



The Car Club *Beano*



British Engineered Automobiles-Nanaimo Order

September - October 2009

60th Edition

Editor & Publisher: Ken Hedges



1952 MG TD

I purchased my TD in Victoria in August, 2005. As far as I can determine it had been brought up from Washington State where it had been left in a barn since 1995 or there about. Prior to that it was owned by a Jane Brown, resident of Phoenix, Arizona since 1989. I have numerous bills from the 89/95 Phoenix era which would indicate it was used as a daily driver but probably got too expensive to keep on the road.

Chairman's Note

Greetings

Another successful season has concluded and what a wonderful year it was. The weather was perfect for touring. All the cars ran reasonably well, only one lost gas cap (recovered after a long search), and, only two trips on/in big trucks.

The first year of the Lighthouse Country run was wagon mastered by Al Thompson and we had a good turn out on a cloudy dreary day, but lots of fun.

A few cars went to Portland for the All British Field Meet and a few went down to vacation for a week.

The AGM was held in Victoria in September; attended by a very small crowd, which was a disappointment, but never the less an interesting, informative session. I would really suggest that you should attend next year and really see what the society is all about. Then again you would have a say in how the Society is run.

A fun Poker Run was held by Malcolm and Janet who did a great job pushing us around the south side of Nanaimo.

Ken & Adèle had a run around Nanoose, which I unfortunately had to miss because of a prior commitment. A hamper lunch was brought by all the people and consumed, probably with great relish. They probably sat around afterwards and told stories (lies?). Later, onto the Rocking Horse Pub for supper. Wish I had gone, darn it.

On a serious note, as I mentioned at the AGM, the club needs to attract younger members if it is going to continue longer than us. This is a real poser, how do we attract these younger members? How about giving me a few suggestions.

The foregoing is not to say that the club is about to collapse because of lack of members. The membership is strong and the meetings well attended. But the membership is ageing and my fears are down the road 5 to 15 years.

...Norman Hall

Membership

ONE HUNDRED AND FIVE, as of mid October with the possibility we may exceed last years end of 108.

Having said that, I would like to say that we are now taking membership renewals for 2010 and those who renew before December 31, 2009 will participate in our regular "Early Bird Renewal Draw" for a refund of Dues paid for 2010 plus there just might be additional prizes! with Dues remaining at \$20.00 annually where else can you get such a good deal?

Good fun, good humour, social events, tours, fantastic newsletter, great web site, barmy executive, but good meetings!

Hope to see our NEW MEMBERS at our October meeting.

Cheers,

...Mike Bull

Get Acquainted—Peter & Sylvia Sparke



Well I started with a 1950 Ford Anglia (convertible) in 1958, then moved on to a '49 MG TC for a short time before settling for a 1960, "signal red" TR3A, wire wheels no O/D factory hard top, thus the start of a long love affair with this marque. Then came the white TR4 C/W O/D & wire wheels and the convenience of wind up windows and a big "boot" this was one of the first group to land in Sydney, Australia. Joined Sydney T.S.O.A (Triumph Sports Owners Association).

and have enjoyed many great friendships, events and wild drives with the club which will celebrate its 50th anniversary next year. I am looking forward to attending this celebration.

Fast forward to Canada 1966, Montreal EXPO67 where I met Sylvia, during our dating period Sylvia thinks she would like a convertible, so under my unbiased guidance her first sports car is selected which is, would you believe Signal Red TR4A with O/D etc. Sylvia enjoyed driving this car (as did I). Next we were married 1969 moved to Calgary from Edmonton, bought our first house, and as so often was the case a family is emerging and, well you know how it goes TR4A has to be sold so as to purchase a more practical vehicle. This turned out to be another two door! (so children would not be at risk of opening a rear door while vehicle was in motion) Sport Sedan, you might say, Volvo 123GT

The Family has now grown up, and now it's time to revert back to "toy cars" you guessed it, Triumphs, of which we own all parts and then some to build one or possibly two 1963 TR3B's, one 1961 Powder Blue TR4 O/D ser# 927, one black 1967 TR4A O/D, with wheels. Now the only drivable TR is a 1968 TR250, green, mag wheels, factory surrey top. This car still has all original panels including floor pans, body was off IRS chassis so as proper restorations to the usual weakness could be dealt with, then sand blasted etch primed spray painted with black enamel, suspension, motor rebuilt plus all interior padding and dash replaced. This was all done in 1995 ready for "Rally in the Valley" Silver Star Mountain. We have enjoyed many great rides and events in this car including Portland, "Minter Gardens, Chilliwack", "Sea to Sky, Vancouver", "All Triumph Drive" in Westport, Washington. These drives originated out of Calgary with the exception of Portland.

