



The Car Club Beano



British Engineered Automobiles-Nanaimo Order

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Editor & Publisher: Al Thompson

Your New Chairman...and his Cars...Doug Unia

I guess I got my first exposure to English Cars as a young lad. My father owned three Austin A40 Somersets, all Robins Egg Blue. They were of 1951, 1953 and 1954 vintage and I recall my dad mentioning a price of around \$1200 for the 1953 model. As we lived in the north part of this province in those days, (first Kemano then Kitimat) the heating and demisting proved somewhat inadequate. I also recall my dad using the starting handle (provided in the toolkit) on several occasions. After two years of struggling in the heavy snows, the '54 was traded on a 1956 Hudson Rambler with a flathead six that produced lots of hot water, as flatheads are wont to do.

As a lad, my interest in mechanical things was piqued by first Tinkertoys and then Meccano, with clockwork motor and gear set. I also had a large collection of Dinky Toys (should have kept them!) and built plastic models of airplanes and ships. In high school I had 1960 and 1962 Volkswagen Beetles, which were great in the snow (rear engine and 15" wheels) but even more hopeless in the heating and demisting department. These were followed by my first English car, a 1966 Vauxhall Viva. As I was able to work in the Aluminum Smelter during the summer, I was able to upgrade, with my father's help, to a 1969 MGB. I removed the air pump as soon as the warranty had expired in an effort to increase the power.

I was attending UBC at this time and joined the Sports Car Club where I met similar minded enthusiasts and learned about mechanics. I traded my B on a new Datsun 510 in 1972 and this was followed by a 1966 Shelby GT350 in 1975. Another 510 followed, and then I acquired a 1965 Jaguar MK11 from a friend for \$180. I joined the Canadian XK Jaguar Register in 1978 and served as President, Vice President and Chief Judge over the years, finally letting my membership lapse in 2003 when Judy and I moved to Nanaimo. I am now a member of the Victoria Jaguar Club.



Me and my Jag XJ6C "Shirley"

About 1985 a friend and I started investigating a kit car that was being produced by Jim Marland under the name Copycats, and then Proteus. We both ordered the kits and when they arrived, *(Continued next page)*

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we started work on our 1953 C-Type Jaguar replicas, based on MK11 mechanicals. I modified my engine with balancing 9:1 pistons, Forward Engineering Cams and 2" SU HD8 Carbs. We enjoyed this car for a number of years, during which I was fortunate to meet FRW Lofty England, Jaguar Competition Manager during the 1950's and 1960's, and AF Rivers Fletcher, manager for BRM about the same time period. We sold the C-type to build a house in 1990 and acquired a Jaguar 420 in 1993, keeping it till we got our 1977 Jaguar XJ6C "Shirley" in 1997.

I am always tinkering with the car we currently own and modifications to the Coupe include Urethane suspension bushings, rear anti-roll bar, 7" outer headlamps, Marchal fog lamps, SU HS-8 Carbs with manual choke (all North American cars came with Stromberg 175CD,s) and later model electronic distributor. A friend suggested I join the OECC Coast Branch and I did in 1998. By this time my interest had broadened to include not just Jaguars but all English cars, and at this time I was asked by a fellow club member to help with his SU carbs from a MG Midget. Thus I started my new hobby and I now am able to do Stromberg carbs as well.

Judy and I are very happy with our move to Nanaimo and look forward to being members of the Central Island Branch of the OECC for many years....*Doug*

Brits 'Round BC ..*Nigel Muggeridge*

At one of the car shows we attended in 2004, Derrick and Patricia Sparks (OECC Victoria) came up with an interesting idea. In 2005 it would be neat to have a tour organized to visit all the other branches of the OECC. I have been asked to help coordinate this event as the representative of our Central Island Branch.

A meeting to develop this idea was held at Derrick and Patricia's home 22nd January 2005. This meeting was attended by reps from the Comox, Nanaimo, Victoria and Vancouver branches. I attended for our Central Island Branch. The planned tour could be (and now has been) named "Brits 'Round BC". The base route was laid out and modified as the afternoon progressed. The tour would start from the Father's Day Picnic in June. More details will be forthcoming, if not before then at our club meeting 15th February. *(Please see the recently issued detailed info sheet and registration form included with this Beano...Ed)*

Why Not a Classic Motorhome?

...*Mike Bull*

A few years ago I was looking through a copy of "Practical Classics", a British old car monthly) and read about The Classic Camper Club. This is a Club for those interested in the preservation of any Motorhome over 25 years in age. The Club was formed in 1991, had over 1,000 members already, and was based in Malvern, Worcestershire - where the Morgan Motor Car Company is located. Furthermore, for about \$2,500.00 one could purchase a good "Classic Motorhome" and this appealed as my wife and I wanted to tour in the UK for several months at a cost we could afford. We had retired early, but with only a small pension. We could sleep and eat in the camper, use it for travel and even do our laundry we figured. We were experienced campers and could not afford to hotel it, so the idea of a camping vacation in the UK was hatched.

