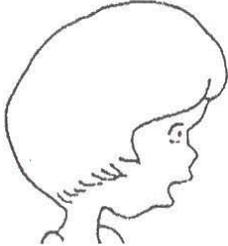


The Six Cars at a Stop enroute to Disneyland



The Car Club
Beano
British Engineered Automobiles-Nanaimo Order



May-Jun 2006

40th Edition

Editor & Publisher: Al Thompson

Our OECC Group in Disneyland



Top Photo on Front Cover: (from Left to Right): 1976 MGB, 1975 MGB, 1971 Triumph TR6, two 1972 MGBs, 1970 MGB. Each did a minimum 3500 miles in 2 Weeks – virtually trouble-free.

Main Photo on Front Cover: (Standing, from to Right): Nigel Muggeridge, Frances Muggeridge, Adèle Hedges, Marge Sabourin, Bob Cumberland, Lynne Cumberland, Darla Millard, Dennis Millard, Ray Sabourin. (Kneeling): Al Thompson, Ken Hedges. (In Background): Walt Disney and Mickey Mouse. (In Far Background): Fantasyland Castle.

Crow & Gate Run 18 April 2006

We couldn't have asked for better weather, or a better turnout, for the 'Mystery Run' that Nigel and Francis set up for the club. Our departure time at 12:30 p.m. from the Southgate Shopping Mall was well organized, and well attended, with 23 old English cars and 2 daily drivers (49 of us in all), setting off with maps and superb directions in hand compliments of our hosts, the Muggeridges. Included in the directions were several tricky questions for those who so chose to enter into competition. Of course it was a mystery prize to coincide with the Mystery Run. Due to the large number of participants, we split off into two groups and managed to wave several times at those going in the opposite direction. However, all went well and after travelling through hill and dale looking at the charming countryside and of course, finding the answers to those tricky questions, everyone arrived safely at the Crow and Gate Pub where we enjoyed typical English pub fare. The food was good, even for those of us who waited for what seemed like an eternity; the gardens were lovely; the birds were singing; but most of all the camaraderie was, as always, the best part of the outing. Thank you Nigel and Frances for all your hard work in organizing such a pleasant day. And for those who wondered who won the Mystery prize..... well, that would be me. I was given the honour of writing the article, a great prize indeed!....*Lynne Cumberland*



The Cars in the Crow & Gate Pub Paddock

Nanaimo Empire Days Parade

We were lucky with the weather this year. Parade Day, Sunday 21st May, was nice and sunny. Unfortunately, we only had 7 old English cars out – two of them just back from the Disneyland Odyssey. Mike and Lillian Minter, in their trusty old 1952 Austin van led our entry. (*Cont'd Back Page*)



Our OECC Entry in the Nanaimo Parade

Chronicle of Disneyland Run

by Marge Sabourin

Saturday May 6, 2006. We're off!!!

Finally the big day we have been planning for a year has arrived!! Our first adventure begins even before we reach the ferry with the Sabourins on a frantic purse search. Ray and the 'B' gave it their all...and they made it to Port Angeles (*via the Coho ferry*). Now we (Al and Marge) are hungry!! Found a scenic loop into Dungeness Wildlife Refuge overlooking the Olympic Peninsula and froze over our picnic lunch. (*First night is in Olympia WA*)

Sun May 7 – 6:30 a.m. so far so good☺

Yesterday Ken was top down – all the way no matter the weather – today he is top up and he is wearing a garbage bag (*to keep out rain leaking through the top-to-windshield joint, we supposed!*). Neither Al nor Den is good at directions. Both missed a clearly marked turnoff onto the 47. **WOW!** - The Evergreen Aviation Museum housing the 'Spruce Goose' was well worth the drive. Next -The Coast – in any weather – is spectacular and that is a good thing because the weather is beyond miserable. We had 'Darla' the table dancer tonight strutting her stuff doing a sun dance. Good food, good fun at Mo's in Old Town, Florence. (*Overnight in Florence OR*)

Mon May 8 6:30 a.m. and so far so good☺

Went outside and there was Ken with a wheel off. Something about a squeak. Top down this aft. Al already has his down – but he has a bum warmer. Darla's dance worked!! (*Weather is improving*). Adele found a beautiful spot for our picnic lunch today overlooking the Oregon coast. Green grass and blooming strawberry plants to spread our blankets on. Drove, drove and drove. Finally reached the Avenue of the Giants (*Giant Redwood Trees*). Found one of the drive thru trees, and had an excellent photo-op, and moved on to Garberville. (*Overnight in Garberville CA*)



Lunch Stop on Northern California Coast

Tue May 9 6:30 a.m. and so far so good☺

Oops – there's Al under his car and Ken is taking his wheel off again. Sun is shining though and it's a beautiful day. Nigel did a bit of practising for the Ladysmith ½ K run, convinced a closed restaurant to open in search of Ken's forgotten camera, and we're off with the Hedge's going to 'catch us up' Instead they drove straight past us and we 'caught them up' (to their surprise) miles later. Saw some beautiful sites, conquered the mighty Golden Gate Bridge, and endured many long and some slow detours. (*Overnight in Santa Cruz CA*)

