



The Car Club
Beano
 British Engineered Automobiles-Nanaimo Order

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Nanaimo Golf Club Big Hit for Annual Banquet

64 people, all decked out in their best attire, showed up at the Nanaimo Golf Club for the OECC Central Island Branch Annual Banquet. It was a memorable event. The music was enjoyable, the food was excellent, and the camaraderie was...well just what you would expect from our happy-go-lucky congenial bunch. Once we had all had our fill of the especially provided prime rib of beef, and all that delectable other stuff on the buffet table, and Chairman Doug Unia and given us a few words of welcome and encouragement, it was time for the fun. Irene and the Accidents once again entertained us with their unique 'song and dance' act that highlighted club happenings throughout 2006. Later many prizes and awards were given out. The coveted "Members of the Year" award went to Geoff and Candy Francis for their superlative support of club events through the year. The less coveted "Piston Broke" award, for the most spectacular car failure of the year, went to Nigel Muggeridge for the unexplained, sudden and decidedly eerie electrical failures he and Frances experienced in the vicinity of Roswell, New Mexico (*where alien beings from outer space were reputed to have landed in the 1940s...Ed*). Later we hit the dance floor and showed off how well, or how badly, we could hoof it. Many thanks to Tony Dowell for all the fine arrangements.



A Brief History of Our Club

The Old English Car Club was started in 1985 by Ian Cox, and a group of fellow old car enthusiasts, in Penticton BC. Ian Cox is still around and now is a member of the South Island Branch in Victoria. Some of you may know him. He runs the British Car Shop in Victoria and, every year, sets up a stall at our Brits-on-the-Beach show. Eventually, a branch of the OECC started in Victoria. It had its first meeting on May 3rd 1993. A report of that meeting was printed in a journal called "Western Classics" in June of 1993; one paragraph read:

"Mike Davies left the meeting.....with a list of members in the Nanaimo area, and with definite intent of calling a gathering of the clan there. Watch this spot for a report on the soon-to-be Nanaimo branch..."

Yes folks, that's the same Mike Davies who is still a member of our Central Island branch. While memories have dimmed with the passage of time, it seems that the Nanaimo group did indeed get started in 1993 – then faded out, and then got going again. An initial meeting was reportedly held at the Dorchester Hotel in the fall of 1993. Ian Cox from Victoria and some half dozen Nanaimo people were at that initial meeting. Then in the spring of 1994, and in the months following, further meetings were held in the Occidental Hotel, on Fitzwilliam Street. Members in those early days included Don Graham and Ken McIntyre (who remained members until 2004), Bart Baker, Dave Brown, Mike Davies, Doug Bainbridge, and Dennis Watson (the last three still members).

In 1995 some meetings were held in Don Graham's Printing Shop on Front Street. Monthly runs also got started. Then, as membership grew during 1995, meetings were moved to Roman's Pizza on Wingrove

Street, just off Departure Bay Road (*that was where meetings were held when I joined the Club in mid-1997; typically we used to have about 6 or 8 people out to a meeting in those days...Ed*). A March 1997 club roster lists 21 members, of whom 6 are still current members. In 1998, as membership continued to increase, Chaser's Sports Pub on Bowen Road became the location for our meetings. It was at a Chaser's meeting in late 1998 that our Club newsletter, the *Beano* was born. First Editor Norm Marshall and Publisher Don Graham produced the 1st Edition in January 1999. Also in 1999, the Central Island Branch hosted the Society AGM for the first time; it was held at the Qualicum College Inn, Qualicum Beach and was a great success. Our Central Island was 'on the map', and membership had reached 30.

