



# The Car Club Beano



British Engineered Automobiles-Nanaimo Order

Jan—Feb 2007

44th Edition

Editor & Publisher: Ken Hedges

## Note from the Chairman

As I take over the Chairman's role in our club I want to sincerely thank my predecessor, Doug Unia for doing such a great job of leading us through the past two years. He's made our club meetings most interesting. With his many contacts within the old English car community in BC, he has undoubtedly enhanced the profile of our Central Island Branch within the wider OECC Society. Thank you Doug. I'm glad you're still going to be on the Executive to provide wise guidance when we need it.

As for the season ahead, it sure promises to be a busy and interesting one. The tentative schedule of events, put out by Marge Sabourin, looks very good. Irene and I are looking forward to the Bowling Day on Feb 25<sup>th</sup>, which is always a great kick off to each season. Some years, when the weather is fine, we can even get a few of our old cars out for an impromptu mini-run after the bowling – maybe we will be able to do that on 25<sup>th</sup> Feb.

For newer members, that's me in the photo, along with my two old English cars - a 1972 MGB and a 1965 Austin FX4 London Taxicab. They are ready and rarin' to get goin' on club runs – as am I!  
...Al Thompson

## Kudos

Email received for Al..

"I just want to add my congratulations to the many you have already received on the excellent publication of the Beano. I look forward to receiving it each quarter. Many thanks and to all God Bless and a Merry Christmas".

Allan Wilson, London, Ontario



## Members Cars Malcolm & Janet Hargrave

The introduction of the XJ-S in 1975 aroused more comments and criticism than any other Jaguar model since the original SS1 in 1931. Despite the mixed reviews that the XJ-S initially received, I think any car would have had a hard act to follow in replacing the awe-inspiring Jaguar E-Type. The critics said that the XJ-S lacked the excitement and performance of its predecessor and that the huge, thirsty V12 engine was a poor choice given the oil crisis of the early 70's. However, the XJ-S wasn't meant to be a sports car – it was an elegant 4-seater sports GT coupe able to give the driver and passengers comfort and luxury at speeds of up to 155 mph.

Jaguar did not believe that gas consumption for the XJ-S was overly important as the market for this car was the USA, specifically California. Unfortunately, Jaguar's market research failed them and gas was a concern to potential customers! With only 12 miles to the gallon, its sales after the first couple of years became very lackluster. Jaguar did pump up sales with Group 44 using the XJ-S for their race team and they did manage some successes in the USA, although after 1981 the TWR Jaguar team achieved somewhat mixed results with their cars, despite increasing horsepower to well over 500 bhp.



In 1981 the HE model was introduced, which improved gas consumption to 15 mpg, and sales started to improve. Eventually the demands diminished from critics asking Jaguar to design a different car to replace the formidable E-Type, and so the XJ-S pressed on in production, mainly due to Jaguar's weak financial position and inability to respond. It was not until 1989 when Ford took over Jaguar that the quality and reliability of their cars improved, and the company has now fully regained its market recognition. The XJ-S ended up being one of the longest produced Jaguars ever, from 1975 to

1995, after undergoing many superficial changes and various model types, and became Jaguar's most successful sporting model ever, selling 112,052 cars.

My dream came true when I was 50 years old – it was a goal I had made to myself many years earlier! I purchased my red 1986 XJ-S, V12 in Vancouver in 1998 and kept it for 7 years. Although the mileage was high, the body was in good condition as it was an ex-California car. Unfortunately, it hadn't been treated very well mechanically and I ended up putting over \$12,000 of repairs into it - two new heads; timing chain; alternators; batteries; engine, transmission and rear-end seals; electric fan; rotors; water pump, etc, etc.

Not to be deterred, and still pursuing my dream, I sold the V12 and went for a 1992 XJS 4.0 litre, in-line 6-cylinder, Jaguar Racing Green, with much lower mileage. This car is far superior in every way to my previous one, and hasn't cost very much in repairs so far. I hope I can hold on to this dream forever!

...Malcolm Hargrave

## Note from the Editor and Publisher

As the new editor for the OECC Beano, I would like to thank my predecessor Al Thompson for producing a truly wonderful club newsletter for the last 3 years. I only hope that I can keep up the tradition with help from all of our club members.

