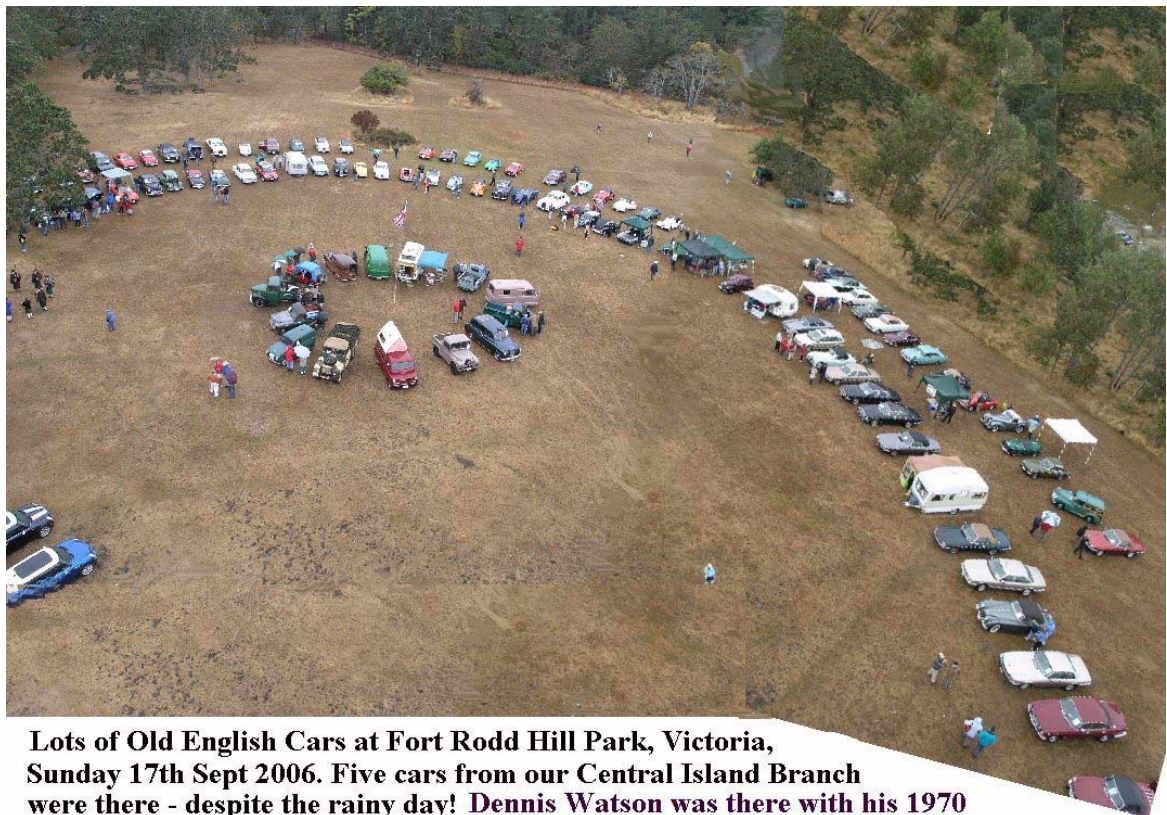




Sep-Oct 2006 42nd Edition Editor & Publisher: Al Thompson

English Car Affair in the Park Weekend

Fort Rodd Hill Park, Victoria



Lots of Old English Cars at Fort Rodd Hill Park, Victoria, Sunday 17th Sept 2006. Five cars from our Central Island Branch were there - despite the rainy day! Dennis Watson was there with his 1970 Triumph Spitfire, Doug and Judy Unia with their 1973 Jaguar XJ6C, Ken and Adele Hedges with their 1975 MGB, Martyn and Patricia Green had their 1993 Jaguar XJS, and Al and Irene Thompson and their 1965 London Taxicab. The vehicles in the inside circle are old English commercial vehicles - the 'celebrated' marque at Fort Rodd this year. (Photo , from 77 feet atop the Colwood Fire Dept's articulated rescue platform, by Dr. Parvez Kumar)

