



The Car Club Beano



British Engineered Automobiles-Nanaimo Order

March - April 2009

57th Edition

Editor & Publisher: Ken Hedges



1951 Ford Prefect

Our 1951 Ford Prefect, which a fellow had started to restore but lost interest in. He had stripped it down and when I brought it home for **\$500** it was all in pieces and stored in boxes. The restoration was a project of love as I carefully cleaned and put everything back together again. This was all completed at home in my garage even down to the carpets which Kelly redid and the mid-night blue paint job done by my brother. The car had taken ten years to do but when finally finished she was breathtaking in all her original glory, at least to my eyes.

... Paul Beenham

Chairman's Note

Hello to all, especially to our new member, Steve Wareing.

This is the first message I have written for the BEANO and ask your indulgence for any errors or omissions.

At his point I would like to thank Al Thompson for doing such an outstanding job during his tenure and for filling in for me during my winter holiday.

During my short association with the club I have made many friends. Perhaps the best way I found of getting to know this great group of people was to participate in the Brits 'Round BC last year. This was an eye opener for me, as we visited most of the clubs which operate under the OECC umbrella organization and met many interesting and knowledgeable members.

I am pleased to see that the club is growing and interest in old English cars is not waning. The strength of the cars, and the famous designs, in my humble opinion will endure long after all of us.

The club has a full schedule of runs this year, the longest being the Brits Around the Sea. But there are also day trips, and, multi day trips to enjoy.

I would be very please to see all the members participate fully in the runs through the season. Especially where we will be involved in "show and shine" events. These events give people who do not own an English car a chance to see what they are missing and for us to promote our passion for these great vehicles.

This is a social club. A place to meet people of like mind, please remember this and attend meetings to keep the club active and vital.

My one wish is to see this club endure and grow.

...Norman Hall

Membership

We have 85 members as of this time, with just a few who have not yet renewed, but the hope is we will soon be able to include them too!

With Spring finally here, you will see plenty of Brit cars on the road to somewhere. If the opportunity presents, please invite the driver/owner to join our active & friendly Club. We have a great web-site with links to many part sources and info groups, and the OECC is really quite affordable at only \$20 per year.

One tequila, two tequila, three tequila, floor.....!

Cheers, see you at some Brit car event soon!

...Mike Bull

Get Acquainted—Paul & Kelly Beenham



Hi folks, my name is Paul Beenham and I have been married to my high school sweetheart, Kelly, for the past 38 years. We have three married children, two sons and a daughter. Between the three of them they have given us six beautiful grandchildren.

Although I was born in Surrey, England at the time of our marriage we both lived in Richmond, BC and I worked for my father in his Auto Body Shop. It was my father who first got me started on my love of British cars as he helped me buy my first, a 1955 Vauxhall Velox. The car had been in an accident and needed front end work so my dad and I got started on what turned into a full restoration with many modifications. After a second accident, I flipped it over into an irrigation ditch, and a second restore I ended up with a British hot rod to die for. It had an I-bean axle, a 283 engine, dual headlights, Volkswagen 1500 taillights a GTO interior. To this I added a dark purple paint job and from that time on my 1955 Vauxhall was know as the Purple People Eater.

From this time onwards British cars became a major part of our lives. From Kelly's first car, a **1950** Vauxhall, to the 1961 Vauxhall PA we still have we have always owned a Vauxhall or two or maybe three or maybe even more. For some reason they just seem to find us.

Once we started our family we decided to move to a smaller community where we could raise our children in the fresh air and open spaces. I then got a job working for the Weyerhaeuser mill in Vavenby BC and we moved to our new home in the small town of Clearwater. Although the Purple People Eater was not really a family car it to came along for the ride becoming the first of my many British cars. I then bought another Vauxhall, this time a 1954 , which needed only a tune-up and a fresh coat of paint to become the perfect family ride.

