



# The Car Club Beano

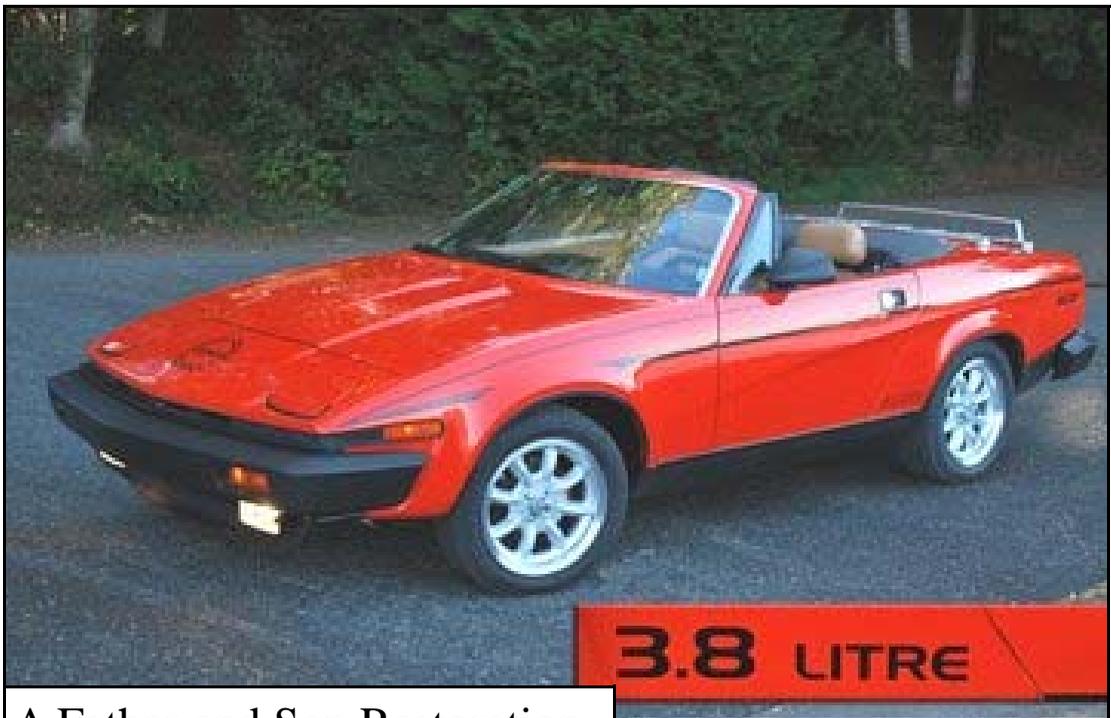


*British Engineered Automobiles-Nanaimo Order*

September — October 2008

54th Edition

Editor & Publisher: Ken Hedges



## A Father and Son Restoration

It all started so innocently when my 15 year old son said it would be nice to work on, and restore, a car together. His interest was a muscle car, because he remembers me working on a '69 AMX all night while he was trying to sleep. My suggestion was something a little cheaper on gas, and not so powerful.

Then, I remembered my first car, a '67 Alpine Roadster, but when I showed him a picture it did not meet his needs in the "Cool Factor". So I thought, what was a unique, modern-looking, British sports car that was readily available? Could it be, a TR7? or perhaps a TR8? (too powerful).

So I went to Google, typed in "Used TR7" and up pops an orange 1980 convertible in Kirkland, WA. Pictures looked good so I gave the owner of the car a call and made arrangements to see him the next day. On arrival, the car looked even better than the pictures, and was totally rust-free, as it had never been driven in the rain and had always been stored in a garage. I then gave him a deposit and on the way back dropped of the necessary paperwork at the border. I was told we could bring it back across the border in 3 days. Four days later we were on our way across the border with a very orange car.

Drove the car last summer, went to Island Shows as well as the All British Field Meet in Portland. Then we stored it for the winter. At that point we starting brainstorming ways to adjust the carburetors for better drivability. After doing some research we discovered our best option was a Holley 450cfm, bolted to a 3.8Litre Buick V6. This conversion was quite simple with a kit purchased from John's Cars in Texas made exactly for this means.

