



The Car Club **Beano**



British Engineered Automobiles-Nanaimo Order

Jan—Feb 2008

50th Edition

Editor & Publisher: Ken Hedges



1947 H.J.Mulliner Sedanca Deville Humber

I found the car in Hemmings about 1995, It was from an estate of a large collector in Canton Ohio and in need of lots of work as it was not running (frozen engine) and paint peeling off. I bought it over the phone and had it shipped to me. Research with the Humber Club in England has identified that just five were built, due to the expense of it being a Coach Built Car. The other original owners were industrialists, Mr. C. Richards, Mr. H. Ricketts, The Maharajah of Baroda and the other two to King George VI and The Queen (late Queen Mother). This car is believed to be The Queens. It has a mounted medallion of the wedding of Queen Elizabeth to Prince Phillip. The car was all black, but I like the two tone to show the lines and the added fabric roof to balance the car. After Two years work you see the results.

Continued on page 3

A Note from the Chairman (Reflections)

It's January as I write this, and there are no club events to talk about. Perhaps it's a good time to reflect on the past. I'm thinking of the old English cars that have a place in my memory. The first image that comes to my mind is of a black **1935 Morris Oxford***. My link with this car is from 1955 when the car, which belonged to the kindly parents of a friend of mine, was already 20 years old. My



friend was able to borrow the car occasionally so that his buddies – usually five or six of us – could go on outings to seaside resorts along the south coast of England. As I was the only one with a driver's licence, I was always the chauffeur for these junkets. The car seemed huge at the time – especially when negotiating the narrow twisty roads going from Bristol (where we all lived) to places like Bournemouth on the South Coast. But she was a lovely old lady, with a 2.5 litre side valve (flat head) in-line 6 engine, that sucked in the petrol at an alarming rate! That's her in the 1st photo(*left*); and that's me sitting on the running board figuring out whether we had enough in the kitty for the 5 gallons of gas needed to get us home to Bristol!

Then in 1956, and still in England, I actually bought my own first car, a green and black **1937 Morris 8 Coupe Tourer** which was quite sporty-looking with its top down. That's it in the 2nd photo (*right*). It had a 918cc four cylinder side-valve engine, which was OK on the flat, but was seriously lacking in power for even the slightest of hills. Nonetheless, I always felt like I was cock-o'-the-walk when driving around, top down, in that old car!



My old car recollections then shift to a white **1959 Jaguar 2.4 litre saloon**. That's it, in the 3rd photo (*left*), parked on a downtown Toronto street. I traveled in this car only once, in 1961, but it was such a momentous occasion that I remember it as if it were yesterday!



This 2.4 litre Jag was one of the last of what were later known as Mark I's. The Mark I's were built between 1955 and 1959, and then were replaced by the Mark II models, which used basically the same body shell. You will see in the 4th photo (*next page*) that this Jag had fairly wide metal framing around windows; the window framing was much narrower in later models and is one of the main ways to differentiate Mark I's from the later Mark II (2.4l, 3.4l and 3.8l) saloons.



Oh, in case you're wondering about the smiling bride looking out the Jag's window, that's Irene – who, years later, found 'fame and fortune' as lead singer of the well-known group "Irene and the Accidents"!

The final old English car that I think of is a grey **1962 Austin A60, Cambridge****. We bought the car brand new while living in Montreal. With its 1,622 cc OHV engine, it served us well for a number of years before we traded it for a roomier North American car. The 5th photo (*below*), of the A60, was taken on March 31st 1963 when Irene, who is

again peeking out the window, was 9 months pregnant (our firstborn, daughter Eleanor arrived two weeks later). That's all folks!...*Al Thompson*

(*The Morris "Oxford" name was dropped at the end of 1935 and did not reappear again until 1948 when the more modern-looking Oxford MO sedan was introduced. **Austin A60s were produced 1961 to 1969.)

... *Al Thompson*



Continued from front page

Rebuild all brakes as the rubber cups had turned to sludge and bronze sleeve the cylinders, new custom clutch. The pistons broke out and I found a box of six with rings in military wax in Australia, stripped all paint, re-chromed bright parts. The funny thing is the interior was in remarkably good condition, with the original goose down in the rear seats, and the fancy woodwork intact.

