



The Car Club Beano



British Engineered Automobiles-Nanaimo Order

July-August 2005

35th Edition

Editor & Publisher: Al Thompson



It's a Car!..It's a Boat!..No, It's Amphicar!

More precisely, it's **the** Amphicar of our own Al and Amy Campbell, pictured on Long Lake back in 1965. That's young Al at the helm! Amy tells me that they bought the circa-1962 amphibious car in 1967 and owned it for about five years. Al watched the start of the first Nanaimo-Vancouver Bathtub race while cruising his Amphicar on Departure Bay (*I bet he attracted as much attention as the tubbers that day!*). He quite often used the car for fishing off the

'Fingers' outside of Nanaimo harbour, sometimes motoring up onto and along the beaches of the tiny islands – much to the astonishment of passing boaters. After each outing in the sea, Al used to drive to Long Lake and launch into the fresh water there for a few circuits to wash off the sea salt. Al recalls that the vehicle was licenced both as a car and as a boat, had red and green marine navigation lights, and a bilge pump (*Continued next page*)

(Continued from Previous Page)

to get rid of any water that occasionally slopped into the 'car'. As a second car, he often drove it to and from work.

While the Amphicar was built in Germany by Amphicar Vertriebsgesellschaft, it had an English Triumph Herald engine in its rear compartment. The Triumph engine was of 1147cc and delivered 43hp (*Our Al C is obviously partial to Triumph products because he now has a very spiffy 1964 Triumph TR4*). In the water the engine transmitted power to two neoprene props at the rear. The 'car' was sometimes referred to as the model 770 because it could do 7 knots in the water and 70 mph on the road. The steering wheel turned the car on water as well as on land, with the front wheels doing duty as rudders in the water. Only 3878 Amphicars were ever produced. In 1965, two Amphicars successfully did the journey from London to Frankfurt, including a very rough crossing of the English Channel – as the picture below, of one of the cars, illustrates. If you want to know more about the Amphicar, ask Al Campbell, or check www.amphicars.com...*Ed*



Amphicar crossing English Channel in 1965
(Photo from www.Amphicars.com)

OECC AGM – 18th June 2005

The Annual General Meeting of the OECC Society took place at the Dakota Cafe in Sidney June 18 at 5:00 pm. Representing the Central

Island branch were Doug Bainbridge, John Bower and myself. Following greetings and introductions, the minutes of the previous year's AGM were approved. Reports were given by elected officers, followed by branch reports outlining the activities and general status of each branch. Under new business, the proposal for The Spanner, the Society-wide newsletter was adopted - subject to approval of branches as to finances and format. The next order of business was election of new officers. Returning for another term were Secretary-Jim Morrison, Treasurer-Valerie Barrie, and Web Master-Pat Sparks. Newly elected were President-Steve Diggins, Vice President-Fred Bennett, and Regalia-Gerry Parkinson. This year's trophy winners were Fred Bennett-OXO Cup, Link Trophy-Pat and Derek Sparks, and Mini Monte-Roger and Valerie Barrie.

The Banquet's theme this year was England in WWII. I had a RAF flying jacket, hat and goggles from my days owning the Proteus C-Type replica, so I wore those with some heavy black shoes and tan pants. As some of the costumes were really authentic I was only taking part for fun - so you can imagine my surprise when I was awarded a large basket as a prize! Our table was also successful in winning free dinners for Doug Bainbridge and myself. Entertainment was a couple of fellows who did comedy and songs in British Pub style, and they managed to get everyone singing. An enjoyable event and a good chance to meet more similarly minded people from the different regions...*Doug Unia*

Doug Unia in prize-winning WW II Air Ace Costume with his 'Basket of Goodies' Prize!



Brits 'Round BC, 19-26 June 2005

Day 1 The tour began with the Father's Day Picnic at Beacon Hill Park. Ken and I joined the group at Qualicum Beach. Dennis Watson and Peter Etheridge were there to see us off for our trip up to Comox. Dave and Linda Harris and Wayne and Jan Peddie also came up with us to Comox. While we were waiting Dave heard a hiss – a flat tire!, which was changed in no time. The Comox group took pictures of all the individual cars and group pictures and we were presented with a keepsake album with the pictures at the BBQ, which they put on at the Edgewater Pub in Comox.