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In 1981 we moved back to Richmond after finding small town life not to our liking. I began working for the Vancouver Transit system as an operator. Once settled I started looking for another restoration project but with little money I wasn't sure what I would find. Well it turned out to be a 1951 Ford Prefect (see cover story), not a Vauxhall but British. We became early members of the newly formed Vancouver Coast Branch of the Old English Car Club taking part in many fun club events. The years passed and more Vauxhalls and Prefects came and went. Retirement was now looming and a decision to move away from the hustle and bustle of the big city brought us to Nanaimo with it's more relaxed lifestyle. One of the first things we did once we had settled into our new home was to attend a meeting of the Mid-Island Branch of the Old English Car Club, once a British Car Enthusiast always a British Car Enthusiast. Oh, by the way with my hot rod days long behind me, the Purple People Eater now resides in Ashcroft, BC with my cousin who has undertaken the job of returning it to the luster of it's 1960's hey days.

...Paul Beenham

Automotive Repair 1929

Dear Sir:—
We're writing this letter to you today because we want to help you get your money out of your Model T.
It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.
The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.
Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.
New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.
The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.
A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,
C. R. GLEASON CO.
Bottineau, N. Dak.

...Mike Bull

The Weekend Mechanic

Recently I decided to change the clutch in our MGB as it had been “feeling funny” when changing gears over the last driving season, I thought that I would also change the engine with a spare one that I rebuilt as the original engines bottom end had not been touched for the 13 years that we have had our B.

Removing the engine was quite simple, and I managed it by myself with the aid of an engine hoist with a tilting adjuster. I won't go into details but I had the engine out twice, the second time I decided to install new engine mounts, quite inexpensive and a good time to do it.

If any of you know, to change engine mounts on a later B, it requires the steering rack to be removed, as the steering column runs through the mounting bracket. OK if I am going to remove the steering rack I may as well change the outer tie rod ends, at this point I also found one of the steering gaiters torn, may as well change both, seems like one thing led to another. Anyway with the new engine mounts in, I installed the steering rack but loosely fitted the tie rod ends, as I was waiting for the gaiters to be delivered, back goes the engine, no problem.

A few days later the gaiters arrived and now I ready to finish the job. Installed the gaiters, threaded the tie rod end lock nut to the distance that I had measured before taking them off, installed the tie rod ends, nearly finished, but then, “THE WHEELS WON'T MOVE” when I tried to move the hubs (moving the hubs as if steering).

What had I done wrong, I retraced my steps and started to dismantle. As the tie rod ends were now seated, I decide to wind out the tie rods, this done, the rack still could not be moved, then the light went on “ THE MGB HAS A STEERING LOCK !” thus preventing the rack from moving. I turned the ignition key, the steering rack moves, put everything back together, another hour spent in the garage, when instead I could have been cutting the grass.

It pays sometimes to walk away and think before proceeding.

...Anonymous



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VMAC & Car Run March 22

21 members turned out for the first car run of the year.

After leaving Tim Horton's at Southgate Mall, we had a short drive up to VMAC on Kipp Road.

VMAC (Vehicle Mounted Air Compressors) is an advanced manufacturing company producing a range of engine mounted air compressor systems for service trucks across all industries, which are sold throughout North America, U.K. and Australia. The company started in 1986 and is many times winner of the Vancouver Island Business Excellence awards and also the prestigious



BC Export Award in 1999. Recently the company placed in the top 100 Best Companies to Work For in Canada.

Brian Collings and Malcolm Hargrave, both long-term VMAC employees, gave a guided tour of the manufacturing areas and demonstrated how the company is working on its "Lean" journey by using leading edge production techniques; latest CNC lathes and milling machines; a robotic welder, and the use of cell manufacturing for assembling component parts.

After the tour, 19 members headed towards Ladysmith and ended up at the Saltair Pub for lunch. The food was good and it was great for us all to get out in our cars once again - some however were lacking British heritage! The weather was good to us and our cars didn't get rained on at all!

