

The Car Club Beano



British Engineered Automobiles-Nanaimo Order

July - August 2009

59th Edition

Editor & Publisher: Ken Hedges



1968 Lotus Elan

The car here is a recent picture of my Lotus Elan. I purchased it in poor running condition for \$1100 in Montreal in 1974, and there began my long term relationship with this little beast. Owning other British cars (Alpine, MGB, Spitfire, TR7) since I was 16 years old, and with limited funds, pushed me to develop some mechanical repair expertise or spend all my money at the mechanic shops. I managed to develop a good mechanical capability with hands-on repair experience, so I did not think that maintaining a Lotus Elan would be a significant challenge. It was not.

A short history of the Lotus Elan. Produced from 1962 to 1973, and about 9,000 Elans were made during the entire production run of 11 years. The Elan is basically a very lightweight and fragile steel backbone chassis (weighs 75 pounds) over which a lightweight fiberglass body is fitted. The Elan, relative to the other sportscars that I had owned, was more technologically advanced. Crammed into the engine bay, was an English Ford's four cylinder 1558cc engine, significantly modified by Lotus, with a Lotus-inspired Cosworth Twin Cam alloy cylinder head, twin Weber 40 DCOE carburetors. This engine would go on to be used in a number of Lotus production and racing models, including the Elan+2, and the Europa.

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Chairman's Note

This has been one great summer! Since writing last, the club has been active as all get out. BATS II was a huge success. We must have been quite a sight parading through Northern Washington and Southern BC with most of the cars making it to the Salt Spring Island show.

Brits on the Beach, again, was great show, and, you can read all about it, in the wagonmasters report. Very good turn out guys and gals.

The Mclean Mill/Port Alberni run was good. Some of us going all the way to town on the steam train and back again to the Mill. Quite a few opted to visit the winery about halfway, then being picked up by the train on its way back.

Don't forget that the annual meeting of the Society will be held in Victoria on September 12. The following day the South Island Branch have their annual car show. Lets have a really good turnout for this one.

...Norm Hall Chairman

Membership

We are halfway through this current year and our membership count is ever so close to beating last years "record" of 108.

At Brits-on-the Beach we gained 5 new plus one more renewal, and we picked up more from the secret resources known to the Club Jester Mike B.

But seriously though, we heartily welcome into our midst all the recent NEW and renewing members as follows:

Rod/Irene Berg - 1954 TR2, 1995 XJS

John/Keli Crowe - 1972 MGB

Nita Grant - 1975 RR Silver Shadow

Richard Huntrods - 1968 MGB

Ken Smith - 1975 Austin Taxi, 1975 MGB

Tom/Cindy Trott - 1954 RR Silver Dawn, 1985 XJ6

Dave/Anne Wass - 1974 MGB

Steve/Gwen Wareing - 1972 MGB GT

John/Silvia Markila - 54 TR2, 72 TR6, 61 JAG MKII, 67 JAG 420

Don/Dot Hay - 1973 MGB

Murray/Lind Broad - 1991 Rover Mini

Alan/Lily King - 1993 XJ6, 1997 XJR

Will Radelet - 1962 Jag MK 2

Jeff Dowler/Edith Yarworski

Rob/Elaine Brodie - 1963 Commer Camper, 1967 Sunbeam Minx, 1973 MG GT, 1981 Jaguar XJ6

George/Elizabeth Goff - 1938,1953 Prefects, 56 Morgan, 63 Land Rover.

Barry Jones - 1973 TR6

And Teresa Linstrom - 1994 Mini Cooper

Hopefully I have not overlooked a new member

Hope to see you folks at our upcoming Club Meeting.

Cheers - *Mike Bull - Membership Guy*

Get Acquainted—Heinz Mettauer & Joan Strothard



Heinz & Joan arrived in Nanaimo from Dawson Creek BC a couple of years ago to retire from their hectic professional lives. After a two month search they found the perfect acreage in Cedar, with enough room for all the toys, hobbies and the inevitable list of chores a man needs to keep himself out of trouble.