Mt. Washington – 20 Aug 2006

Despite prior warnings of major roadworks and huge crowds on Mount Washington, our picnic run up there encountered none of these problems. The weather was perfect as our ten cars made their way up-island and through Courtenay in a nice neat crocodile. In the middle of town though we somehow managed to do the old OECC thing and get split up. One group of 4 cars found their way up to the agreed meeting spot above the main lodge at Mount Washington with no trouble at all. The 6 others seemed to have had some serious navigation problems because they ended up almost to Campbell River before eventually finding the right route up the mountain. Happily, we all eventually found each other and had a most enjoyable potluck lunch looking out at the beautiful views of the Comox glacier. After lunch and chats, some went up the ski lift to the very top of the mountain, others dallied around before making the run home. Another enjoyable car club run...*Ed*



Picnic on Mount Washington

Monterey Trip – Aug 2006

In mid August 17 cars and 34 members of the Victoria MG car Club including our own Dave and Linda Harris and Doug and Jacqui Bainbridge wound their way down US 101 to Monterey, California for the 33rd Monterey Historic Car Races at the famed Laguna Seca track. The majority of the members had been to this event several times but it was all new to our Nanaimo

members. We were glad to have CB radios to keep in contact with each other, especially on the 8-lane freeway near San Francisco. They were used for directions, the occasional joke and the inevitable “code yellow”.

The first day in Monterey was a “free day” so Dave, Linda, Doug and Jacqui headed downtown and took in the incredible Aquarium. Doug and Dave went to a preview of the R&M auction, which featured high-end cars, which included a McLaren F1, Ferraris, Allards and a Jaguar 220. These were some of the most expensive and exclusive cars to be found anywhere. In fact, Monterey was inundated with Ferraris and other exotic cars. On one street alone we saw two brand new Aston Martins, a coupe and a convertible. Laguna Seca is a 2.236-mile track featuring 11 corners including the famous (or infamous) corkscrew, which drops 8 heart-stopping stories in a series of 3 turns. The featured marque of the races was the Cooper. One of the highlights of the races was Panasonic Toyota F1 driver, Ricardo Zonta setting a track record on Saturday and then breaking his own record on Sunday. The car averaged a speed of 120 mph. We all had pit passes and it was so exciting to be right in amongst the cars, drivers and crew. It was incredible that nobody was run over as the cars came off the track and headed to the pits. Time and paper will not allow me to record the kinds of cars that we saw.



Doug and ex-Jackie Stewart F1 car

After a wrap up dinner on Sunday at the British style “Penny Farthing” pub in Salinas we all (*Continued top of Page 5*)

My 1939 BSA Scout

By Mike Green

(In the May-Jun Issue of Beano, Mike told us about the evolution of the BSA Scout motor car, how it started off in 1931 as a 3-wheeled, motor-cycle-engined vehicle in competition with the 3-wheeled Morgans of the era. He also told us of how he acquired his own BSA Scout in Lachine, Que, as an "incomplete pile of semi-rotten bits" that had been in storage for some 20 years. In this Beano, Mike continues the saga of his now-beautiful car – see photo...Ed)



From the evidence I discovered as I dismantled various areas of the Scout, that owner in Lachine had resorted to drastic strategies to keep it on the road. Perhaps he wanted to show the superior traction of front wheel drive in a Quebec winter without resorting to the low ground clearance of a Mini! After dismantling the ash-framed body and sand blasting the metal panels (originally held on to the framework by hundreds of little nails, most of which had rusted away) I discovered that only the steel above the waistline was usable. Since all the wooden parts needed replacing, the steel panels were used as templates for new ash frame components. These I made in the local high school's

carpentry shop during evening classes. Strangely, the factory drawings specified metric-sized plywood for the floor and the bulkhead (you couldn't call it a firewall!). I fabricated the simpler steel panels (also at evening classes) but had to get professional help with the complex ones, such as the petrol tank. The rear fenders were made from the BSA club's full-scale drawings by a craftsman located near Ottawa. The front fenders were made by an old-timer in the UK who was making replacements for an original pair for a BSA club member who very helpfully offered to get a second set made for me. (The problems involved in getting the fenders from the UK to my home in Ottawa could be the subject of another article!)

The engine needed a complete rebuild, plus some block repairs; the clutch required re-corking and new springs (the corks are actually sections of wine corks), the gear-box had some damaged gears, and the differential had several worn out components, the most serious of which was the final drive worm-wheel. Many of the needed engine and transmission parts were manufactured by the BSA club, but some involved long waits. This gave me time to puzzle over many unanswered questions about acquiring and re-assembling many of the peripheral bits and pieces. Sometimes I seemed to be undertaking an archeological dig, rather than the restoration of a very simple example of automotive engineering! For example, pistons were a real headache; - I had some sent from Australia via the UK, but they were incorrectly sized and I finally used some modified Austin Metro units.

