



# The Car Club *Beano*



*British Engineered Automobiles-Nanaimo Order*

January - February 2009

56th Edition

Editor & Publisher: Ken Hedges



**1971 MGB GT**

**Owner: Ken and Bonnie Boyd, Qualicum Beach  
Member OECC, Nanaimo B.C.**

**History:** I am the second owner of this car. Bonnie and I purchased the vehicle to celebrate our 10<sup>th</sup> wedding anniversary. I purchased this car on Sept. 09, 1983 from The North Vancouver Mercedes Benz dealer for \$5,000. The car was originally imported and sold through Fred Deeley Motors in Vancouver.

I drove the car for 12 years and removed it from the road in 1995, and sadly watched it rust away in my carport at my home in North Vancouver. Rationalizing that the rust didn't matter, I would just fix it when I retired. *Little did I know?*

#### **Dec. 2004 restoration began.**

At the start of the restoration it was my intent to try to do most of the work myself, but after pulling the motor and transmission and seeing the extent of the body damage I realized my limitations and decided it would be best to get the body work done by an expert, and I would look after rebuilding or replacing all the mechanical and wiring items. The plan was that I would have the car on the road by July 2005, 6 months. Again *little did I know?*

#### Bodywork

The car was completely stripped down to the bare frame, sand blasted and repainted. All the fenders door skins, floor panels and rocker panels are new. The bodywork took 21 months to complete.

#### Mechanical

I had the engine rebuilt in Vancouver, which included a new camshaft; I replaced the old transmission with a rebuilt overdrive 1971 MGB transmission. Shock absorbers, front-end suspension, brakes, and heater, all were rebuilt at my home. A new gas tank was required as the old one had rusted too badly to fix. I rebuilt the carburetors and found what happens to a fuel system when you let it sit for 10 years.

#### Interior and Trim

My original intent was to fix up, clean and reuse my old upholstery, but I decided to replace all the interior upholstery and trim.

Restoration took 3 1/2 years and was completed in late 2007. *Little did I know?*

Was it worth it? Yes I enjoyed the challenge, and met a lot of very helpful people in the process. I now have 100 miles on the car and hope to travel in more events in 2009.

## Membership

As we reach our February meeting, I am happy to tell you we have 75 members who have renewed their continuing interest in the OECC, and it is very much hoped there will be more renewals within the next few weeks.

If you have not yet renewed for 2009, please do so by paying your dues at the February meeting, or by mail to OECC at 381 Cottonwood Dr. Qualicum Beach V9K 1M2

The winner of the "Early Bird Draw for 2009" was Greg Temple, and Peter Robson took home a consolation prize, a red Mini Cooper!

Thank you to all who participated by supporting the renewals draw, and to those who will continue to do so next pension day!

Cheers, and many thanks.

...Mike Bull

*Membership Guy*

## Chairman's Note

As our new Chairman, Norm Hall and wife Joyce are off visiting their daughter in Thailand, there is no Chairman's Report this issue. I am sure he will have some words of wisdom for the next issue.

*...Editor's Note*

### Get Acquainted—Russ & Pat Heughan

Pat and I were born in Victoria and lived there for the better part of 50 years. Pat had a career as a banker with the TD Bank while I worked with the BC Government in the Ministry of Highways. We also managed to raise a daughter and son in that city before moving to Nanaimo where I was Project Technician on the Duke Point Highway project.



At retirement, some 10 years ago, we purchased a sailboat and spent time sailing in the Gulf and San Juan Islands. After five years of sailing, we sold the boat and bought a motor home, taking trips to the Yukon and Alaska as well as going south to Arizona and California.



After a move further up the island to Parksville where we now reside, we found our 1974 Triumph TR6 and shortly thereafter joined the OECC.

We have made many new friends through the club and have participated in Brits Across the Sea (2007) and Brits Around BC (2008) as well as local runs. Thanks to you all for making this Club so special.

## Get Acquainted—Bill & Valerie Grace



Valerie is from Nanaimo and Bill is originally from Halifax. We met in Vancouver in the mid 1990s and moved to Nanaimo in 2006.

Bill was first introduced to British cars in the early 1980s. A friend owned a TR7 Coup, and

Bill's brother also owned a TR7 Coup. He took it for a drive and it was such fun that he bought the car from his brother.

Bill owned the car for about 4 years, and then regretfully sold it knowing some day he would buy another one. Valerie used to buy him books on TR7s and when they were ready to buy she suggested a convertible.

In 2000 they bought the 1980 TR7 convertible. Over the years they gradually improved the car first with a paint job, new carpet and reupholstered seats. Later they added larger alloy wheels, poly bushings and heavier springs. Finally, they added SU carburetors, K & N filters, header and performance exhaust.

Shortly after purchasing the TR7, they joined the BC Triumph Registry, and when they moved to Nanaimo they joined the OECC.

They enjoy club activities, the new friends they have met and all the motoring around.

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Mandy Temple

## Tuning Up Your MGB Suspension

The front and rear suspension of the MGB can get pretty tired over time and many components are often forgotten. There are modern materials and improved designs to help improve stability, handling and general ride comfort. At the same time the value of your car is increased.

### **FRONT SUSPENSION**

The front suspension lower wishbone bushings can be replaced with polypropylene ones which won't collapse after a year or two. These will also reduce suspension wind up on braking and maintain geometry more consistently. It is a common repair job to replace these and to do so before the wishbone arm comes into contact with the fulcrum bracket. Meticulous cleaning of the wishbone arms is important to ensure the new bushings pivot smoothly. While the suspension is dismantled a new pair of springs is a good investment and a close inspection of the spring retaining pan for rust perforation is essential.