They met and fell in love in Dawson Creek in the mid nineties. Heinz had moved north from Calgary to join a large insurance brokerage as managing partner. Born in

Switzerland he came to Vancouver in 1971. He worked in the insurance business from one end of the country to the other over a 25 year career with a British insurer, climbing the corporate ladder with transfers from Vancouver to Prince George, Edmonton, Halifax and Calgary. He has two grown children from a previous marriage, with Derek living in Fort St. John BC and Christine in Lausanne Switzerland. They have three grandchildren.

Joan had moved south to Dawson Creek from Yellowknife via Inuvik where she had worked in the aviation industry as a stewardess and later Operations Manager for Aklak Air. Her childhood was spent on the farm in Vegreville AB. Before moving to the Arctic, she had spent a number of years in La Ronge Sask., where she worked for the RCMP, a Building Supply store, an Insurance Agency and a local Airline. She has a son, David who lives in Perth Australia.

The move to Nanaimo was not easy. It meant leaving behind many good friends and being actively involved in the business community and Rotary International. Joan had established a thriving financial services company and found it difficult to “abandon” her clients. Heinz on the other hand, having sold his interest in the Brokerage firm, was rearing to go south. He filled Joan’s ears about the Mediterranean climate on the Island, the endless miles of paved roads, perfect for their Triumph TR4, which Heinz has owned since 1990. She bought his spiel, and they both love it on the Island, especially outings with the car club and the new friends they are slowly acquiring. Their winters are spent in Arizona and this summer has been busy entertaining friends and family from all points of the globe..... such is the good life!



The British Heritage Festival



The British Heritage Festival was organized by the BRITISH columbia newspaper and took place on July 11th 2009.

It was a very well attended event offering a wide range of entertainment. There was a good turn out of British cars on display inside and outside with members from Central Island and Comox Valley OECC. There were many and varied vendors offering British related goods. Our favourite treats were the "99" Ice Cream cones.

Popular choice awards went to an MG -TC, first place and runner up was a Ford Prefect. Both cars exhibiting a high quality restoration.

...Anji *Sussex Auto*



Just wanted to say a big thank you to all your members who came to the British Heritage festival. It was such a big success, and a lot of that was due to your presence - the cars were a big attraction. I do hope your members enjoyed the festival - it was a lot to put together but the feedback has been so positive. Thank you again for your support.

Look forward to seeing you next year!

...Paul *The British Columbian*

Brits' on the Beach

I think Brits on the Beach 2009 will be remembered as one of the best ever. The weather was perfect, sunny warm with a light breeze. The views were spectacular, sailboats in the harbour and over 200 Beautiful British cars and motorcycles.

The event was made possible by the many volunteers who helped. I can't name everyone but two are Steve Wareing who picked up and returned tables and BBQ's. And Tony Dowell who spent the entire day playing the excellent music we enjoyed.



Rob Moffatt came up with the excellent idea and provided each participant a placard for their windshield to show details of their car.

Our 50/50 was very successful. Gift certificates were provided by Victoria British and Sussex Auto donated a cleaning supply package. Al Campbell was the Big winner of \$250.

The BBQ after the show was attended by over 90 members and guests. Don Badger and Chairman Norm Hall started the cooking and

and were relieved by Janet Hargrave and George Goff. Now that is teamwork. Another example is a prospective member broke down and coasted to the entrance. Doug Unia picked up his tools and got the car running. Now that is teamwork.

Next year Brits on the Beach will be held on July 18.

If you have any suggestions to improve the day please feel free to communicate them to me. What do we want for food?