Final assembly took place in 2003, but there was quite a challenge in getting the Scout

licensed for the road, since I had no formal documentation from previous owners. According to ICBC the Scout was an import from Ontario because that's where I had moved from to BC! Several problems had to be tracked down and cured before I felt comfortable driving more than a few kms from home, and I always carried a cell phone on outings, however short. Serious overheating problems required the installation of a modern electric rad-fan and coolant pump; - the original set-up had no pump, but the "Export" model Scout, like mine, did include a chain-driven fan behind the radiator; unfortunately, I was unable to find replacement parts. A few problems still await resolution; - for example the headlamps that I installed are bigger than the originals, but I am pursuing some leads to a pair of the correct type.

In 2004 I trailered the Scout to Brits on the Beach. Then in 2005 with most of the learning curve behind me I drove from Qualicum Beach to Brits on the Beach in the company of several other old English motorcars. That summer saw the Scout putting in an appearance at three other shows, with a haul of three awards! In 2006 three showings brought home another two awards, so the long effort has paid off in all the attention and admiration that the Scout generates!

A visitor to the 2006 Brits-on-the-Beach enquiring after the Scout (the Scout and I were absent because of a family funeral in the UK) tracked me down later and told me that in the forties his father had a green BSA when they lived in Vancouver. He even produced a photo of himself as a four-year-old standing by a sad-looking Scout on a snowy day. From his skimpy memories, and

the photo, it seems very probable that this was my Scout, especially as the factory records show my car as being originally green. By coincidence that gentleman lives only a few miles away from me, so he brought his whole family over to see the resurrected Scout at another show later in the summer. Not only have I brought the Scout back to life, but also back to its earlier provincial home base!

Milner Gardens Tour –8 Oct 2006

The weather was a bit dodgy to start with, but even so 10 cars – five of them Old English cars – arrived up at Milner Gardens at about noon on Sunday 8th Oct. Some had met up and started from Canadian Tire, and others had joined along the way, or at the Gardens. We had a most interesting wander through the gardens and trails before all gathered in the main house for afternoon tea – the fine old English version with hot scones, devonshire cream, yummy jam, and, of course, Tea. During the course of the afternoon we all tried a fun quiz on the subject of Tea (e.g. which country created tea bags? UK, USA, Canada, or Russia? The correct answer was USA) Winners were Doug and Judy Unia. Thanks to Malcolm and Janet Hargrave for arranging the tour, leading the cars, setting up and marking the Quiz. This is the second run they have organized this year, and they have done a great job both times...*Ed*

Remember....

18 Nov 06 – Annual Banquet
 21 Nov 06 – Club Meeting, ABC Restaurant
(N.B. No Club Meeting in December)
 16 Jan 07 – Club Meeting, ABC Restaurant
 20 Feb 07 - Club Meeting, ABC Restaurant

(Continued from Page 2)

went our separate ways. Our Nanaimo members had planned a route home which included the wine country of Napa Valley and the historic Victorian town of Ferndale and across to the coast. We visited many quilt shops and toured the Tillamook Aviation Museum where Doug and Jacqui went for a 30-minute flight in an open cockpit biplane. The flight took them out over the Pacific Ocean over the Arched Rocks, home to hundreds of sea lions. It was a once in a lifetime experience. Our journey covered 2,600 plus miles over a lot of scenic roads, perfect for our British cars. We saw a lot, ate a lot and laughed a lot. Does that sound familiar?!...*Doug Bainbridge*

Floggers' Corner

1979 Jaguar 4.2L Engine. 6 cylinder c/w fuel injection. Also: rad and cowl; 2 electric fans for rad; trans. cooler, alternator; starter; A/C compressor and hoses; fuel pump; drive shaft; shield; tranny (broken); assorted small parts and hoses. No reasonable offer refused. Call Don Badger Nanaimo 716-1651.