Wed May 10 6:30 a.m. and so far so good☺

Delay/delay/delays sunny weather and beautiful scenery compensate. Ken was blessed with crow droppings on his recently washed car (deliberate – we are sure) at a 'pit' stop. Didn't take Bob long to back up when he saw what was happening. Hearst Castle was the Hi-lite of the day. We arrived at Solvang and went for dinner – then that was another hi-lite. Good food, good fun with good people. (*Overnight Solvang CA*)

Thu May 11 6:30 a.m. and so far so good ☺

Navigated the I-5 and soon all arrived at our hotel in Anaheim. Al absolutely could not wait to go to Disneyland and so we did – 'straightaway'. As always it is awesome. (*Cont'd Next Page*)

And so ends our drive to Disneyland. What a wonderful time we had with this group. Everyone seemed to be willing to give a little whenever necessary. We laughed a lot, groaned a little, and enjoyed each other immensely. The roads we chose were (for the most part) perfect for our little cars. We had no major mechanical failures. We could think of very few things we would do differently next time. Three days of fun together were enjoyed by all in Anaheim and then we parted ways. Nigel and Frances went on to Lompoc, Texas, Bob and Lynne, Den and Darla to Las Vegas, and Al, Ken and Adele, and Marge and Ray to San Diego. We came home at different times and by different routes. *(Let's do it again, eh!!...Ed)*



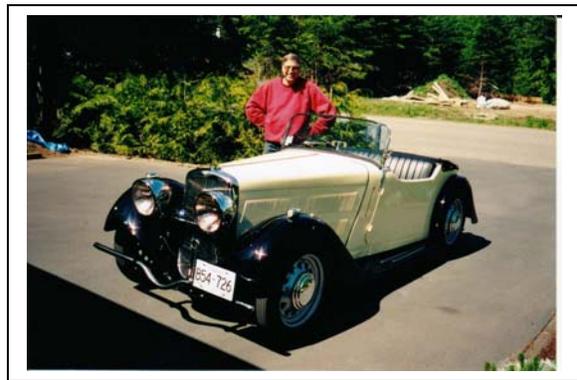
MGB Drives through Mighty Redwood

My 1939 BSA Scout

By Mike Green

The '39 Series 6 Scout was the last model in an evolution that started in 1931 as a three-wheeled chassis with a twin-cylinder air-cooled motorcycle engine. The front transverse-mounted 90 degree V-twin drove the two front wheels; the single rear wheel was mounted on a braked trailing hub. In 1933 the twin was replaced by a longitudinal 4-cylinder water-cooled flat head (all the engines in the series were designed by BSA) with the rest of the running gear largely unchanged.

In 1935 the single rear wheel was replaced by a pair of wheels on a conventional dead axle mounted on an enlarged chassis; thus producing the Series 1 Scout. The outward appearance was similar to many British open cars of the thirties and forties, but the front-wheel drive was unique in an economical family car. Other models were also produced on the same running gear- an open four-seater, a drop-head, and a "coupé" (actually a two-door saloon). There was a Series 7 planned for production just as WWII began, but it was abandoned while BSA continued to produce motorcycles, bicycles, and guns (BSA stands for "Birmingham Small Arms").



Although BSA produced more three-wheelers than did Morgan, more Mog trikes than BSA trikes survive today; probably because of the Mog's reputation as a good performer in competition. The only events that saw the BSA lord it over the Mogs were hill-climbs and grass track events where the traction advantages of two driven wheels at the front compared to a single rear driven wheel were undisputable.

My Scout was acquired as an incomplete pile of semi-rotten bits in a moment of extreme mental weakness and optimism in 1990 from an exotic car dealer, fixer, and fanatic located outside Montreal. Major missing parts included fenders, fuel tank, running boards, windshield, soft-top
(Cont'd Next Page)

(Cont'd from Previous Page)

and its frame, and all the lights, trafficators and wiper motor, etc. Many smaller components were in boxes with no identification, or were missing. The car had been in storage for about twenty years, waiting for the go-ahead for a restoration. I suspect that most of the missing parts had wandered off during those two decades of waiting. The pile of bits also included some engine parts from an earlier trike, as well as some totally unrelated parts, such as the bench seat and several mats. Fortunately, my sister in the UK found a factory parts book, which proved to be invaluable; and also put me in touch with the BSA Front Drive Club. The club inherited the factory production records and stacks of parts drawings in the fifties when BSA disposed of them; thus when demand justifies it, the club can arrange the production of a batch of parts- or owners can get a copy of an individual drawing for a part and get it made locally. Unfortunately, with the exception of the fenders the body drawings are very skimpy, giving only major dimensions.