The car is equipped with front and rear heaters, rear radio, desks, jump seats, electric division, sliding roof over driver, a 4.2 ltr. engine, four speed standard transmission. The car is quite heavy to drive until it is up to speed, then it keeps up to modern traffic. Lots of extras, special trunk fittings, driving lights, rear self lit licence plate. The car has unusual front styling as the front wings are torpedo style as the top French cars were. All in all I feel very privileged to have the car and put it back on the road after its long sleep from 1962. We are just the custodians of these machines of the road, and it is nice of them to take us out for a drive from time to time.

...*Happing MOTORING Steve Harris*

Membership

Congratulations to:

Marge Sabourin winner of the Banquet ticket Refund Draw.

Dr. Tony Dowell winner of the Early Bird 2008 Renewal Refund Draw

A warm welcome to new members in January:

Ross Cameron, welcome back to a great Club!

Chris Hargrave, nice to have you keep Dad company!

Geoff Stubbs, Older really is better, 32 Austin 7, WOW!

As of printing the total paid membership for 2008 is 67.

Cheers, ...*Mike Bull*

AN IMMACULATE TR6 RESTORATION



The car project commenced in about Mar 1997 when I found this 1976 TR6 (CF57639 UO) advertised in a local paper on the island's very north end. The price was right for a person without a clue which about summed up my deep understanding of the TR6... a boyhood infatuation with this and most British marques. The car sat for about 5 years in my garage, used as a storage rack of sorts until 2002, when I began the restoration. 6 years later every aspect of the car has been thoroughly reworked. I derive great pleasure in subtle customization and restoration of parts to a like-new condition. The customized parts that I have built included an all



stainless exhaust system, stainless wiper motor cover, stainless brake callipers pistons, internal frame reinforcement and HD cruciform, billet aluminium sway-bar mounts and fan extension, aluminium radiator shrouds and a Pacific Yew wood dash panel. Detail work such as polished carbs and chromed edging on eyeball vents is also fun.... meeting similarly afflicted people is comforting and cheaper than therapy ... long live the OECC ;o) The other goodies on the car include Spax dampers all around, poly bushings, overdrive wired as a seven speed, steel hard top, leather seating, BL am/fm radio, 1.55 roller rockers under

an alloy cover, no-lead shaved and ported head, S2 ground cam, Alfin brake drums, Pertronix ignition, Lucas sport coil, Lucas spots and fogs (LT10/11 series). Currently I have a few set backs: the touch-up paint was incorrectly mixed and a re-spray is in order but is unlikely before April. It is my hope to have the car on the road before the summer is over and to go on at least one cruise with the club.



.....Rob Gibbs
..... Header by the editor

Get Acquainted—Our Members



Lyle and Marie Cedar moved from Regina to Parksville in July 2006. Both have an appreciation for English cars and looked forward to their move to the Island so they could enjoy a longer convertible season. While still in Saskatchewan Lyle spent the summer of '04 doing a complete restoration of their 1975 MGB. Earlier this year (2007) they attended a swap meet at Heritage Acres in Victoria where they happened to meet two fine members of the Nanaimo OECC and were invited to attend an upcoming meeting. The rest, as they say, is history. They became members and have enjoyed meeting all the new friends and attending some of the runs. They also look forward to more of the same in the future.

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Saturday May 3rd for OECC members. This is an opportunity to have your vehicle inspected by Alan and/or Eric at Sussex Auto and to discuss any faults that may be discovered. A basic safety inspection and if necessary a road test will be performed.

You will be able to look underneath your car should you wish to.

Interested members will have an opportunity at the next meeting on February 19th to put their name and details on an interest list. Spaces will be limited and so if there is the need to do so names will be put in a hat at the meeting for a space on the day for an

appointment. If for some reason you cannot make the meeting, please phone Anji at (250) 954-0506 to add your name to this list.

Minutes January 15 2008

Chair Al Thompson called the meeting to order at 7:30 PM with 33 members, partners and guests present.