1972 MGB 4-Synchro Gearbox in good working order \$100. Call Al Thompson Nanaimo 756-0452 or email athomps@island.net

Wanted '70-'74 MG Midget Parts Car. Also need restoration books, factory shop manual, and handbook. Call Michael Davies Nanaimo 754-2396 or email mc.davies@shaw.ca

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NEW, USED AND PERFORMANCE PARTS FOR TRIUMPH, MG, AUSTIN

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***Don't Forget our OECC Annual Dinner. at Nanaimo Golf Club
Sat Nov 18th. Meet at 6pm. Dinner at 7pm. Tickets from Tony, 758-2258***

Club Meeting 15 Aug 2006

Chairman Doug read the Minutes of the July meeting. Adèle Hedges followed with the financial report giving the bank/cash balance as \$2,086.93. Membership guy Mike Bull introduced guest Brian Yates ('86 Citroen), and also mentioned Paul Keene and Mike Findlay had now joined the club. Membership stands at 71. However, Larry Blatchford was no longer a member of the club, having sold his Jaguar (it was recognized that Larry and his wife Virginia will be sadly missed, especially for their excellent performances at recent club annual banquets). There followed some discussion on Brits-on-the-Beach: Al Thompson moved, and Mike Bull seconded, a donation of \$200 to the Ladysmith Little Theatre in recognition of their services to B-on-the-B; this was approved by show of hands. Nigel Muggeridge told us that a Thank-you note (for all concerned) had been placed in the Ladysmith paper. Malcolm Hargrave gave a brief report on the Scavenger Hunt. Then Chairman Doug reported on the recent Jaguars-on-the-Island; he also briefly described the OECC Filberg gathering. Wayne Peddie told us about his recent trip to the McMinnville Aviation Museum (where the Spruce Goose is displayed) and the nearby Triumph show that he had attended. Tony Dowell reminded members about the old car gatherings at the Longwood A&W on Wednesday evenings; recently attendance seems to have fizzled. Dealing with upcoming events, Chairman Doug mentioned two: one was the Aug 27th Car Rally put on by the Haven Society and asked that the branch support a \$100 sponsorship of this worthy cause (all agreed by show of hands); the second was the Old English Car Event in the Park at Fort Rodd Hill. Wayne Peddy told us about the upcoming Portland English car event. The Chair asked members to start thinking about the new executive committee for 2007. Adèle Hedges agreed to stay on as Treasurer, and Mike Bull was willing to stay on as Membership Registrar. Merv Stegg now has DVDs with pictures of Brits-on-the-Beach over the past four years – available at \$5.00 each. Merv also described his selected car of the month – the Humber Pullman. Alan Petrie suggested that a future car event could take in his maintenance and repair shop in Parksville. The meeting closed at 8.44 pm.

Club Meeting 19 Sep 2006

27 people were present. Chairman Doug read the Minutes of the 15th Aug meeting. Mike Bull reported that membership was now 72. He continued – on behalf of Tony Dowell, who was out of town – to request an additional \$100 for the Annual Banquet Disco to provide additional earlier music (needs to be discussed again at the next meeting, once it is determined whether or not the Blatchford duo might still be available for an equivalent honorarium – Al Thompson to check with Tony Dowell). Adèle Hedges gave the financial report – we are in good shape with Current Assets of \$2017. Chairman Doug nominated Al Thompson as the next Branch Chairman, and asked for any other nominations (there were none). Doug also advised us that Marg Sabourin had volunteered as Events Coordinator. He then gave brief reports of the Aug 27th Car Rally for the Haven Society; and the 16th-17th Sep English Car Affair in the Park at Fort Rodd Hill (*see front page photo..Ed*). Wayne Peddie mentioned the Portland All-British Meet where 805 cars had participated. Alan Petrie told us about his involvement at the recent meeting of the Rolls Royce Club at the Qualicum College Inn. Martyn Green gave us a few words about the Seattle Jaguar Club meeting that he attended in Newcastle, WA (*it came out later that Martyn, and his '93 Jag XJS won the Cup for Best in Class..Ed*). And Doug Bainbridge gave a brief overview of the recent trip down to Laguna Seca, Monterey CA. Some upcoming events were mentioned, including: Oct 8th - run to, and tour of, Milner Gardens; Oct 15th – Luncheon Pub Show by Ladysmith Little Theatre (cost is \$18.00 each, contact Tony Mantell by email mrfixit@telus.net); a Visit to the Port of Nanaimo (Martyn Green is in charge – more details at next meeting). There was some general discussion about painting of garage floors. Merv Stegg's Car-of-the-Month was the 1934 Singer G. The 50/50 draw was won by Mike Gilbert. Meeting closed at 8.50 pm.

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