry Yuzik

Secretary: Richard Mathieu

Treasurer: Larry Chapman

Webmasters: Ed Driver, Scott McGibney

Newsletter Editor: John Pharr

Founding President: Alan Wilson

Website: www.sbcc.ca

Notice from the Prez

“Rest in Peace” find in Prince Albert --- 3 TR7 cars, 1 convertible and 2 hard tops with sliding Webasto sun roofs,
Package deal on all 3 --- anyone interested call Bob Forward at 221-3113

**Saskatchewan British Car Club
Minutes – October 14, 2009**

Members present: 36

Location: Boffins Club – Innovation Place

SBCC Calendar Reminder

The 2010 annual **Spring Diagnostic Car Clinic** will be held on
Saturday, May 8th.

Time and location still to be determined – Consult the club
website and/or watch your e-mail for further information.

**Saskatchewan British Car Club
Minutes – November 19, 2009**

Members present: N/A

Location: Boffins Club – Innovation Place

SBCC Calendar Reminder

Saturday, June 19th

Father's Day Weekend Show and Shine

Grosvenor Park Shopping Centre , 8th Street and Preston Avenue
Alvin Mitchell, event organizer 343-1559

**Saskatchewan British Car Club
Minutes – December 8, 2009**

Members present: N/A

Location: Boffins Club – Innovation Place

SBCC Calendar Reminder

This year **May 29^h through June 6th** is “**British Car Week**”.

This is “an annual British car driving awareness week for promoting British cars on a world-wide basis”. Begun in 1997, prompted by an article by Peter Egan in *Road & Track*, “Since then, British Car Week has been an ongoing, annual opportunity for all classic car owners to get together with other classic car owners *in their own communities*, regardless of geographical origins, and share stories, answer questions, and display their cars among those who rarely get a chance to learn about and appreciate them”.

Visit www.britishcarweek.org for details – the quotes are from this website (*italics are mine*), but there is much more there – JWP

**Saskatchewan British Car Club
Minutes – January 13, 2010**

Members present: 24

Location: Boffins Club, Innovation Place

**Saskatchewan British Car Club
Minutes – February 10, 2010**

Members present: 25

Location: Boffins Club – Innovation Place

**Saskatchewan British Car Club
Minutes – March 10, 2010**

Members present: 34

Location: Boffins Club – Innovation Place

A Mouldy but Goodie...

I have this old, mouldy book..., mouldy because it spent so much time in the leaky boot of my '52 Ford coupe, the ratty but reliable car that got me through 4 years of university. A couple of other members have also read it. Called "How to Repair Your Foreign Car", it was written by Dick O'Kane, who wrote a humor column in *Road & Track* for many years. I love this book..., it is not only funny but extremely practical and lucid. Three sample chapter titles give you a hint:

...And All of a Sudden It Stops

Why, When Britannia Rules the Waves, Will Her Cars Not Go Through a Puddle?

"Carburetor" Is a French Word Meaning "Leave It Alone"

If you're interested in reading this literary gem let me know. Morris and Don and I haven't expired yet, so I'm assuming that the mould isn't of the dangerous variety - John