...Malcolm Hargrave

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Mandy Temple

Bringing Home Spider

After looking at TR7's for 6 months locally I finally found what I wanted on eBay, a fuel injected Californian Spider made in Solihull, one of about 80 made. After winning it, I took the Greyhound down to Sacramento, transferring to the new LRT line out to end at Folsom. After doing the paperwork including faxing info to US Border and getting California trip permit (also valid in Oregon and Washington), I went to Costco outside



Sacramento for badly needed tires but they were backed up 4 hours and I wanted to hit the road by noon so off I went. I soon notice a severe wheel shake at 55mph so I kept it at 50 to 52 on the 15 freeway. Not getting any sleep on the last 36 hours I couldn't keep my eyes open once I got to Redding, CA. After some well needed sleep I hit the road at 6 am. passing all the trucks up inclines over the Shasta Mountains, then they passed me on the downward side as I stuck to my 50mph speed limit. After 10 hours on the road I couldn't keep my eyes open as I rolled into Wilsonville just south of Portland for more needed sleep. The next day was a shorter day and as I stayed in the right hand lane to get through Seattle I was pushed up to 65mph the wheel shimmy went away but I wasn't comfortable with the poor shape of the tires at that speed so soon slowed down to 50mph. I stayed overnight in Blaine as the border was closed for presenting the car by the time I had picked up a box of parts I had waiting for me at pick up point in Blaine. The next day was spitting rain as I went through the border and I found out the wipers needed replacing but got to my Dad's place in Surrey for an overnight visit before it started raining for real. The next day was sunny again as I took the ferry to Swartz Bay. On the way to Victoria I got three thumbs up from three young guys in a moving van as they probably never saw a black Spider before and I'm sure didn't know what a Triumph was. Now it was time to get it ready to pass the safety check required to register an out of country car. The good thing about a California car is no rust but virtually every rubber part was missing or deteriorated necessitating poly replacements, new shocks and springs, steering bushing, remote shifter bushings firmed up the shifting, new hi-low beam switch mechanism and cleaning every switch, electrical connector and of course new foam in the heater/A/C unit. and of course new tires. This required stripping out the interior and cleaning every part as it was disassembled and reassembled. There was some painting around the battery area where fumes/acid spills ate the paint, as well as painting back to original colours chipped paint on valve cover, oil filter cover, brass expansion tank to bring the 27 year (7 years in storage) back to looking new. An O ring in the oil pump and valve cover gasket stopped the only oil leaks and it never overheats even in hot stop and go driving going up Oak Street, Vancouver in rush hour traffic. So far the only problems have been Merv caused !)

- 1) too short alternator cables pulled off, killing the battery when they got pulled off by engine torque on mounts,
- 2) wiper failing to stop when wiper parking actuating lever broke (I cracked it when cleaning wiper rack and soldering it turned out to be futile)
- 3) failing to crank over, starter relay plugged into dirty connector block.

Long live adventure.

...Merv Steg

Minutes of February 17, 2009 Meeting

Past chairman Al Thompson, substituting for absent chair Norm Hall, called the meeting to order at 7:27 PM with 29 members and partners present.

The minutes of the last meeting were read by Doug Unia, substituting for past chair Al Thompson.

Registrar Mike Bull, advised of 77 renewals, reported on regalia and no guests present.

Treasurer Bill Grace reported total revenue of \$1524.00, expenses of \$470.00 for a balance of \$1054.00. A statement was passed around for members perusal.

As Beano editor Ken Hedges was absent, there was no report but Al mentioned Ken is always looking for material and information on members.

Geoff Francis, webmaster, reported that the January-February issue of the Beano is now available on line.

As there were no past events to report on, Activities chair Candy Francis discussed upcoming events. She is looking for people to do runs for March and April. There will be an event at Maclean's Mill, Port Alberni on August 2. Another possible event is the Lighthouse Country Fall Fair September 5. There was a short update on BATSII.

There was a technical presentation on Brake Servos by Doug Unia.

Al reminded everyone to pay their bill.

Merv Steg's car of the Month was the Stoneleigh, a model built by Siddley and no one was able to guess the identity.