The conversion was a 5-step plan:

1. Remove and give away old (read: British) engine.
2. Purchase Buick oddfire 3.8 V6 from Craigslist
3. Put said engine into TR7 with a Borg-Warner T50 5-speed transmission.
4. Remove this oddfire engine when crack in block is found.
5. Repeat step 3 with rebuilt evenfire 3.8 from Thompson's Automotive. (great guys)



Done, the hour before we left for Portland for a fun labour-day weekend with the Victoria MG Club.

The only disadvantages we have found with this conversion is the understanding of the saying "Power Corrupts" (as per picture)

Fortunately, our buddy in Washington's Finest only wanted to check out the car. And remind us we were going a little too fast. (No Speedometer)

That's the story of a son and dad, and a TR7 gone mad.



Next on our list is a T5 transmission to replace the current T50 which seems to be on its last legs. (This will require another repeat of, the all too familiar, Step 3)

We now have Step 3 down to such an art, we are thinking of petitioning the International Olympic Committee to have it added as a new event in the Olympics.

(We're a shoe-in to win)

---Ron and Cale Spence



Nice coveralls Ron!!! Stop spending money on the car and buy a proper pair.

## Chairman's Note

In my piece this time I would like to pay tribute to our intrepid ‘wagonmasters’ – those generous and determined club members who volunteered to plan, organize and lead our many old English car junkets through the 2008 season. While they may not have had to – as their classical forbears did – gallop up that down the wagon train urging stragglers to keep up, or circle the wagons to repulse danger, they nonetheless have been in overall charge of us and our Old English ‘wagons’ each time we hit the trails. So, we honour our 2008 ‘wagonmasters’, not forgetting their able assistants, and offer our heartfelt thanks to those who led us through the past season. Let’s see if I can remember them all: Dave Harris, and Linda Harris, who ‘wagonmastered’ the Bunny Hop run in March, and the Whistler run in September; Ken Hedges, and Adèle Hedges, for the run to the Restoration Fair at Sanaach in April, and the Cowichan Valley run in August; Geoff Francis, and Candy Francis, for the Alberni run in April, and the run to the All British Meet at Filberg Park, Comox, in August; Doug Unia, and Judy Unia, for the run to the heritage home and car collection of Steve Harris, in May; Doug Groth, and Sandy Groth, for the Gardens run and BBQ in May; Ray Sabourin, and Marge Sabourin, for the Mount Washington run in June; Tony Mantell for the Ladysmith Parade in Aug; and Malcolm Hargrave, and Janet Hargrave, for the Rally ‘Round the Lake (Cowichan, that is) in September. *(Ingrained humility prevents me from mentioning the Nanaimo Empire Days Parade in May, and Fathers’ Day Picnic run to Victoria in June, for which I (with Irene) was Wagonmaster – so I won’t! Also, I don’t mention Wayne Peddie, who, although not a Wagonmaster per se, did such a super job of organizing and running our Brits-on-the-Beach show this year. Many thanks to him).* So there you have it – our honoured wagonmasters through 2008. We hope they will all come back to lead us again in 2009. As for the rest of us who follow along behind, remember to help out our wagonmasters by following the three ‘unwritten rules’ of our Central Island Branch old English car runs:

1. Try not to overtake the Wagonmaster;
2. Watch out for the old English car behind you, in case it encounters delay or trouble and needs help (but, of course, also watch out for the car in front of you.);
3. If you need to use your non-English daily driver on a run, do so by all means, but join in at the end of the old English car line.

That’s all folks. Enjoy the rest of the season.

...Al Thompson, 22<sup>nd</sup> September

Mike & Pat Bull reside in Qualicum Beach, Mike is our genial Membership Guy, he has been our registrar for the past 3 or 4 years and has been an Old Car Hobbyist for 35 years. Mike & Pat retired in Calgary, where Mike had been secretary for the Alberta Pioneer Auto Club for 7 years and had owned a 1953 Bentley R Type, several Jags plus a 1956 Hillman Californian Coupe. He was also secretary



with Packards International, and The Studebaker Drivers Club having owned one of each.

Mike came to Canada in 1957, from Kent, England and spent a few years with the RCAF, training as a Navigator. Pat followed in 1962, coming from Kent as well. They have 3 children, 4 grandchildren and a passion for Vintage RV's.