Day 2 We met up with the Dave & Linda, David & Danita (in their British Buick!) and Nigel & Francis at Departure Bay along with several Victoria Branch members to catch the 10:30 sailing. We met up with several more cars from the Vancouver Branch at Britannia Beach Mining Museum and Geoff Akehurst from Kamloops in his 1950 Jaguar XK120 OTS for the ride up to Pemberton Lodge. That evening the Vancouver Branch cooked Fish and Chips by the poolside. (very tasty)

**In Mtns
around
Britannia
Beach >>**



Day 3 Some Vancouver members joined us along with Geoff Akehurst who was to escort us into Kamloops. We drove over the very scenic Duffy Lake Road and had breakfast in Lillooet where a reporter from the Lillooet News, noticing all the cars rolling into town, interviewed some of us and subsequently did an article. After breakfast it was getting quite hot. Our journey to Kamloops took us via Lytton, Spencers Bridge and Merritt where our Branch members stopped at the A&W. We then took Hwy 5a to the Historic Quilchiana Inn,

**Central
Island
members
outside
Pemberton
Lodge ready
to leave for
Kamloops >**



which has bullet holes in the bar. Here we were met by three couples from Vernon who joined us for the BBQ in Kamloops before driving back home. Sadly Derrick and Pat Sparks's Jaguar was acting up and they ended up having to leave it in Kamloops and renting a Toyota! Hwy 5a is a very picturesque route and new to our branch members. When we were a few km. from Kamloops, Geoff Akehurst stopped for us all to assemble so that he could lead us into town and show us where the BBQ was to be held and to take us to our motel. Nigel and Frances could not wait and had to go off in search of a restroom. Geoff took us through many turns through Kamloops and we did not see Nigel and Frances. They eventually turned up at the motel along with the Brodie's from Victoria who fortunately knew the name of where we were staying. Kamloops put on a very good BBQ and those who wanted to could go and visit the Heritage Railway Museum. Back at the hotel our group sat outside with a view of the river and had a good laugh listening to Nigel tell his chicken joke. I don't know what was the funniest, the joke or listening to Nigel tell it!

Day 4 Ken & Lorraine Finnigan from Kamloops now joined us. We drove in the rain up to Little Fort where we took Hwy 24 towards 100 mile house. On the way we stopped at Eastwood Lake restaurant where we had pre-ordered lunch. We stopped briefly at 100 Mile house where Linda checked out the quilt shop then made our way to 108 Mile house where we stayed at Hills Valley Ranch. We were able to relax for a few hours before going for supper.

(Continued Next Page)

(Continued from Previous Page)

Day 5 Here we had to say goodbye to David Nishioga and our songbird Danita, so called as she would serenade us each morning. They were returning home. On our drive up to Quesnel, it was very noticeable how many trees had been destroyed by the pine beetle. Here we stopped at Tim Horton's for lunch and then made our way to the museum where we were to meet with the Prince George group. We were amazed by how many of their members came to drive up to PG with us. Here we assembled for a picture for the Quesnel newspaper. That evening we enjoyed another very good BBQ with the PG Branch which was held at the train museum, so we were able to view many of the old carriages, trains etc. Some other car enthusiasts came to see our cars and then we were lead on a tour of PG before heading for the University where we were staying for the night. It took a long time to get us all set up in our dorms, which consisted of four separate rooms with a plastic covered mattress and a thin sheet which barely covered it – not even a tea or coffee pot in the kitchen. Oh well we all survived!

**The Cars
at
Quesnel
>>>**



Day 6 We said our goodbyes to Nigel and Frances who were going further up north and then across to Edmonton. Dave and Linda were also heading home. They were going to stay at 100 Mile House, but ended up going as far as Squamish for the night. So it was only Ken and I left from our branch to continue. Another rainy day! On the way to Barkerville we stopped at an English Sweet Shop and made some purchases. We enjoyed Barkerville and all the various shows and then headed back for the Sandman in Quesnel where we met up with what we called our “elite group”. We enjoyed our evening meal with the Brodies, Atkins,

Barries all from Victoria and the Hutchens from Bellingham.