The next meeting is March 17.

The 50-50 draw of \$16.50 was won by Rob Moffatt.

the meeting was adjourned at 8:19PM.

...*Doug Unia*

Annual Bowling Event

Sunday February 22 kicked off our 2009 monthly club events with a MAJOR bowling tournament. About/approximately/around 20 or so.....intrepid members showed up. Every last one of us made the 10 year olds look like pros (maybe not Linda Harris- she acts like she knows what she is doing!) We had one regular game and then one fun game under the lazer lights. No one but the machines kept track of the winners and losers and no one cared.

Afterwards we dragged our tired bodies to Mrs. Riches for eats and drinks.

Everyone must of had fun because we were sure loud and laughing lots!!

Thanks to all who took part.

...*Marge Sabourin*

Minutes of March 17, 2009 Meeting

Chairman Norman Hall called the meeting to order at 7:30 pm with 26 people present. The Minutes of the 17th Feb meeting were read by past-Chair Al Thompson. Registrar, Mike Bull, reported that we had 80 paid-up members for the current year. He was followed by Treasurer, Bill Grace, who reported revenue to date of \$1,580, and expenses of \$476. Our Beano Editor, Ken Hedges again asked for members to submit articles for future issues. Marge Sabourin, the organizer of our annual Bowling day on 22nd Feb, reported that it had been a very successful event; 22 people had participated in the bowling and a goodly number had joined in the dinner at Mrs Riches restaurant afterwards. Events Coordinator, Candy Francis, then highlighted upcoming events - notably the tour of the VMAC Company on 22nd March and lunch at the Saltair Pub (Malcolm Hargrave is Wagonmaster), and the free Car Clinic at Sussex Auto on 25th April. Adèle Hedges gave us a brief update on BATS II (23 cars are expected to do all or part of this summer tour). Chairman Norman asked everyone to think about nominations for the Society awards for 2009. Peter Sparke said that he has decided to sell his 1968 Triumph TR250 (asking \$30,000), and he also has various TR body panels etc for sale. Doug Unia has a 5HP compressor for sale (\$400). Merv Steg beat the crowd for the second month in a row; no one guessed his car of the month, which this time was the Scootacar (built 1957-1961). The 50-50 draw was won by Malcolm Williams. The meeting was adjourned at 8:20 pm

...*Al Thompson*

Editor's Note

Well the driving season is about to get into full swing, and as usual I will be counting on you to pass along any stories of adventures that you may encounter on your travels.

I am, as usual looking for a feature car for our front page, as well as submissions for the "Get Acquainted" section.

I hope you enjoy the articles in the BEANO, and find them informative.

And now to let you know that this will be my final year as the editor / publisher of the BEANO, and that for 2010 the executive will be looking for someone to take the reins. It is not that I don't enjoy preparing the BEANO with your contributions, it is just that I believe that someone else could bring some new ideas.

... *Ken Hedges*

Upcoming Events 2009

Sussex Auto Annual Car Clinic

Date: April 25
By appointment only

Annual Bunny Hop Run

Date: April 26
Time: 10:30 AM
Location: Southgate Mall
Wagonmasters: Dave & Linda Harris

Nanaimo Empire Day Parade

Date: May 17
Time: TBA
Location: Parade Marshalling Point
Wagonmasters: Al & Irene Thompson

Kitty Coleman Tour

Date: May 24
Time: TBA
Location: TBA
Wagonmasters: Don & Peggy Badger

BATS II Tour

Date: June 20—July 1
Tour northern Washington State and BC
Multi day tour take in all or part of this tour.
Wagonmasters: Ken & Adele Hedges

Brits on the Beach

Date: July 19
Location: Transfer Beach Ladysmith

Cape Scott Run

Date: August 7,8 & 9
Norm and Joyce Hall are planning a car run up to Cape Scott and the surrounding area. It will be a three day event to the Northern area of our Island. It is beautiful country. They would like to get an idea of how many would be interested in this excursion. Please email them at comdata@telus.net

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