...Wayne Peddie
...Photos Merv Steg



Continued from Front Page

As well, there are 4 wheel servo assisted disc brakes and independent suspension. At just over 1,500 lb wet, the Elan embodied the Lotus minimum weight design philosophy, although sacrificing durability as I see it, and given Canadian road conditions in most provinces where I was living, it was easy to break the Elan's suspension and other vulnerable parts.

However, this aside, all this translated to a package that offered a comfortable ride and incredible road holding capability. Even in 2009, the Elan is still an exhilarating, fun sports car that can still put many so called performance cars to shame. Just drive an Elan on a twisty winding Vancouver Island road, and few cars will be able to keep with it.

My personal Elan here, has been with me for over 30 years, moving from Montreal, to Toronto, to Edmonton, and now to Nanaimo (all by moving van or train). Over this period, this Elan has been used as a regular commuter car in the late 70's and as the occasional weekend car from the during the 80's to the late 90's. A major mechanical and bodywork overhaul was done by me from 1982 to 1983, as the original bodywork had been damaged and poorly repaired and the engine needed a full rebuild with rings, crank / bearings, pumps, cylinder head work, fuel tank, exhaust system, and much electrical work was required due to an electrical meltdown (fire) that caused much damage. New parts and old used pieces, including some body parts from other wrecked Elans (a 1968 and 1971 Elan, as I recall) that I had located were incorporated. Work for this rebuild completed and the car was used regularly on the weekends until my work with IBM brought me to live in downtown Toronto, and the car stayed for quite a few years back in heated storage in Montreal. This is the period when the Elan was mainly in storage, and rarely visited (my regrets).

Finally moving to Edmonton and now to Nanaimo, I have been able to bring the Lotus back to roadworthy condition, as it had not been operational for about 10 years while living in downtown Toronto. Overhauling the Elan this time included a new alloy gas tank, suspension rebuild, complete cylinder head rebuild, exhaust system, electronic ignition upgrading, shocks (Koni), brakes, the best electric fuel pump I could find, competition Rotoflex couplings, front and rear end rebuild, cooling system.

The next small step is for another interior and paint refurbish, and this has not yet started. My Elan has been on the road in BC since early April 2009, and now seems now to be quite reliable, considering its inherent fragility, and Jo-Ann and I continue to look forward to more OECC events and driving around this wonderful Island.

...Peter Robson

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Port Alberni Run to Mclean Mill

Thanks very much for attending our British Car & Motorcycle Run at the Mclean Mill, we were very pleased with the participation. We're planning on making this an annual event, and so look forward to a even bigger event for 2010. Take care, and thanks again

Neil Malbon

Photos Candy Francis & Steve Wareing

Our very own Steve Wareing was the winner of Mayor's Choice – with his 1972 MGB, GT



Ladysmith Parade Pictures

Mike Minter won first prize, Teresa Lingstrom & Al Thompson tied for 2nd place



Teresa's superb Mini

...Photos Ellen DenHolder



Another London Taxi in the club
Always a hit with the public.

Minutes of June 16, 2009 Meeting

Meeting called to order by chairman Norm Hall at 7:28 PM with 45 members partners and guests present.

The Minutes of the previous meeting were read by Doug Unia substituting for absent Al Thompson.

Mike Bull, membership chairman, introduced guests Brian Bishop from the South Island Branch, and Barry Jones (1973 TR6). He reported a total of 91 members, talked about regalia and thanked members who volunteered at the Parksville swap meet.

Treasurer Bill Grace reported on the club finances which are still healthy.

Beano editor Ken Hedges advised the latest issue is available and that there is a correction to the date of the Gold River run.

Events coordinator Candy Francis reported on past events. There were 19 cars out for the Kitty Coleman garden tour, Brian Zimmerman conducted a tour of the Gardens. A total of 10 cars attended the Nanaimo Airport Fly-in. Good turnout for the Parksville Swap Meet. Adele gave a final report on Bats II before departure. Those attending the Father's Day picnic a Beacon Hill Park are asked to be at Southgate at 8:00 AM. There are some members planning to attend the Saltspring Island show on July 1 to meet up with the returning BATS II drivers. Wayne talked about Brits on the Beach, July 19. Tony Dowell reported on the upcoming Gold River run for July 26.