The TR4A is now back on the production line after 2 years on the back burner while house & garage reno's were being taken care of after our move here to sunny Vancouver Island.

Happy Motoring

The Poker Run

There were 13 cars and 25 people showed up for the "Round Robin Poker Run" on August 23rd. 10.25 cars did the different runs (Dave and Linda Harris did just the last leg, hence the 0.25!!).

The first across the line were Glen and Michelle Steele, but the winners of the poker hand were Jeff and Edith Dowler with a pair of aces.

We had a good meal at Smitty's and the weather was perfect. I think everyone had a good time, although we thought we had lost Jeff and Edith who showed up about one hour late due to heating problems, however, they made up for it by winning the prize!

...Malcolm & Janet Hargrave



Continued from Page 1



When I picked up the car the running gear was complete and the engine ran reasonably well. According to the bills, the engine had been rebuilt in Arizona.

The car was reasonably intact, i.e. all the body parts were there. Unfortunately, it was rusted through above the running boards, although otherwise quite sound. There was nothing inside but the seat springs, the dash and part of a steering wheel. As I had never restored a car before I had no idea what I had taken on. My original plan was to remove the running boards, do some body work, fix the interior and enjoy driving it around.

Well, one thing lead to another, and soon I realized that there was more of the car sitting on the garage floor than still on the chassis. At this point, I decided a full body off restoration was in order. I started that around September 05. I heroically removed the rear end single-handedly. Unfortunately, the resulting hernia cost me about four months in lost production. Still things were well on the way by July 07 when we moved from Langley to Chemainus. The car was then put in storage until our new house in Ladysmith was completed in Sept 08. It's now practically finished, just lacking side curtains and a working wiper motor. It passed the safety inspection and I'm just awaiting collector status from ICBC.

We hope to bring it along on some of the shorter runs next year.

...Adrian & Helen Rice

Lighthouse Fall Fair—Run

It was pouring rain at 7 am as we prepared for the run to the Qualicum Bay Lighthouse Fair that Saturday morning. Happily though, by the scheduled 8:30 am meeting time at Canadian Tire, the rain stopped. Six cars set off from CT and followed the London taxi through Lantzville, Nanoose and Parksville. Aboard were the Hargraves (Jag), Cumberlands (TR6), Dennis Millard (MGB), Geoff Francis (MGB), Steve Wareing (MGB) and myself in the taxi. Along the highway, Dave Nishioka (MGB) joined the line. At Qualicum Beach we met up with the Halls (TR7) and the Heughans (TR6 – the only car with its top down... temporarily!). We arrived at the Fair site just before opening, and, as we were parking, we were joined by a 10th car – the MGB of Jeff Dowler. Once parked, we walked around the fair grounds and see all the goings-on at this typical country fair. There were lots of farm stalls, arts and craft stalls, kiddies competitions, displays, and non-stop entertainment on the mobile stage. Actually some of the performances – for example the female singing quartet, and the 30 or so brightly dressed ‘Cloggers’ – were really very good. The rain kept off for most of the morning, but came down

at about noon. Fortunately, most of us car club folks were gathered for lunch at a table under one of the large tents, so we avoided getting wet. Later, the rain stopped and the sun came out so we were able to get our folding chairs out and chinwag in our usual fashion for most of the afternoon. There was quite a bit of interest shown in our lined-up cars, even though we were somewhat away from the main part of the fair ground. I think this was an interesting first-time event for us. At a future meeting, we’ll have to consider whether we want to participate again, if we are invited back next year.