The history of my Scout has an unexpected BC connection- according to the factory records it was shipped in 1939 directly from the Birmingham factory to a Mr. A. N. Baker in Vancouver, BC! It is unknown whether Mr. Baker was the purchaser or an importing agent or broker. I have been unable to find any more information on the car's history until the early sixties when it was owned by a gentleman in Lachine, Quebec. At that time the official BSA parts supplier in London advised the owner to "not spend any money on parts" as it just wasn't worth it!

(Editor's Note: Mike Green's article on his BSA Scout will be continued in the next Beano)

Upcoming Events

Tue Jun 20 - Club Meeting. ABC Restaurant
Thu Jun 22 - Brits 'Round BC, Island Group
Departs
Sat Jul 1 - Saltspring Island Show & Shine
Sun Jul 16 – ***Brits on the Beach***,
Transfer Beach, Ladysmith.
Tue Jul 18 – Club Meeting. ABC Restaurant
Sun Jul 30 – Scavenger Hunt & Run
Sun Aug 6 – Run to Saratoga Beach & BBQ
Tue Aug 15- Club Meeting. ABC Restaurant

Flogger's Corner

1967 Jaguar E Type 4.2 litre, 2+2. UK import ex-Texas car. Restored to full UK specification. External appearance carefully maintained with mechanical work performed as necessary. Has an extensive history and a heritage certificate. Jaguar racing green, tan interior, collector plates. First offer over \$28,000. Chris Masterman 250 483 7400

1953 Riley RME 1½. UK import owned by me for 8 years. Extremely reliable daily transport. Never been fully restored. Black and maroon with a red leather interior. Mechanical work has been performed as necessary. Extensive documented history. First offer over \$8,000 Canadian. Chris Masterman 250 483 7400.

Five New 16x5.50 BF Goodrich Tires mounted and balanced on Austin A40 wheels. Asking \$1000. Steve Diggins, phone 604-294-6031.

Morris 8 Engine Rebuilt short Block (no valves or head): \$600. Phone Steve 604-294-6031.

Ford 100E Crankshaft, fresh from machine shop, .010" under on mains, .020" under on rods. \$500. Phone Steve 604-294-6031.

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

Club Meeting 18 April 2006

The meeting, as usual in the ABC Restaurant, started at 7:35pm with 25 people present. Chairman Doug Unia read the Minutes of the previous meeting. In the absence of the Registrar, Doug announced that we currently had 57 paid-up members. Treasurer Adèle Hedges reported that the bank account stood at \$1832.59. Nigel Muggeridge reminded folks of the run coming up the following Sunday, through Cedar and Yellow Point and ending up at the Crow and Gate Pub for a late lunch. Ken Hedges demonstrated his design for an emergency hood-opening device for Triumph sports cars e.g. his Triumph 250. Adèle then mentioned that the latest Mystery Car competition in the Beano had ended in a draw between two members who had correctly identified the photo of a Sunbeam Talbot 10. The draw was eventually resolved in favour of the winner, Michael Cane, who will win his 2006 dues and have the privilege of selecting the next Mystery Car. Wayne Peddie, who has kindly volunteered to be Chair of the Organizing Committee for this year's event, gave a Brits-on-the-Beach update. Chairman Doug mentioned he had attended the Victoria Swap Meet, and also noted that the Parksville Swap Meet was coming up on May 28th. As well, he mentioned the Society AGM, this year being hosted by the Thompson Valley Branch; our branch's required entry fee of \$50.00 was unanimously approved by show of hands. Doug went on to (1) display some Eastwood paint which works well on manifolds (price about \$30 per can), and (2) read out a piece which noted that the last 'real' British car still in production in the UK is the Morgan. There followed some general discussion on club events through the summer; Malcolm Hargrave told us that he has a Scavenger Hunt ready to go anytime it's needed, and all present agreed with Tony Mantell that it would be nice to try and put on the Ladysmith Little Theatre event again this October. Tony Dowell told us that the A&W Northridge were again having their old car gatherings every Wed – with free root beer for participants. Merv

Steg's car of the month was the Riley 1.5. And Michael Davies won the 50/50 draw. The meeting finished at 8:50 pm...Ed

Club Meeting 16 May 2006

Unfortunately, I must apologize. I was on the club's Disneyland run - somewhere in California on the date of the meeting - and had forgotten to ask someone else to take the Minutes, so none exist. I do know that the Club Treasurer was also on the Disneyland run, so there would have been no financial report either...Ed

(Nanaimo Parade – Cont'd from Page 2)

We all had a thoroughly good time, enjoying the enthusiastic crowd along the route, and waving to the kids, who seemed especially thrilled to see the Davies's Mini with the 'clockwork' key sticking out of its boot. After the parade, eleven of us doubled back to Southgate Mall where we had a most enjoyable – if rather late – lunch at Smittie's Restaurant.



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