## Membership

At last count we are 106 members with dues paid to end of the year. We also have two renewals for 2009, likely from members who want to ensure they do not miss the Early Bird Renewal Draw!

Please welcome John & Susan Kallweit of Nanoose with their 1951 Jaguar MK V. John & Susan are away during the Winter but we did make their acquaintance at our Sept. meeting, and look forward to their return come Spring

New members become the Club's backbone for the future, yet so often they seem shy about attending the Club's monthly meetings and we wonder why there is that shyness?

The Central Island Branch of the O.E.C.C. is in fact one of the friendliest Old Car Club one might join. We are NOT a very formal group. We do NOT form clique's though it is fair to say some of us know each other quite well. Every member is welcome to join an event, or every event if they wish to!

If you do not attend a meeting, or an event, we cannot enjoy your fellowship nor your stories. We'd like to tell you ours!

Every day is a "good day" - think about it!

*...Cheers Mike Bull*

# Run to Filberg in Comox August 13

It was an optimistic bunch that left Canadian Tire at 8:30 to go to the Filberg in Comox. It was a rainy day but all 20 cars kept their tops down. We had light rain until we reached Qualicum Beach. Four more cars met us there as we had a welcomed leg stretch and bathroom break. It was nice to see some of our new members out for the run. Everyone was reminded to pull off if you lose sight of the car behind you and we managed to travel all the way to Comox in an impressive unbroken line of Old English Cars. Maybe it was just the force of positive thinking but the rain stopped by the time we made it to Comox. It was hot and sunny at the Filberg where there was a good showing of Old English Cars. Everyone enjoyed a nice picnic or the hospitality of the Tea House in the park for lunch. There were draws for door prizes throughout the day and 9 lucky people won from our club. As we left everyone received a bottle of wine from the Comox Branch.

...Wagon Master Geoff Francis



## Tips Corner

66



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**Mandy Temple**

A new advertiser for the BEANO is Mandy Temple. Thank you for you support.

How to eliminate oil leaks in your English Car. Tongue in cheek solutions.

Solution No. 1

Don't drive you car.

Solution No. 2

Drain all oil from the engine, gearbox and differential. No oil in the car equals no leaks from the car. If you opt for this solution also adhere to solution No. 1

## ABFM Portland Oregon

There were at least four groups (individuals) from the Central Island Branch of the OECC that made their way to the ABFM in Portland Oregon.

There were those who took an extended vacation and route via the Oregon coast to get to Portland followed by a shopping trip on the way home.

Doug and Jackie Bainbridge organized a trip that took in the Washington and Oregon coast, and according to those that took this route Dave and Linda Harris, Oscar and Laura Taylor, and Martin and Pat Green who joined en-route, all had a great time.

There were those who took their own route down, Peter and Sylvia Sparke, Ron and Cale Spence (see front page story), and Wayne and Jan Peddie.

And last but not least there was a group that drove there in one go, Norm and Joyce Hall, Geoff and Candy Francis, David and Susan Jones (SIB) and Adèle and I.



We all met at the Portland Speedway and enjoyed a great two days, looking at and trying to vote on the people's choice on over 600 cars and numerous categories, taking in the racing and slalom and the swap meet on the Sunday morning.

I believe there were two members that came home with hardware (people's choice awards).

Peter and Sylvia Sparke took a third place with their TR250

Adèle and Ken (It's Adèle's car but I get to drive and clean it) also took third place in the Jaguar XJS class.

David & Susan Jones (SIB) garnered a third place with their Rover 100.

A great trip!!

...Ken Hedges

...Doug Bainbridge Pictures

Mind that coffee on those nice seats Pat!!



## Minutes of August 19, 2008 Meeting

The meeting was called to order by chairman Al Thompson at 7:30 PM with 39 members, partners and guests present.

The minutes of the previous meeting were read by past chair Doug Unia.

Al mentioned the beginnings of the OECC 20 years ago as started by Ian Cox in the Okanagan.

Treasurer Adèle Hedges advised of net income of \$434.87, current equity of \$1956.85 and \$1778.85 in the bank.