Day 7 We made our way down to Cache Creek where we all ended up having lunch and were joined by Len and Bonnie Smith who are members of the Comox Branch. They did the entire trip in their MGA towing a little trailer with their camping gear. We then all made our way to the motel in Hope where Pat and Derrick Sparks had just preceded us in their fixed Jaguar. (After Barkerville they drove to Kamloops). The garage in Kamloops could not find the problem, but Ken Finnigan pressurized the fuel tank and found they needed a new fuel pump. We all relaxed for a while in the courtyard and then went for supper. After which we were all invited to Pat Sparks brother and sister-in-law's place for coffee, tea and dessert at their beautiful heritage home B&B.

**Showing the
Flag in wet
Barkerville
>>>**



Day 8 It was hard for us all to think our tour was almost over. We had made so many new acquaintances, seen so much beautiful scenery and received such warm hospitality from all the branches. We made our way to Mission where the Vancouver Branch was once again waiting for us at the Mission Springs Brewing Company for brunch. Brunch was excellent and then a couple of cars escorted us almost all the way through some very beautiful country roads to Tsawwassen. Here we got in line for the Duke Point Ferry and all the Victoria group were in the other line. We said our goodbyes and all thinking about the next Brits 'Round BC 2006...*Adèle Hedges*

Ed's Note – To see all the photos Ken Hedges took during the trip, go to www.freezezeine.com/brits/

Saltspring Car Show 1st July 2005

It was a lovely clear morning as eleven of our club's old English cars set out from Southgate Mall headed to the big Canada Day car show on Saltspring Island. Three more cars from our branch joined us at the Crofton ferry terminal. The car show, held right in the middle of the Island's main town, Ganges, was for all makes of cars, so North American makes were there in force. Nonetheless, there was a good showing of old English cars, from Victoria and Vancouver as well as from the Central Island. The weather held, and we had a most enjoyable day. Some stopped for dinner together on the way back...*Ed*

Enroute to Saltspring Island (right), and at the show in Ganges (below)



*was great to have all you RR folks with us – do please include 'Brits' in your plans for next year, we'd love to see you in Ladysmith again). In addition to wandering around looking at the many interesting old cars, many people enjoyed the free boat excursions around Ladysmith harbour. Others did a lot of plain old lounging about – as one of the photos below will prove! One unique aspect of Brits on the Beach this year was that it was free – the entry fee had been waived. I'm sure that Brits will gain popularity as word of the free entry continues to spread...*Ed**



Relaxing at Brits on the Beach (left). The pastoral setting ideal for the 'Brits' car show (below)



Brits on the Beach, 17th July 2005

Once again we had a beautiful sunny day for our own car show – the ever popular Brits on the Beach in Ladysmith. Thanks to Tony Mantell, Nigel Muggeridge and their planning group, the set-up and arrangements for the Meet were excellent. We had 150 old English cars, and several old English motor bikes, which made for a very well attended show. Cars from all over the Island and the Lower Mainland were there. Our special thanks go to the Rolls Royce Club for including Brits on the Beach in their schedule this year (*It*

Ladysmith Parade 30th July 2005

Unlike the rather wet Nanaimo parade earlier in the year, the Saturday of the Ladysmith parade was ideal – blue skies and lots of sunshine. Some brave souls got up at an ungodly hour in order to make the pancake breakfast. Others of us stayed in bed a little longer and arrived in L about tennish, ready for the scheduled parade start at 11 am. Our OECC group had a good showing of 13 cars. The theme of the Parade this year was Fantasy and Fairy Tales, and we elected to depict the story of Snow White and the Seven Dwarfs. Geoff and Candy Francis's white
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MGB was “Snow White”, and the rest of our cars had a Dwarf emblem on each front door. Of course, as we were 13 cars, some of the Dwarfs were ‘twinned’. I think our London taxicab was the second “Sneazy” in the bunch – much to the joy of the very observant kiddies along the parade route. As always with these types of functions, half the fun is the club gathering before the event gets going – as one the following pictures clearly portrays. The Parade went off well, with nary a single car overheating! And afterwards we were treated to a much-appreciated lunch by the City of Ladysmith. And, oh yes! We won TWO prizes. Nigel and Francis Muggeridge won fist prize for their nifty 1927 Austin Seven Chummy, and Dave and Linda Harris won the second prize for their always-shiny 1973 Triumph TR6. Well done, guys!...Ed