...Al Thompson ...Photo Steve Wareing

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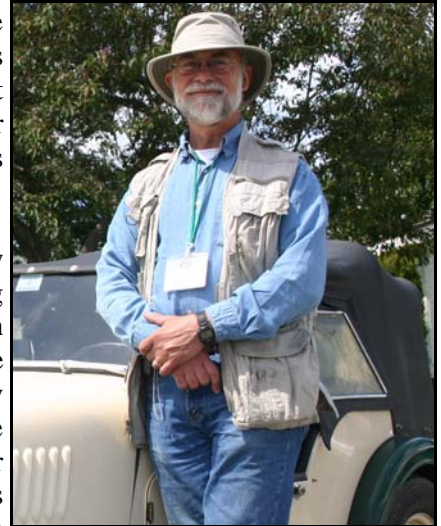
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President's Update

I take the reins of OECC with both apprehension and anticipation: apprehension because Wayne Peddie's shoes are a lot to fill; anticipation because I really enjoy OECC. I joined OECC in November 2000 because I enjoyed the variety of old English cars and, even more important, the members of OECC. While I'm a relative newcomer compared to some of my friends, I appreciate OECC as a group with which I genuinely enjoy sharing time. I'm honoured to be the new president.

OECC's mission is the preservation, restoration, and enjoyment of English vehicles. Over the last four or five years, probably dating to my 2005 involvement in Brits 'Round BC, I've developed an appreciation for what OECC is and a vision of our opportunities as we share our enthusiasm for old English cars. Please indulge me a bit as I explore some of these opportunities.

Opportunity 1: More English car enthusiasts. We know that significant numbers of baby boomers are nearing retirement. Research shows that people who have an interest in cars as they near retirement tend to focus on the cars they enjoyed in their teens and twenties. Baby boomers grew up in the '60s and early '70s so many were exposed to British cars. Some of them will be looking for these cars again. Others have had their favourite cars stashed in their garages for years. Some boomers will be looking for support in the hobby and have an interest in car clubs and interesting "car people" to socialize with. OECC has an opportunity to add them to our fold and pursue our mission. More old English car owners involved in the hobby means more enjoyment for all of us.



How can we better meet the needs of newly minted English car enthusiasts in our present environment? It might be interesting to explore how far potential members are willing to drive to participate in an OECC branch. In some instances there may be opportunities to establish new branches where populations of sufficient size exist.

Opportunity 2: Wearing classy regalia. When we wear OECC regalia we are displaying our pride as OECC members. When I observed that members of other clubs I belong to wear more club regalia, I soon realized that it was because the clubs maintained an inventory of garments with the club logo embroidered on them and make them available at major events and by mail.

The OECC Executive started a regalia program at our last meeting. The first test of it, at ECAIP, was quite successful considering that we had neither sales table nor sales procedure in place. We sold about \$350 of shirts just by showing them to a very few people. A club-wide regalia program with an inventory of reasonably-priced, popular items will help us express our pride in OECC, boost our commitment to the club, and show our enthusiasm to prospective members. A catalog will soon be available on our website. Take a look at what is available and wear our club colours!

Opportunity 3: Your suggestions are invited! Suggestions from members are important to help OECC cater even better to our interests. Send me a suggestion and you will be included in a regalia drawing at the next AGM. The bottom line of OECC's future: We are either dynamic or not. With numerous opportunities to advance our OECC mission, we can build on our success and keep the fun rolling.

Look for me to show up at a meeting or event with your branch during the coming year to get acquainted, and watch for the President's Column in the Spanner and your branch newsletter. Working together, this can be really exciting!

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Editor's Note

The driving year is coming to a close again for our British cars, remember to do those winter storage preparations, you need them to work again in the Spring.

This issue of the Beano is a bumper issue wholly due to the input of our members and our new president. I thank you all for your submissions.

The next issue of the BEANO will be my last, and I am happy to say that there will be a new editor to take over this role in the upcoming year, I will introduce him to you in the next issue.

...Ken Hedges

Minutes of August 18, 2009 Meeting

Chairman Norm Hall called the meeting to order at 7:34 PM with 32 members, and guests present. The minutes of the previous meeting were read by Doug Unia substituting for absent Al Thompson. Membership guy Mike Bull advised that total enrollment for this year is up to 105, he introduced new members attending.

Also mentioned were badges ordered are ready for pickup, as well as regalia available.

Treasurer Bill Grace reported club finances are still healthy.

Ken Hedges, Beano editor, said the latest edition is now available. He is looking for a replacement editor.

Webmaster Geoff Francis reported the latest Beano is on line.

Under past events, Lyle Cedar talked about the Filberg show, Candy Francis the Ladysmith Parade, McLean's Mill event and Port Hardy run. Norm Hall added additional comments.

Upcoming events include the Round Robin Poker Run Sunday Aug. 23 (Malcolm and Janet Hargrave), Lighthouse Country Fall Fair Sept. 5 (Al Thompson wagonmaster) and the Society AGM with ECAIP Sept 11-12.