Membership guy Mike Bull introduced guest Dave Legg with a Jaguar MkX 4.2 litre.

He introduced 15 new members, 10 who were signed up at Brits on the Beach, for a total of 105. He also reported on regalia.

Beano editor Ken Hedges said the new edition is available. He asked for a short history of members and their cars for a get acquainted section in the newsletter. The current edition has a record twenty pages.

Webmaster Doug Bainbridge advised of links to pictures of past events on the web page.

Wayne Peddie said that Brits on the Beach will be held on July 19 next year. There was a discussion of next year's arrangements centered around the Music.

Marge Sabourin talked about the Ladysmith Parade.

Doug Unia reported on the Filberg run and show.

Marge talked about upcoming events.

Al discussed the recent executive meeting.

Under old business, the funds for the Nigel Mugeridge park bench have reached \$2150. All funds will be given to Ladysmith township.

There is an article in the Ladysmith Take 5 about Nigel.

Under new business, Al asked for technical presentations for future meetings.

Merv Steg's car of the month was the Nash Healey identified by Doug Unia.

Al mentioned the passing of Dave Nishioka's wife Danita.

The 50-50 draw of \$34.50 was won by Liz Goff.

Meeting adjourned at 8:55 PM

...Doug Unia

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NEW, USED AND PERFORMANCE PARTS FOR TRIUMPH, MG, AUSTIN

57

## Minutes of September 16, 2008 Meeting

The meeting was called to order by Chairman Al Thompson at 7:30PM with 40 members, partners and guests present.

Al mentioned that member Mike Minter has been hospitalized with an infection resulting from a biopsy.

The minutes of the previous meeting were read by past chair Doug Unia.

Membership Chair Mike Bull introduced guests Graeme Miller 1956 MGA, Dave and Karen Wall 1966 MGB, Wayne Wispinski 1980 TR8 and John and Susan Colute 1951 Jaguar Mk 5. He also noted a current total membership of 105 and reported on regalia.

Treasurer Adèle Hedges advised of the purchase of a new laser jet printer for the production of the BEANO. She reported net earnings of \$62.52, total equity of \$1584.70 and \$1356.70 in the bank.

BEANO editor Ken Hedges thanked the club for the new printer, he asked for information and material for the newsletter and talked about the "Get Aquanted" section for new members.

Webmaster Doug Bainbridge reported three new ads on the web page. A TR6, Rover 75 and a car trailer. He also showed a poster he had made up from photos of his car by Staples. Past events discussed were the Cowichan Valley Car Run, the run around Shawnigan Lake, the Portland ABFM and the parts sale at Eunice Davidson's.

Upcoming events discussed were the Whistler Run, ECAIP ( SIB premier event) and the date for the October run (26th) not yet planned.

Al discussed the upcoming annual banquet, where prices will rise to \$40 per ticket. Dave Harris and Marge Sabourin will look after ticket sales.

Under Old Business , the Nigel Muggeridge park bench was talked about.

Under new business, Adèle discussed the BATS11 tour from June 20, to July 1 2009.

Al mentioned the October 24 meeting is the AGM where a new table of offices will be elected. The following have let their names stand:

Treasurer	Bill Grace
Events coordinator	Candy Francis
Web Master	Geoff Francis.

There was a presentation by Kel Petersen, introduced by Lyle Cedar, of silicon rescue tape and lubricant. These products are available at the Stewart Ave. Marine Center.

Merv's car of the month was the TR8, identified by Bill Grace.

Oscar Taylor won the 50-50 draw of \$30.50.

Meeting adjourned at 9:02 P.

*...Doug Unia*

# Malcolm & Jan Eazy Peazy Run

**We** had a beautiful, sunny day with 27 members and 14 cars show up for the run. Malcolm and Janet were the wagon masters and we left Southgate Mall around 10.00 am to meet Bernie and Betty in Duncan, where the clue sheets were handed out.



At the Cobble Hill Road turn-off, the "rally 'round the lake" began.

Everyone finished the clues and got back to Catrina's Grill around noon. Bob & Lynne Cumberland and Doug and Judy Unia tied with 34 points out of a total of 36. Bob and Lynne won the tie-breaker and won a cute cuddly penguin stuffed toy.