Adèle Hedges will be resigning as keeper of the roster, replacement required.

Ken Hedges is looking for a editor for the Beano.

Tony Dowell's British Car Report indicated the last MG X Power is on the block.

Merv Steg's car of the month was the MG ZA Magnette, identified by Brian Bishop.

The next meeting is July 21.

Russ Heughan suggested that 50-50 draw winners who are wearing their name tag should get an extra \$5.00.

Winner of the \$28.00 for tonights draw was Mike Bull.

Meeting Adjourned at 8:12 PM.

...Doug Unia

Flogger's Corner

1992 Jaguar XJS Coupe 4.0

Racing green. Stock. Excellent condition. Mechanic maintained and winter stored. 152,000 km (only 18,000 in past 4 years). Local car. \$9,900.00 firm. 250-741-0084 evenings.



Minutes of July 21, 2009 Meeting

Chairman Norman Hall called the meeting to order at 7:30 pm, with 38 people present. The minutes of the June 16th meeting were read by Doug Unia, and accepted as read. In the absence of Mike Bull, Adèle Hedges gave the membership report (99 members to date) and introduced one new member (Richard Huntrods) and several guests. In the absence of Bill Grace, the Chairman outlined the club's financial status, which was sound. The Beano Editor, Ken Hedges; once again asked members for their car photos, and for inputs to the "Get Acquainted" section of the newsletter. Wayne Peddie gave a glowing report of the highly successful Brits on the Beach show held the previous Sunday (over 200 cars and motor bikes). Moving to what's upcoming, Events Coordinator Candy Francis outlined the busy schedule for the next couple of months – starting with the Ladysmith Parade (August 1st) and the MacLean's Mill run and show on August 2nd. There were several other events that were mentioned, or reported on, by members – including Lantzville Miner's Day, and the recent Bentleys' run to Alaska. Tony Dowell gave a brief report on the state of the British car industry. Merv Steg's quiz item for this meeting was the BRM H16 engine – guessed correctly by Brian Collings. There was no 50-50 draw; however, a motion was introduced by Russ Heughan (and properly seconded) that in order to encourage more members to wear their club nametags, an extra \$5 be awarded to a winner of each 50-50 draw, if that winner was wearing his or her OECC nametag. The motion was carried. After some general discussion that supported continued technical presentations and workshops at club meetings, the meeting was adjourned at 8:45 pm.

...Al Thompson

Father's Day Picnic Victoria

It was a smaller contingent of cars this year that went to the Father's Day Picnic at Beacon Hill Park in Victoria. With many away on the BATS trip, there were only 5 of us who made the trek to Victoria. We encountered a little rain on the way to Victoria and a wee bit



more on the drive home. Some got more wet than others. The rain did hold off through the show. It was the 100-year anniversary of the Morgan this year, with many in attendance. All in all it was a good time with a chance to admire the cars and visit with many friends

...Candy Francis Photo Tony Dowell

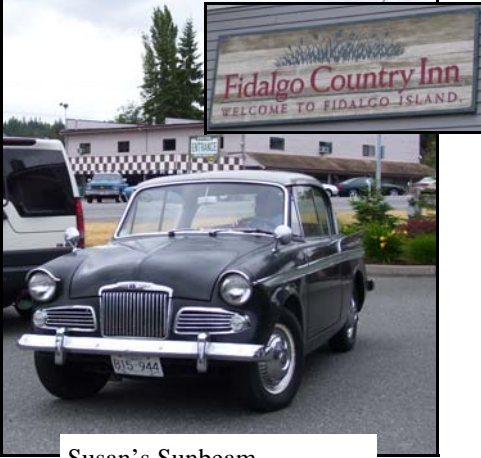
BATS II Tour



What a wonderful Trip!!