Malcolm Hargrave did a technical presentation on recharging the air conditioning system.

Merv Steg showed some examples of how effective Molasses are for rust removal.

Wayne Peddie mentioned a new Society webmaster is being sought, to replace Pat Sparkes.

He also talked about the date for next year's Brits on the Beach, July 18.

There was a discussion about the distribution of the money raised at the 50-50 draw at Brits on the Beach. This was tabled till next meeting.

Merv's car of the month was the Metro6R4 group B rally car identified by Doug Unia.

Winner of the 50-50 draw was Joyce Hall who received \$26 as she was wearing her name tag.

Meeting adjourned at 8:45 PM.

...Doug Unia

Minutes of September 15, 2009 Meeting

Chairman Norman opened the meeting at 7:30 with 28 people present. The minutes of the 18th August meeting were not available to be read, but will be printed in the next issue of the Beano. Membership Registrar Mike Bull told us that we have 105 paid-up members to date. He also introduced one guest, Bill Seip, who is looking for an English car. Treasurer, Bill Grace, summarized the financial report and told us that the Branch has a healthy \$2,028 in the bank. There were nil reports from the Beano Editor (not present) and the Webmaster. Dealing with Past Events, Wayne Peddie provided a good report on the Society AGM hosted this year by the South Island Branch; of note were the 2009 award winners: Ken and Adèle Hedges (Central Island Branch) were awarded the Montagu of Beaulieu Award; Larry Hildreth (South Island Branch) got the Oxo Cup; and, Robert Atkins won the Link Trophy. Also, Malcolm Hargrave reported on the Poker Run, Al Thompson on the Lighthouse Fall Fair run and show, and Dennis Millard on the Black Fin Run. As well, Steve Harris gave us an interesting report of his summer trip south, to Laguna Seca, Pebble Beach, etc. With respect to Upcoming Events, Events Coordinator Candy Francis highlighted the Whistler weekend run (19-20 Sep), the Hedges Nanoose tour (27 Sep), and the Club Annual Banquet (21 Nov). Wayne Peddie informed us that personal factors may prevent him from coordinating the 2010 Brits on the Beach show; he asked for someone to take his place. Following a British car industry update by Tony Dowell, the 50/50 draw was held and \$18 was won by Steve Wareing. The meeting was adjourned at 8:30 pm.

..Al Thompson

Bentley Alaska Tour 2009



Every so often we get a chance to be involved in a special motoring event. Maybe with your own car or just to see something spectacular. This recent spring, this came our way.

Upon hearing of the Great Adventure Tour, Barbara and I were drawn to be involved. This took form as offering a "Tea Stop" at our home, after all it is not everyday such a collection of fine motor steeds grace any ones private drive. And to meet intrepid owners who brave the world from the four corners to here. They brought their Vintage Bentleys from

England, Switzerland, Australia, Germany, New Zealand, Denmark, USA, Scotland and Canada to start from Vancouver BC to Lake Louise on to Jasper, Fort StJohn, Whitehorse, Dawson City, Anchorage, TOK, then return via Prince Rupert, Campbell River and finish in Victoria.

The tour was the brainchild of a local car collector David and Adele Cohen of Vancouver who tour worldly themselves. Thus inviting others here with cars dating from 1923 to 1962, most being pre war. Our part was to give some local colour with a "Tea Shop" at Faulty Towers our home on Vancouver Island.



With two pipers greeting each of the 34 cars in our drive on a very wet morning all were glad for a hot cup and a dry rest stop. We had our British cars out to greet them including our 1949 Bentley. The Ausies didn't like to put their tops up, but rather leather up with goggles and brave the elements. What a driveway, including a 1930 Birkin Blower which has probably driven on every continent with a road and a 1934 Aston Martin Ulster that joined the tour. Great interesting people, mostly

couples, but one driver's wife did not attend so he brought his butler.

After the tea and scones, cakes etc were consumed they were on their way with a roar from a 3 to 8 litre engines down island. The next day we drove our Bentley to join them for a photo shoot in front of the Parliament buildings in Victoria and the wind up dinner at the Empress. Twenty Five days on the road, Vancouver to Alaska with only three breakdowns and 25 of the cars being pre war. With four entries from Canada, what an adventure, this was true richness of life. For this real motoring, not found in museums or the polish of trailer queens. To all who came, we thanked. To all who wish, do it! Get involved in local events, VanDusen, Whistler Run, Bellingham Run, Fort Rodd Hill etc.