Photos: Our cars line up for the Parade (top Right); OECC folks waiting for the Parade to start (lower Right); and (Below) the OECC participants (all except the cameraman – your humble editor!)



Club Meeting 21st June 2005

Chairman Doug opened the meeting at 7:30 pm with 25 folks present. There were several reports of recent events – including the Father’s Day Picnic in Victoria, the Qualicum Car Show, and the All-British show at Van Dusen Gardens in Vancouver. A Petition was circulated to support continued use of Beaconhill Park as the site for the Father’s Day British Car event (Friends of the Park are working to stop this annual car show in the park). The Chairman also reported on the recent OECC AGM (a copy of Doug’s report, along with a picture of him in his prize-winning WW2 costume is included elsewhere in this Beano). It was noted that the Brits-round-BC event was in progress, with 25 cars having left Victoria the weekend before. Mike Bull reported that club membership was at 61. Merv Steg gave a brief update on the progress of Brits on the Beach, and called for additional volunteers to help. Merv also showed us his always eagerly awaited T-Shirt-of-the-Month – this month it displayed the Austin Mini of ’64, ’65 ’66 and ’67. A survey sheet was circulated for members to indicate how they wished to receive/view the Beano Newsletter (**the survey result is that 30 members have, so far, indicated that they would prefer to view the Beano on the internet, and do not need to receive a paper copy**). The Chairman closed the meeting at 8:40 pm...*Ed*

Club Meeting 19th July 2005

Twenty-six at the meeting. Mike Bull reported that we have 65 members. I reported that as of July 18 we had \$222.85

cash on hand and \$1096.93 in the bank; plus an additional \$246.10 received from Brits on the Beach. Nigel Mugeridge reported that our club would be participating in the Ladysmith Parade on Saturday July 30th. The theme this year is Fantasy and Fairy Tales and our club will be doing Snow White and the Seven Dwarfs. The 5th annual All British Car Meeting at Filberg Park is going to be held on August 13 & 14th hosted by the Comox Branch. Nigel gave a brief report on Brits Round BC, emphasizing how good all the other clubs were to us. Dave Harris circulated information on the Whistler Run on September 17 & 18 and had information envelopes for anyone who was interested. Nigel and Tony Mantell reported on Brits on the Beach and Wayne Peddie reported on the Saltspring Island car show (see separate write-ups on these two events). Bernie Butler talked about Dentex (888-3044) who do excellent painless dent removal at very reasonable rates. Al Campbell mentioned that there were only two cars at the A&W Longwood the previous Wednesday and that more cars should come. Merv Steg's T-shirt of the month was a TR7. He gave a talk on the special TR7 race car. The Meeting was adjourned at 8:45...*Adèle Hedges*



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Club Events Coming Up

28 Aug 05 -----Malcolm's Run

17-18 Sep 05- Whistler & More

17-18 Sep 05--Fort Rodd Hill Show

23 Oct 05 -----Not yet Decided

19 Nov 05-----Annual Banquet

Club Meetings – 3rd Tuesday of every month at the ABC Restaurant in North Nanaimo

Flogger's Corner

1989 Jaguar XJS V12 Cabriolet. A black beauty well cared for by 1st & 2nd owners, 167,000 Kms. \$14,000. Ph 250-246-9910. Email info@birdsongcottage.com

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1975 Rubber Bumper MGB dismantled. Most parts for sale. John Bower Ph 250-701-0162. Email johnyb@shaw.ca

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