The Beano is your newsletter, and I am only the instrument that puts all of your submissions and ideas together. Therefore I would encourage you to submit articles that you think would be of interest to club members, whether they be of a personal nature of your car experiences, technical matters or tips that may help others solve those irritating problems that go along with all vehicles, English (or should I say British) or not.

This first issue for 2007 contains a fine article submitted by Malcolm Hargrave, on his love affair with Jaguars. In future months, it would be nice to hear about your car, or car collection or even cars that you have owned.

I would also like to thank our sponsors, and if members can use their services I am sure it would be appreciated.

...Ken Hedges

## Mystery Car Submitted by Michael Cane



If you know, or think you know the make, model and year of the mystery car, Contact Mike at michaelcane@shaw.ca or phone at 250 752 6508. The winner will get an honorable mention in the next issue of the Beano.

If you have a picture for a mystery car please submit via Email to the editor.

ALAN PETRIE (250) 954-0506

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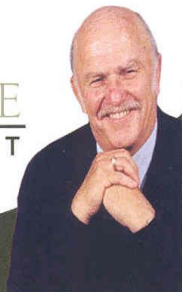
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## ORDER FOR NAME TAGS

If you would like to order a name tag with the OECC logo please contact Adèle at 250 468 5828 or akhedges@shaw.ca and I will add your name to the next order. Cost for a magnetic fastener is around \$7 inclusive of taxes and shipping & handling and pin fasteners are slightly less. I recommend the magnetic.

....Adèle Hedges

## Club Minutes January 16, 2007

New Chairman Al Thompson opened the meeting at 7:30 PM with 27 members present. Everyone was wished a Happy New Year and past Chairman Doug Unia was given a thank you for his work over the past 2 years.

Al then read out the minutes of the November meeting.

Membership Chairman Mike Bull reported 46 members had renewed to date, with 44 eligible for the early bird draw for a free membership for 2007. Winner was Malcolm Hargrave.

Guests attending were Morris Ganderton owner of a 1972 TR6 introduced by Kevin Noga and Doug Groth introduced by Dave Harris.

Treasurer Adèle Hedges presented income statements for 2005/2006 and reported Society dues will increase to \$7.50 per member for 2007. The financial statement was accepted on a motion by Tony Dowell and seconded by Malcolm Hargrave.

New Beano editor Ken Hedges reminded members to make use of the sales page for parts and vehicles.

The Email address for submitting articles is "Beano\_Editor@shaw.ca", with the first 2007 edition due next month.

Adèle Hedges proposed a thank you to former editor Al Thompson for his previous work on the Beano.

Marge Sabourin, events Chair, has produced a proposed events calendar and asked members to volunteer to do an event. There may be an event that would involve meeting some South Island Branch members at a winery.

Tony Dowell encouraged more people to attend the Wednesday evening A&W drive in beginning after Easter. He also reported the date has again been secured for the Christmas Party at the Nanaimo Golf Club.

There was also some discussion about an increase in the price of the Disco and that he will book this once again.

Nigel Muggeridge mentioned the Feb 25 bowling event with more info to come at the next meeting.

Chairman Al read some excerpts from a letter from Society President Steve Diggins, who is looking for nominations for the Lord Montague award and names for a new Society President.

The AGM will be held May 20 at the Vancouver Rowing Club with the Sylvia Hotel on English Bay as the host destination.

Doug Skinner who writes for the Times Colonist has asked Al for an article about the Central Island Branch.

Wayne Peddie asked for interested people to meet after the March meeting to start the Brits on the Beach Committee.

Tony Dowell reported BMW has developed a new engine for the Mini and will be offering a diesel, and that Jaguar showed a prototype at the Detroit Auto Show that is rumored to be very close to the final configuration of the new S-Type. Also Ford has announced the Jaguar is not for sale, but is entertaining offers for Aston Martin.

Russ Heughan won the 50/50 draw valued at \$18.00.

The meeting concluded at 8:38 PM.

Past Chair.. *Doug Unia*

## Membership News

Heart felt thanks to all members who have renewed their membership for 2007 (50 so far) and it is our hope the others will do so too! We had great response to the "early bird draw" and Malcolm Hargrave was the winner of both the dues refund plus the mini cooper which will be delivered at the February meeting.

Regalia is available now, in the form of metal grille badge with OECC emblem @ \$17.00, dark blue driving cap with OECC emblem thereon @ \$17.00 and windscreen decal @ \$1.00 each.