The minutes of the November meeting were read by Past Chair Doug Unia.

Treasurer Adèle Hedges discussed the decrease in Society Dues from \$7.50 to \$6.00 for 2008. The club equity currently stands at \$1521.98. She also talked about name tags and asked members to wear them to meetings for the benefit of new members. They are available from Adèle.

The financial statement was distributed and Chair Al said there would be an examination of banquet costs with a concerted effort to reduce expenses.

Beano editor Ken Hedges mentioned that magazine is dependant on members input and he is always looking for material.

Doug Bainbridge, club webmaster, said that there wasn't much action over Christmas.

Membership Chair Mike Bull introduced guest Geoff Stubbs who has a 1932 Austin 7 and new members Graeme Cook (from England) with a 1966 TR4 and Chris Hargrave (Malcolm's son) with a 1972 MGB. Also Ross Cameron with a 1969 E-Type roadster and 1977 TR7.

Mike reported 64 renewals already and regalia he has for sale.

The prize draws for the membership and banquet ticket took place and the winners were:

Membership-Tony Dowell

Banquet ticket-Marge Sabourin.

As Marge Sabourin was absent, Chairman Al spoke about coming events. The first event of the season is the club bowling on Feb. 24 at Brechin Lanes. Nigel Muggeridge, who is taking care of arrangements, offered options for starting times and dinner arrangements.

AGM co-ordinators Doug Bainbridge and Martyn Green reported that the Schooner Cove Resort has closed, so they are back to square one with arrangements. They are looking for a new location and to keep the dates the same.

Adèle reported on Brits Round BC, there is a link on the Society web page. If you don't have internet access you can get the information from her.

Nigel reported that most of the organization for Brits on the Beach is completed.

There was an interesting photo presentation from Rob Gibbs and Kevin Noga on replacement of rear frame and trailing arms on the TR6.

Merv Steg's car of the month was the 1909-10 car built by the Cooper Steam Digger Company. No one was successful in this identification.

Winner of the 50-50 draw of \$30.00 was Norbert Peters.

Meeting adjourned at 8:29 PM. ... *Doug Unia*



**Remember those lazy
daze of summer?**



Upcoming Events 2008

Annual Bowling Event

Date: February 24

Time: 1:45 - 4:00

Location: Brechin Lanes Nanaimo

Dinner after at the ABC MaryEllen Drive

Bunny Hop Run

Date: March 30

Meeting Place & Time: TBA

Port Alberni Run

Date: April 20

Meeting Place & Time: TBA

Brits Round BC

Date: June 27 - July 6

Location: A 10 day trip around BC

Information: See OECC main web site for details, map and registration form.

OECC Annual General Meeting

Date: June 28 & 29

Location: Nanaimo

Host Location: To be finalized

Note this ties in with the Brits Round BC Tour

Interesting Link

The following Youtube site may be of interest to members with an internet link.

<http://www.youtube.com/Universitymotorsltd>

Although the site is primarily concerned with MGs', there are several other topics related to SU carbs, compression tests etc. with each topic running about 7 minutes of video. ...*Ken Hedges*

Trivia

I was cleaning a timing chain cover for a replacement engine on our MGB and noticed the word MOWOG stamped into the steel. This triggered something in my brain, and back in the corner the meaning of this word came flashing to the front. I know that some of our members who have been around British cars will know this, but do you know what this word means / stands for?

See back page for the answer.

A Note from the Editor

I hope that one and all have enjoyed the BEANO during 2007, and that you will find items that will interest you in 2008.

I am always looking for ideas which our members would like to see published, so please send me your ideas and articles that you think others may enjoy.

I would also like to extend a warm welcome to those who read our newsletter, but are not members of our club. I know there are those in England that read the BEANO on a regular basis, and are part of the English car scene.

Above all, remember that our cars are meant to be driven, and therefore I encourage you to take part in as many activities as you can in 2008.

... *Editor Ken Hedges*

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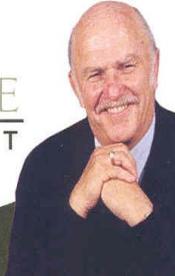
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