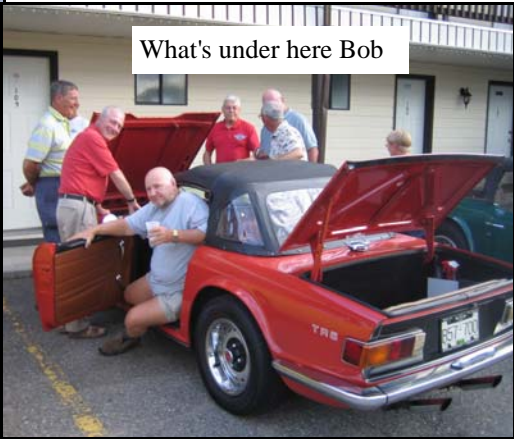
Elvis Lives On



Susan's Sunbeam



Free Car Wash !!



What's under here Bob

Port Hardy Tour

The trip started August 7. We met at the Qualicum rest stop 7 cars, one more to meet us in Port Hardy.

Off we go at 9AM Heading up Hwy 19A on a great driving day. Tops down. Made Campbell River for a coffee stop, etc. Onward to the Lucky Logger in Woss for lunch. Had a boo around town, and came across the rail



engine that will be used on the Qualicum-Port Alberni run if it ever comes to fruition.

All of the crew except the Gibbs, Nogas, and, Halls headed back home at this point, as planned.

Onward to Telegraph Cove. What an intriguing spot. Very picturesque. Great "bones museum", not to be missed!

On we go again, to Port Hardy, and "the hotel". There we met the Hedges, who were unavoidably delayed. Just in time for a delicious Japanese dinner.

The next day headed for Coal Harbour, to meet the Gibbs, and, the Nogas. The Harbour was a RCAF station during WW2. At this point the Gibbs, and, Nogas headed home.

Hedges and Halls then went to Port McNeill and caught the ferry Sointula on Malcolm island. Later we headed back to Port Hardy for a well deserved rest, and, supper.

Up again on Sunday early (relatively). Headed for Telegraph Cove again, and, was still impressed with the "bones museum".

Onward we go looking for lunch. Stopped at the Cable Restaurant but it was so busy we continued on to Campbell River.

Then on to home, sweet home.

Really a nice trip, good company, surprisingly good weather. Mileage 1000 Km. +or-

Thanks to Geoff & Candy Francis, Al Thompson, Dave Nishioka, Denny & Darla Millard for their company to Woss.

...Norman Hall Wagonmaster

...Photos Rob Gibbs



Upcoming Events 2009

Round Robin Poker Run

Date: August 23
Start Location : Southgate Mall
Time: 10:00 am
Wagonmasters: Malcolm & Janet Hargrave
Lunch will be at Smitty's around noon.

Lighthouse Country Fall Fair / Car Show

Date: September 5
Start Location: Canadian Tire N. Nanaimo & en route
Time: 8:45 am arrival Qualicum Bay 10 am
Wagonmasters are Al & Irene Thompson

OECC AGM

sponsored by the South Island Branch in Victoria
Date: September 12
Time: 1:30 pm
Location: Historic Artifacts Society Schoolhouse .
Full details are available at
http://oecc.ca/sib/ECAIP_09/ECAIP_09.htm

E.C.A.I.P. at Fort Rodd Hill in Victoria

Date: September 12-13
Saturday Run following the AGM
Saturday dinner at the Uplands Golf Club
Sunday car show at Fort Rodd Hill
Full details are available at
http://oecc.ca/sib/ECAIP_09/ECAIP_09.htm

The All British Car Run to Whistler

Date: September 19-20

Nanoose Bay Run

Date: September 27
Time: TBA
Start Location: Canadian Tire North Nanaimo
Wagonmasters: Ken & Adèle Hedges

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