The meal was very good, and everyone said they had enjoyed the run around Shawnigan Lake on such a beautiful day.

*...Malcolm and Janet Hargrave*



Looks like after such an enjoyable run everyone is waiting for their food. The second most popular past time on an OECC run

## Annual Whistler Run

Early Saturday morning 12 brave souls. Dave & Linda Harris, Dennis & Darla Millard, Oscar & Laura Taylor, Norm & Joyce Hall, Geoff & Candy Francis and Bill & Valerie Grace boarded the 6:20 AM ferry to Horseshoe Bay. Cam Clark Ford in the North Vancouver Auto Mall was the rally departure point for Whistler. We met up with Al & Irene Thompson who elected to travel the night before. At 9:15 we embarked on the first leg of the trip to the Tim Hortons in Squamish. The weather was not good, in fact it rained all the way to Whistler. The attendance was down this year due to the weather conditions. We spent 3 hours huddled in the cold and then left for Pemberton to spend the night. We had a wonderful dinner at the Wild Rose Bistro, and a birthday party for Laura back at the hotel. Unfortunately Oscar had a medical issue Sunday morning as we prepared to leave for Horseshoe Bay, drivers were changed and Oscar was passenger to Geoff, while Candy drove the Midget along with Laura. The trip back was more enjoyable, as the sun came out and the tops came down. We arrived in time to make our ferry reservation, and caught the 3:00 PM ferry home. All in all we still had a good time.

... *Dave Harris*

... *Al Thompson Pictures*

**Editors note:** A little bird told me that there was in fact one breakdown of sorts which happened to a certain Triumph TR7 which Dave did not mention in his story.



Geoff and Dennis (under brollies)  
looking at the cars



### LUNCH BREAK

L to R Dave Harris (suspect touch up of the picture) Darla, Candy, Laura, Oscar and Irene.

## Editors' Note

The driving season for most of us with our English cars has come to an end, no more top down driving in the sunshine, as we await the cold, rainy days of winter. It is a good time to look back over the summer driving season and remember the good times we had, whether you participated in one or many of the runs, I am sure you will agree, it was good to get out in a car that is probably 30, 40 or even 50 years old and appreciate that it made another trip with you the driver weekend mechanic wondering if it would see you through to a safe return home.

For some of us the runs were longer, stretching into several days, and in the case of the BRBC, 7 to 10 days. We had some problems, but nothing that could not be overcome by some helping hands.

So treat that baby (babies) of yours with all the care it needs, and perhaps, over the winter season, fix some of those areas that are starting to show their wear and tear, so that they are ready once more come Spring time.

... *Ken Hedges*

## Cowichen Valley Run aka The Monsoon Run

Adèle and I picked this date in August as usually this is in the best part of summer with long sunny days, how wrong we were!!

We planned a run a few months previous, to check out the route, in order to prepare the instructions, prepare a quiz, and to line up a restaurant for the lunch stop. Things already started to go wrong; we navigated a route starting at the Southgate Mall through some of the back roads, along the highway to the Chemainus only to find that the road was dug up and in a state not fit for anything but a 4X4, so the route had to be changed to include more highway driving, the remainder of the route took us to the Cherry Point Winery and back by a circuitous route to a restaurant in Duncan, only to find that the place no longer opened for lunch, never the less changes were made and our lunch spot was a picnic at the home of Bernie and Betty Butler.

The day of the run came with 28 cars indicating they would be there, only we did not know that this day fell on the "Nanaimo Monsoon Day" and only ten cars showed up for the run. I won't go into details only to say that the most common statement at the

lunch stop was "I didn't know I had a leak there" rain ingress into the car that is.

...Ken Hedges



The Brave Few!



## Upcoming Events 2008

Make plans to attend the OECC  
CIB

### Annual Banquet

Enjoy an evening of fun, food and  
friendship

Date: November 22

Location: Nanaimo Golf Club

Cost \$40 per person

Tickets are available from Dave Harris  
at Tom Harris Chevrolet Cadillac Ltd.,  
2590 Bowen Road, Nanaimo (phone  
250-758-2438 and ask to be connected  
with Dave Harris).

### Floggers Corner

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58



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