In 2000 we organized our first annual car show. It was at the Chaser's Pub parking lot and attracted 43 cars – quite a showing for our small club. The next year the show was moved to Ladysmith's Transfer Beach and became the now well-known Brits-on-the-Beach. We outgrew our corner in Chaser's Pub, so Club meetings were switched to the upstairs meeting room in the Longwood Brew Pub in Feb 2001. Then, in October that year we switched again to the ABC Restaurant, where our meetings have been held ever since. In the mid 90's, Mike Davies and Don Graham were, in turn, Chairmen of the Branch. Then, probably from early 1996, Doug Bainbridge took over as Chairman, and steered the Club for the next 5 years. For 2001-2002 Fred Van Ingen was Chairman, followed by Dennis Millard (2003-2004), and then Doug Unia (2005-2006). As you have likely read elsewhere in this *Beano*, current membership stands at 72 – quite a growth from the half dozen or so that started things off at the Dorchester that evening in 1993. (*Cont'd Top of Page 5*)

Nanaimo Port Visit 22 Oct 2006



Despite the morning fog, 26 brave souls came out for the Port of Nanaimo event – probably the last outdoor club function of the year. At least 8 old English cars were out also – together with a bunch of daily drivers. OECC member Martyn Green, a retired Director of the Port of Nanaimo, had made all the arrangements, and did a fine job of briefing us on all aspects of the Port operation. We started off at the main Port offices, and then motored a few blocks to have a look at the commercial assembly wharf, where, one day, cruise ships may be tying up. Later on, Martyn – ably assisted by Doug Bainbridge – sent us off through the back roads of Cedar, Yellow Point and Ladysmith to find the answers for a tricky Quiz that required each of us to have five sets of eyes! We eventually lumbered into the parking lot of the Page Point Inn, on the shores of Ladysmith harbour, seeking a well earned lunch. After we had scoffed our fill, the winners of the Quiz were announced.

They were Janet and Malcolm Hargrave who won hands down. Many thanks to Martyn for laying on such an memorable event. I forgot to mention that Tony and Sandi Dowell joined us at the Page Point Inn – and oh, **have you seen Tony's latest toy? Here it is, his original, unrestored 1959 Austin-Healey 100-6...Ed**





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Beano to Get New Editor

After three years, and 18 issues of Beano, I shall be relinquishing responsibility for the production of this Newsletter. This 43rd Edition will be my last. I therefore want to thank you all for your loyal readership, and also those members who have helped me by providing articles from time to time. I want

to particularly thank Roger Killin and Doug Bainbridge for their help in getting the Beano to the Web every couple of months. Finally, I want to sincerely thank the fellow in the garbage bag, in the photo above, for stepping forward and volunteering to take over as Beano Editor and Publisher. I wish you well, Ken...*Al Thompson*

Next Club Meeting – 16th Jan at the ABC. *Merry Christmas and a Happy New Year*

(Cont'd from Page 2)

Finally, a word about the old English cars in the club, then and now. In 1996, club members owned a total of 25 cars of which MGs (12 of them) were the predominant brand. Today we have some 100 cars on our list, with MGs (27) still in predominance. However, Triumphs are close behind with 22 listed. In 1997, Roy Burns's 1947 Morris 10 was the oldest car on the list; today it's beaten out by Nigel Muggeridge's 1927 Austin 7 Chummy. So there you have it folks! That's our Club's life story so far....*Ed*

Importing an Older Vehicle

Recently, I decided to import an older vehicle into Canada from the USA. The rules for doing so are relatively simple, so is the task itself if you keep in mind the following requirements. Any vehicle over 15 years in age, that is to say, earlier than a 1991 may be imported without having to meet the current MOT criteria - which excludes certain vehicles, and requires compliance in the case of all non-excluded vehicles.

If the intended vehicle is over 15 years in age, you MUST forward a title copy to the US Customs at the point where you intend to cross back into Canada, at least 3 days prior to such crossing. When you arrive there you must also produce a valid Bill of Sale given to you by the seller. Failure to do one, or both, will prevent the export of the vehicle.

