

VanDusen 98

by Craig Runions

Score another one for those Northern types. The Vancouver VanDusen All Brit on May 16 was another knockout. Tons of British cars, lots of sun, and 31 Morgans(!) plus Glen Jewett in his Peerless. New restorations (Lee Harman and Pat Miles), new acquisitions (Larry Sharpe), long-time since last time out (Bailey's DHC for instance!), and even the no-shows were notable (Powley's paid-for registration space had a card table display for his nearly-completed-but-didn't-quite-make-it restoration).

I drove up to Vancouver from north Seattle early Sat AM and it was a wee bit chilly that time of day. No trauma or gremlins this trip, though. Most cars arrived between 9 and 10. Our display location is still the best in the show, but was rearranged a little due to new tree plantings over the past year. Boy, were our numbers and colors impressive.

Five Southern cars made the trek this year – kudos to them as that is quite a trip – well over 300 miles each way. How about Dwight Smith from Lake Oswego in his 4-place flat rad? Make that two 4-place flat rads with Kay Jones from Seattle. Kay had the misfortune of a broken fan

belt like had happened to me 2 weeks earlier, but made do with a narrower temporary replacement and carried my spare on the trip back to Seattle as a safety precaution.

As if the day's activities weren't good enough, we were treated to another spectacular BBQ dinner party at the Theroux's out in Surrey that night. Gil and I were fortunate to spend the night right there – didn't have to drive late that evening. Ask Ron about 4 cars in his 2-car garage! Steaks, wines, salads, desserts, the supply seemed endless. Burp!! Groan!!

Half a dozen of us formed up Sunday AM for the drive south across the truck border and home. By then, the clouds had started to roll in, but the best part of the weekend was over.

Field meet participants were: 4/4s of Kaufman, Burkholder, Pat Miles, Collis, Larnus, Thomson, Sharpe, (Powley's table), McCabe, Wellington, Button, Lee, Hauge, Povey and Russell. Plus 4s of Theroux, Stegen, Runions, Emerick, Harman, Lafond, Harris, Glover, Bailey, Kay Jones and Dwight Smith. The Plus 8s were Rulka, Dice, Stromquist, Allinson, Ken Miles and Carew-Gibson.

Re-Worked Side Curtains

by Craig Runions

I recently completed a major re-pair and re-fit of my side curtains (just 2 on my roadster, thank goodness). Only the door mount legs and the windshield angle ever lined up. The rubber seals around the aluminum frame didn't fit to the top and the filler panel below the frame was too large, thereby bearing against the tonneau snap studs. The black vinyl covering was amateurish and held together with black duct tape and the mounting knurled knob cutouts were off center. The plexiglas and the aluminum needed lots of cleaning and polishing.

After removing the vinyl, I broke off 4 of the 6 machine screws holding the plywood panels to the frame legs. OK, drill out 4 and tap all 6 for new SS 6x32s. The old plywood panels were used as patterns; a pencil and sabre saw did the trick. The new paneling is what they call 5.2mm luan, which is approximately 3/16" thick. A 2'x4' piece (enough for 2 sets so now I have some left

over) was \$3.00. I decided to stain and varnish them for the 'real wood' look, which now appears pretty sharp and certainly is different. The frame legs were painted gloss black enamel.

Very minor bending of the legs and trimming of the rubber moldings made the fit much better, even though both sides are not exactly the same. My wind wings bolt to the outside of the windshield frame and get in the way of the side curtain frame when the door is opened or closed, so the rainy weather drill is 'remove wings, install curtains' and vice versa. Oh well.

There's no question that the car is now more water resistant on the interior, but hardly water proof. In 15 years, I've driven in real heavy rain maybe 6 times and, because of their poor fit, only once did I use the side curtains. But now they're wrapped in bubble blister packing laying flat behind the seat. At least (and at last) the job's done!