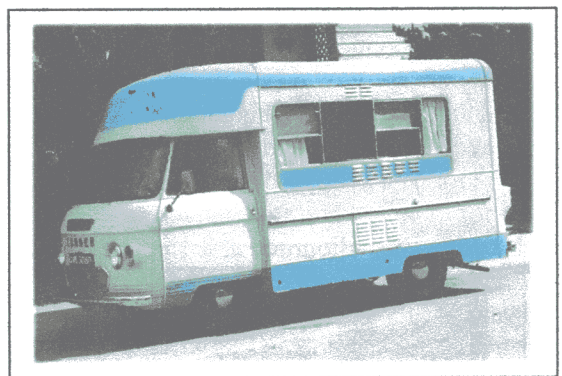
Coincidental to reading the Practical Classics Magazine, I saw in the Old Car Trader an Ad for a 1966 Commer Bluebird Highwayman motorhome which was located in Edmonton..Aha! It was \$4,000.00 and was a left hand drive coachbuilt unit, imported by Chrysler who, in the '60's, owned Rootes Motors and sold the Commer in North America.

We wondered if we could ship the Commer to the U.K. and use it there? But, shipping costs were not cheap from Vancouver and driving to Montreal to ship from there was a dubious option. We did buy the Commer, at the end of a very cold winter, the prior owner was very anxious to not let us off the hook and pursued us with an ever decreasing price. The Commer was delivered to us in Calgary after it was agreed we would offer \$2,000.00 if the owner would prove its reliability by driving it to our Calgary home, and he did. In return, we gave him our well used Dodge Omni to get him back to Edmonton. The Commer needed restoration to the interior, whilst the exterior was quite good and needed nothing but a polish.

We joined the Classic Camper Club by mail paying 10 pounds for our joint membership and began receiving the Club newsletter, a bi-monthly, and found it to be filled with members advice on how to fix a camper problem, technical articles by knowledgeable members and Want Ad's galore! As well, there were many weekend camp-outs at various locations organized by member couples who booked space at a local camp-site, ran an

Ad in the Club magazine where members could then make a booking, to then meet others from far flung places, in their old campers.

Having decided not to ship our Commer to the u.K. since its restoration was going to take longer than we thought, we next pursued the idea of buying a members unit advertised in the Classic Camper Club magazine. We figured a member's unit would be more reliable than one from a Used Camper dealer and so we found and bought a 1972 Ford Transit Landliner for 2,000 pounds. It was fully equipped, with toilet, shower, heater, stove, fridge, hot water and the prior owner left with it a small tv , blankets, pots and pans, cutlery too! We mailed a 10% deposit, flew to England and took a train to Alton in Hampshire, enjoying the lush scenery on the way. We picked up the Transit from the club member who worked at a local hospital. I had thought he was a physician from our phone discussions - turns out he was a chef, but a well-spoken one I guess.



Our 1966 Commer Bluebird Highwayman

(Mike and Pat's motorhome adventures in England will continue in the next Beano)

Club Meeting 18th January 2005

Chairman Doug opened the meeting at 7:30 pm with 29 members in attendance. Dennis Millard was asked to talk about the Christmas Party, which had excellent attendance and was well received by the members. Adele gave the Treasurer's report. The bank balance is \$1631.41. Mike Bull reported on membership and announced Linda Mick won a free 2005 membership for her early registration. Al Thompson reported that the Beano would continue to be printed every two months, prior to monthly meetings so that it can be distributed at the meetings, saving postage. He also reported that after much research, the best option for the 2005 annual banquet remains with Tigh-Na-Mara. Tickets need to be increased to about \$35 per person to cover cost. Nigel Muggeridge announced that OECC branches were interested in getting together and visiting other clubs. Nigel and Tony Mantel suggested possibly scaling down Brits on The Beach and making it a no charge entrance event. Tony also talked about the Ladysmith Little Theatre inviting the Old English Car Club to a performance. Details to follow at a later date. Geoff Francis announced that activities are now on the website and there will be bowling in February. Ken Hedges talked about TRs and the restoring of his TR250. Merv Stegg brought some T-shirts in for us to see and to consider purchasing. Meeting was adjourned at 8:15 pm...Dennis



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EACH OFFICE IS INDEPENDENTLY OWNED AND OPERATED

Flogger's Corner

1979 Lotus Eclat, one of 1522 Eclats built, equipped with a Rover 4ltr V8 & automatic transmission. Dunlop SP tires, clean fibreglass body. \$6000, Phone Doug, 756-2207.

1976 BMC Mini 1000, Mayfair interior, 10" Dunlop mags with new Yokohama tires. Spare engine & transmission \$5500. Phone Doug, 756-2207.

1962 Jaguar 3.8 Mk2 Auto Trans, project car, including spare body and lots of spares. \$1000. Phone Derek Raines 250-468-1601.

MGB 5-spoked Knock-off Wheels, also 1 cross member axle unit with K.O. hubs, and one late tube type rear axle with K.O. hubs. All or part, \$450 ONO. Phone Nigel 245-8947.

1974 Rubber Bumper MGB – dismantled. Most parts for sale. John Bower 250-701-0162.

Valve Lifter (Tappet) Set for Triumph Spitfire 1300/1500, brand new, \$16. Phone Tony 245-4592.

Club Events Coming Up

Feb 20th 3pm - Bowling at Brechin Lanes, then dinner at a Restaurant.

Mar 15th 7:30pm - Club Meeting, ABC Restaurant, North Nanaimo.

Mar 20th – Port Alberni Cruise. Meet at Canadian Tire 9:45am.

Apr 19th 7:30pm – Club Meeting, ABC Restaurant, North Nanaimo

Apr 24th – Lake Cowichan Outing. Meet at Southgate Mall, time TBA.