Happy motoring Steve Harris.

Get to know Nanoose Run



17 cars gathered at the Canadian Tire parking lot. We were very fortunate to have a sunny day for the last official O.E.C.C. C.I.B run of the season. Route direction sheets were distributed with information on historic and present day facts of Nanoose Bay and points of interest along the way. Throughout the run everyone kept together and we had no breakdowns. The route took us through Lantzville and then on to Nanoose Bay's many

peninsulas with views of Nanoose Bay, Schooner Cove, Straight of Georgia, Northwest Bay and Craig Bay. Many U-turn routes had people waving to each other as the cars at the front passed those nearer the back. Many varied neighbourhoods were seen, with people coming out of their homes to "wave us on by". As well as going by Schooner Cove Marina, we also went to Beachcomber Marina. The route ended up at our home on Nuttal Drive where everyone got out their picnic and chairs and enjoyed their lunch and conversation. Of course, some of the guys also wanted a garage tour. Some people had to make their way home after, but some stayed and a few went for a walk to Nuttal Bay, close by. Then the remaining 10 people were already thinking about dinner, so we made reservations at the Rockinghorse Pub and when we arrived there we found a very large group of American Classic cars and owners. Fortunately they had brought on another waitress to look after our group. This was the end of very pleasant day.

...Adele Hedges



AGM Weekend Activities September 11—13 2009

Friday was a beautiful sunny day, which could explain why many of our club members turned up at the Rockinghorse Pub in Nanoose Bay to greet a group of seven cars from the Vancouver Coast Branch who left that morning, having had breakfast with some folks from the Comox Valley Branch. It truly made a great display of British cars parked on the grass behind the fence at the Rockinghorse. It was great to meet and chat with some of our friends from that branch.

Saturday morning we set off to attend the AGM, which was set for 1:30 at the Schoolroom at the Saanich Historical Artifacts Society. Various reports were read. Wayne Peddie stepped down as President after his two-year term and Steve Hutchens from the Vancouver Coast Branch was elected the new President. A vote was had for two candidates for Vice President – Fred Bennett and Patricia Sparks. Patricia Sparks is now the new Vice President. I am sure that Fred will still continue to offer his expertise as he has held the position for many years. Patricia is also looking for someone to take over the Society web page. She has done an excellent job over the past few years. There were no other changes in the executive.

I would, at this point like to commend Wayne Peddie for doing an excellent job as President. He has implemented quite a few changes during his tenure, one of which is to hold executive meetings by teleconferencing, thus making it possible for some of the more distant branches to have more input. Thanks, Wayne, for a job well done.



After the AGM we were given a route map, which took us through some beautiful roads to our next destination, the Uplands Golf Course. At one point we were at the summit of Mount Tolmie where panoramic views of Victoria were to be enjoyed. The golf club was truly a wonderful setting for the dinner. The theme was “Dress to the Nines” and it was interesting to see two different interpretations by the costumes worn. People either wore golf attire or fancy dresses and suites. The meal was

excellent with great service from the staff. Many door prizes were handed out during the evening as well as the award presentations. Robert Akins (SIB) was the recipient of the Links Award, Larry Hildreth (SIB) was presented the OXO cup and I did not catch the names of the winners of the Dennis Smith Floating Memorial (winners of the Mini Monte questionnaire). Ken and I were really surprised and honoured to receive the Montagu of Beaulieu Award.

Sunday we attended E.C.A.I.P. – English Affair in the Park at Fort Rodd Hill. Again it was a beautiful sunny day, which made the day most pleasant. South Island Branch is to be commended for a truly enjoyable AGM weekend.

...Adèle Hedges ...Photo Jim Gislason

Upcoming Events

Watch this space for upcoming events for 2010 There will be lots of monthly runs and special event runs to take part in.

Old English Car Club

Central Island Branch

Annual Banquet

November 21, 2009

Nanaimo Golf Club

6:00 PM Pre Dinner meet and greet

7:00 PM Dinner

Pre Dinner Music by Larry and Virginia Blatchford

Tickets \$45.00 per person available from
Dave Harris

Phone 250 758 6287

Brits on the Beach 2010

Date: July 18, 2010

Location: Transfer Beach, Ladysmith

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