Call Mike Bull, membership guy, 250-757-8850 with your order.

If you know someone with an Old English car who is looking for a great Club to join, then bring he/she to a "get acquainted meeting" 7.00 pm 3rd Tuesday @ the ABC Restaurant Mary Ellen Drive, Nanaimo.

Cheers, ...*Mike Bull*



Picture submitted by Tony Dowel from his sister in Australia.

## Upcoming Events

### Annual Bowling Event

Date: February 25 at 2:45 pm

Place : Brechin Lanes Bowling Alley

Dinner: After at the MGM Restaurant

### Bunny Hop Run

Date: April 1 at 10:00 am

Place: Meet at Southgate Mall

### Port Alberni Run

Date: April 22 at 10:00 am

Place: Meet at Canadian Tire North Nanaimo

Lunch: Location TBA

### Brits Across the Sea

Date: June 23

Place: A nine day tour of our islands ending on Canada Day for the car show on Salt Spring Island.

Details of itinerary to follow.

## Something Different

For those of you who have been to the Fathers day picnic in Victoria, and watched the cricket match while eating your lunch, the following may help!!

### Cricket Explained

It's quite simple really.....

You have two sides - one out in the field, and one in.

Each man that's in the side that's in goes out, and when he's out he comes in and the next man goes in until he's out.

When they are all out the side that's out comes in, and the side that's been in goes out and tries to get those coming in out.

Sometimes you get men still in and not out.

When both sides have been in and out including the not outs, that's the end of the game.

If this is unclear, then speak to a cricket player who will explain the above and, what a silly mid off is!

Cheers, ...*Mike Bull*

## Floggers Corner

**1979 MG Midget** for sale  
Call Steve 802 5618

**1972 MGB 4-Synchro Gearbox** in good working condition, \$65. Phone Al Thompson, Nanaimo 756-0452, or  
Email: athomps@island.net

**1998 Jaguar XJS** convertible, low miles, one owner. California car, dark blue metallic paint tan interior and Koa wood. in excellent condition and runs exceptionally \$12,500 Cdn.

**1960 Austin Healy 3000** currently with Ford 289 V8 and 4 speed, NO ROT, California car great project and very valuable when finished.

**1969 MG Midget** runs great many new parts [not yet fitted] needs restoration little or no rust, car imported from USA easy project \$2,000.

**1966 Series 4 sunbeam Alpine** + re-built Ford 302 high performance V8 and 5 speed gearbox to be fitted many parts to go with the project can be a fake Tiger [but much faster and improved] or re-fit original engine and gear box.

**1948 Standard Flying 8 Tourer** 4 seater convertible, engine and gearbox done and out, chassis done, seats re done, body has been sand blasted and primed some welding needs to be done and then re assembled, its ALL there + some new parts.

**Series 5 Sunbeam Alpine** engine and gearbox.

**Series 4 Sunbeam Alpine** engine.

Contact Norm Marshall 250 248 2774 or  
Email: rumbleguts44@yahoo.com

**Parts for 1979 Jaguar Series 3 XJ6**,  
4.2 6 cyl engine complete with fuel injection system, Radiator and shroud, 2 electric cooling fans, trans cooler, alternator, starter, a/c compressor with hoses, fuel pump, drive shaft, broken transmission and asst. small parts and hoses. No reasonable offer refused,  
call Don at 250-716-1651

## 2007 OECC CI Executive

*Chairman:* Al Thompson  
Phone: 756-0452; Email: athomps@island.net

*Past Chairman:* Doug Unia  
Phone: 751-8270; Email: 550mdu6@telus.net

*Treasurer:* Adèle Hedges  
Phone: 468-5828; Email: akhedges@shaw.ca

*Membership Registrar:* Mike Bull  
Phone: 757-8850; Email: mikejbull@shaw.ca

*Events Coordinator:* Marge Sabourin  
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*Beano Newsletter:* Ken Hedges  
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*Web Master:* Doug Bainbridge  
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*Central Island OECC Website*  
[Http://members.shaw.ca/cioecc](http://members.shaw.ca/cioecc)

"A toy car is a projection of a real car, made small enough for a child's hand and imagination to grasp. A real car is a projection of a toy car, made large enough for an adult's hand and imagination to grasp."

Quote by Michael Frayn



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