When entering Canada, you will need to complete a form number One and produce the Title and Bill of Sale documents for the inspecting Canada Customs officer who will definitely search the vehicle for contraband. Canada Customs will collect GST, and levy a \$100 fee for each air-conditioner in the unit – whether working or not! Next, you will need to have the vehicle inspected by a licensed mechanic who is approved to judge

whether or not the vehicle is fit, and meets the intra-provincial safety inspection requirements. Only a limited number of such inspectors exist; your local new car dealer will have just one or two. A certificate of compliance may be issued, or notice of failure, and both are valid for a limited time. If you fail to register the vehicle or have the failed items repaired within a limited time, you will have to have an-inspection done, at your cost. If the subject vehicle weighs more than 3500 kg, it is exempt from the intra-provincial inspection requirement relative to mechanical fitness...*Mike Bull*

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Club Meeting 17 Oct 2006

In Doug Unia's absence out of town, Al Thompson chaired the meeting, which started at 7:30 pm with 29 people present. Following reading of the 19th Sep Minutes, Mike Bull reported that we had 72 members, and 15 have already renewed for 2007. He introduced new member Rob Bradbeer. As Treasurer Adèle Hedges was ill, Ken Hedges provided a financial report. The bank balance stands at \$1,828.35. Al Thompson reported that the Sep-Oct Beano was being mailed. Tony Mantell told us that the Bull & Bush lunchtime pub show, which had been scheduled for 15th Oct, had to be cancelled due to insufficient people signing up for it. However, Tony did mention that the Ladysmith Little Theatre was planning an old-style Pantomime between Christmas and New Years; more info should be available at the next club meeting. Malcolm Hargrave gave a brief report of the successful Milner Gardens outing on 8th Oct – 22 people had participated. Tony Dowell brought us up-to-date on preparations for the club's Annual Banquet to be held at the Nanaimo Golf Club. It was moved by Martyn Green and seconded by Mike Bull, that \$300 be approved for the disco – this was carried by a show of hands. Martyn Green then gave details of the upcoming (22nd Oct) tour and briefing of the Port of Nanaimo. The Acting Chair advised everyone that the club elections would be held at the club meeting, on 21st Nov. For the second time of asking, he invited nominations for the position of Chairman from the assembled members; there were no nominations. The Acting Chair stated that both Adèle Hedges and Mike Bull had agreed to continue in their positions for another year. Also, it was announced that Ken Hedges has agreed to take over as Editor and Publisher of the Beano from Al Thompson, who has done that job for three years. Merv Stegg told us about his Car of the Month – the Allard J2X. The 50/50 draw was won by Ed Mejlholm. Adjournment was at 8:31 pm...*Ed*

Club Meeting 21 Nov 2006

Chairman Doug opened the meeting at 7:35 pm with 23 people present, and read the Minutes of the 17th Oct meeting. He went on to summarize

the proceedings of the 28th Oct OECC Society meeting that he and Adèle Hedges had attended in Tsawwassen. Of note was the decision concerning the 2007 AGM – it is to be held in Vancouver, likely in the Silva Hotel on English Bay, on the Sunday of the Victoria Day weekend (May 20th). Mike Bull followed with info that we had 31 paid-up members already registered for 2007. He also introduced guest attendee, Roger Tarry, who has a 1931 Talbot. Adèle Hedges told us we have \$1362.65 in the bank, with results from the Annual Banquet still to be dealt with. She also showed the regalia items obtained from the Society. The Chairman then asked for any further nominations for the position of Chairman for 2007; there were none. He therefore announced that Al Thompson was declared Chairman for 2007, by acclamation. The Chair also asked for any further nominations for the position of Webmaster, or any of the other positions on the Executive. Again there were none. The Chairman then declared the slate of club executives for 2007 as elected by acclamation (*see the List elsewhere in this Beano*). Tony Mantell told us that further info on the Ladysmith Little Theatre Panto was expected and would be sent around by email. Tony Dowell reported on the Annual Dinner; 64 people attended and the event ran with a surplus of \$30. He had a written a letter of thanks to the Nanaimo Golf Club management. The Chairman requested members consider volunteering as drivers for Operation Rednose. Mike Minter gave us an interesting slide show of his recent European trip. Then Merv Stegg did his Car-of-the-Month presentation; it was the Alvis TV14, built from 1948 to 1950. Mike Bull proposed a Vote of Thanks for outgoing Chairman Doug Unia and the fine leadership he had given us over the past two years – the members responded enthusiastically. After the 50/50 draw was won by Alan Petrie, the meeting concluded at 8:34 pm...*Ed*