The upper wishbone bushings, sway bar rubbers and link bushings should also be replaced. The front shock absorbers are often found leaking and should be replaced with good quality ones. I don't recommend the cheap rebuilds out there as they often don't last. Make sure that the king pins & lower trunnions are well greased and that they have no excessive wear. Finally a front wheel alignment check should be done to ensure correct "toe in" setting.

### **REAR SUSPENSION**

The MGB is well known for its tendency for the rear end to break away on fast or aggressive cornering. Considerable improvements can be made by replacing tired old springs and utilizing some design improvements that have been available for some time. First we need to measure the rear standing height of the car and compare to factory specs. Also a visual inspection of the leaf springs will give a good idea on their condition. As with the front suspension, polypropylene replacements for the shackles, saddle pads and sway bar are available. When replacing the rear springs it is advisable to replace all other wear items such as U bolts, bump stop brackets and check straps. The biggest improvement that can be had is to discard the lever arm rear shocks and install a mod kit comprising of gas telescopic shocks and mounting brackets. These make a huge improvement to the behavior of the rear suspension.

Combining these repairs with good quality tires gives a worthwhile improvement to steering cornering and braking, as well of adding value to your car. I have carried out these modifications to my 1980 GT and was very pleased with the results.

*Article submitted by Alan Petrie, SUSSEX AUTOMOTIVE LTD*

*...Alan Petrie*

Editors' Note: Don't forget to sign up for the free upcoming car clinic at Sussex Automotive scheduled for April 24 Call Anji @ 250 954 0506

## Editor's Note



At the time of composing this issue of the BEANO, Adèle and I are staying in Indio Southern California. This is our first time as Snow Birds, originally we were going to stay for just 3 weeks, but after staying with Bob and Lynn Cumberland for a few days, we decided to rent a unit for the month of February and beat the cold for a few more weeks.

There are, as you can see from the group pictures, many couples from the OECC Central Island Branch staying in Indio:

Bob & Lynn Cumberland, Laura & Oscar Taylor, Pat & Russ Heughan. Ross & Judy Cameron live in close by Desert Palm. Wayne & Jan Peddie are staying further down south in Yuma Arizona.

We have seen some British cars traveling around, Bentleys seem to be the preferred car, although there is an Austin Healey 3000 in the park where we are staying.

...Ken Hedges



Lunch in a cantina in Mexico

Laura & Oscars Happy Hour

## Minutes of January 20, 2009 Meeting

Past Chairman, Al Thompson, subbing for absent Chairman Norm Hall, opened the meeting at 7:30 PM with 35 members and partners present.

The minutes of the previous meeting were read by Doug Unia, subbing for Past Chair Al Thompson

Registrar, Mike Bull, reported 75 renewed memberships. He introduced new member Graham Miller and wife Susie, from Gabriola Island, owners of a 1956 MGA & 1964 MGB. The draw for the free membership was won by Greg Temple, with second prize of a Mini Cooper model going to Peter Robson. Mike also reported on regalia.

Treasurer Bill Grace advised of \$2300 in the Bank and a surplus of \$350 for 2008

There was no Beano editor report as Ken Hedges was absent.

Webmaster Geoff Francis said upcoming events are on the web-site.

Under past events, activities Chair Candy Francis reported an attendance of 74 people at the Christmas Banquet.

There were 45 people at the informal dinner at the ABC restaurant in December.

The Society Restoration Award went to Ken Hedges for his TR250.

Candy mentioned the upcoming bowling event on Feb. 22. She is looking for people to host events. There may possibly be an event at Maclean's Mill in Port Alberni this summer.

Alan Petrie at Sussex Automotive will hold another clinic on April 24. Please email or call Anji to make an appointment.

The BATS II tour will take place June 20-July 1.

The 2009 annual banquet will take place November 21.

Triumph Fest is Sept 30-Oct 4 in San Luis Obispo, California.

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

The MGF is being produced in small numbers at Longbridge.

Merv Steg mentioned a low mileage TR7 for sale in Duncan now at \$700. His car of the month was the Morgan Lawrencetune identified by Chris Peters.

The next meeting is Tuesday February 17.

Paul Beenham was the 50-50 draw winner at \$25.00.

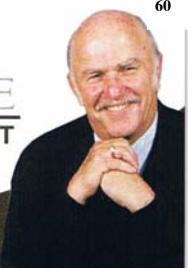
Meeting Adjourned at 8:13 PM.

...Doug Unia

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

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## Upcoming Events 2009

### IT'S BACK!!! THE ANNUAL O.E.C.C. FUN BOWL

Brechin Bowling Lanes  
1870 East Wellington Rd.

(Right turn off Bowen Road at the Chevron  
Station/Bowman Motors)

SUNDAY FEBRUARY 22

3:00 P.M.SHARP TO 5:00 P.M. SHARP  
(Finished or not)

\$9.50 per person includes shoes (no less if  
you have your own footwear)

First hour is regular bowling

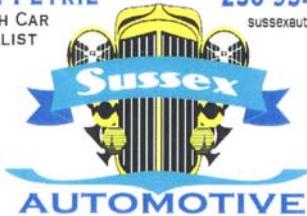
Second hour is glow bowling with fun  
sheets

This is NOT a serious event

There will be no prizes for your scores –  
there might be something for your silliness!

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Note: Sussex Automotive email address is  
Sussexauto@gmail.com

## Floggers Corner

Show your "For Sale" or "Wanted" car  
items here, or go to the OECC web site to  
see a complete listing of cars for sale.

## OECC CI Executive

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Central Island OECC Website  
<http://oecc.ca/cib/>

## Wanted

Windshield wiper motor assembly for a 67  
or earlier MGB, the one with the square  
motor. It doesn't have to work as I want to  
cannibalize it for an internal part.  
Doug Cavill 250 247-8929  
dgcavill@shaw.ca