

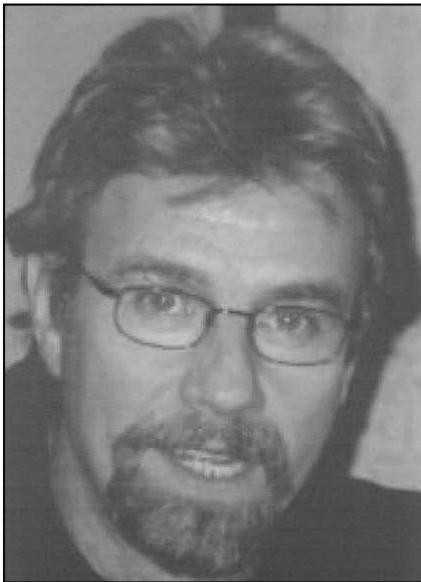


OLD BRITS

SASKATCHEWAN BRITISH CAR CLUB NEWSLETTER

DECEMBER 2005 / FEBRUARY 2006
NUMBER 43

Member Profile: Sherman Hendsbee



Hi everybody. As some of you know I am a transplanted Maritimer having been born in Antigonish, Nova Scotia, and raised in PEI from the age of three (3). I moved to Regina in January 1976 taking a job with the provincial department of Municipal Affairs as a City Planner upon graduating from College in PEI, a position to which I currently hold but for only at the most another 5 years as retirement is beckoning me. In 1979 I transferred within the department to Saskatoon. In 1985 I bought a 1974 MGB which I still drive, hence my connection to the Saskatchewan British Car Club (SBCC).

My earliest association with the automobile other than being a passenger for years as a kid and loving the look of sport cars was when I actually learned to drive at age 11. My dad had just bought a brand new 1964 Comet which had a six cylinder motor and “three on the tree”. Man, was that tough to get just the right weight between the gas pedal and the clutch to not stall and jerk and lurch and burp, etc. in order to go forward. Of course there was a steady scream from my driving instructor, my father, of “too much gas, too much gas.... feel the weight, feel the weight....you’re gonna burn the clutch out....watch where you’re steering....I can’t take this anymore the lesson is over, etc”. Well, in what seemed like an eternity to my father I’m sure, I finally got the hang of it and could shift with no problem while maintaining a good speed. I think what sent him over the

edge... no pun intended... was that the field in which I was receiving these driving lessons was next to a 50-foot cliff straight down to the rocks and water below. Now that I look back to those days I can certainly sympathize with his reasons for being less than patient and rock steady with my learning experience. In any event that was the start of my driving career as I now know it.

My first car was a 1966 Envoy Epic which I bought at age 15..., no, not a Vauxall Viva with the square taillights, but rather 3 round taillights on each side. Other than that distinction they were very similar cars. It was a thing of beauty, compact, white with a red racing stripe up the passenger side of the engine bonnet, over the roof and down the back..., man, was it something. The interior had whore lights (red) as they were called located at the base of the door panels in the front and a big reddish transparent hard plastic metallic knob on the gear shift. It was the toast of the Town or so I thought. I bought this car from the local lighthouse keeper's son who had just been called to Regina to join the RCMP. The asking price was \$450.00 and I could only come up with \$350.00 which I had saved from working at the Fish Plant that summer. Things were looking grim until my dad said he would spot me the added money needed to satisfy the seller who had come down in price to \$400.00. The deal was that I had to pay him back that money the following summer when I started working at the fish plant again. Man, kids nowadays!!! They don't know how good they have it. I heard all bloody winter long about that loan and how my first paycheque that summer would have to go to him to pay back the money owed..., which I gladly paid to just quit hearing that same old song all the time. That year I got my license and hit the road so to speak and had many memorable days and nights with friends from the hometown in the old "Cracker Box" as we had all affectionately come to know it.

Well, over the course of time cars came and cars went..., 65 Volkswagen, 67 Cougar, 78 Lincoln, etc. In 1985 as mentioned above I had a friend of mine who had a 1974 MGB and who wanted to sell it for reasons that are far too clear now..., kidding! Anyway I loved the look of the car and how it felt to drive it so I bought it on my Visa card for \$2500.00 which I didn't realize at the time that I could do. Imagine buying a car on a credit card. Now this is back a few years and you have to keep in mind that personal credit cards were just beginning to be the norm. Wow, what a start. I had the card for about a week and bang here I go head first. I guess it's no small coincidence that as it turns out the MGB was the start of my constantly robbing Peter to pay Paul.

I drove this car with a passion for the next 13 or 14 years doing what I could do myself to keep it running as it was constantly needing repairs and costing money to keep on the road. A lot of different mechanics saw that car, let me tell you, and the word I was always hearing from friends and girlfriends alike was "sell it, it's breaking you", but somehow I could not bring myself to do that so I just bitched more often and became more and more frustrated with trying to keep it on the road mechanically, all the while pumping money into it to jazz it up, new body parts, paint, etc. Anyways, around 1997 I met Rob Svoboda through some mutual friends who owned a coffee shop downtown where we would sit shooting the breeze on our lunch break. Without either one of us ever mentioning to the other that we had British sport cars, around May 1998 while having coffee one day I mentioned to Rob that something unusual had happened the evening before in that my girlfriend at the time swore that she had seen me going across University Bridge in my MGB and wanted to know when I had plated it. Rob asked me if I had such a car. I said yes I did but I hadn't gotten it going yet. Well, he said he had a 1975 TR6 and had driven across the bridge the evening before. Both cars being

red, the car that she had seen was him, driving home from work in his TR6. Now what are the odds of that happening, which minus the irony solved the case of mistaken identity. That was it, the bond was forever sealed and my caregiver was finally found as Rob has helped me ever since with this "British Car". I hope it is a labour of love for him as he helps not only me but several other members as well and can't seem to say no to anyone who asks for help. Hell, he'll even volunteer. That fall we heard about a British Sports Car Club being formed and found ourselves at the U of S campus to attend a meeting and have been going ever since.

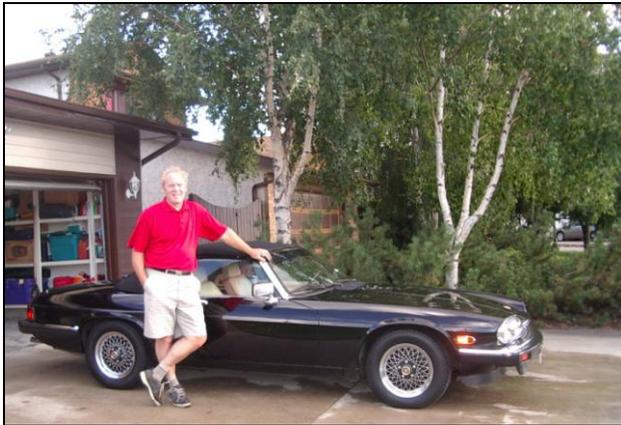
One story that I will tell about my misadventures with the MGB occurred one summer a few years back. I had been friggng around with the carbs, or somebody had anyway, and thereafter headed out to Regina Beach for the weekend. I filled the tank and left for the wide open road. Well, about Davidson I noticed that hell, I only had about a third of a tank of gas. I couldn't believe it and thought that I must have a leak as there's no way that I could have burnt that much gas. I stopped to see where the gas was leaking from and a possible smell for the source. Being that I could not see a leak or figure out what was going, upon putting more gas in I got back on the road. About 15 miles out of Regina Beach things in the old MG were starting to look really bad as I was just about out of gas completely according to the gas gauge. I prayed and drove to Lumsden as it was shorter to get to from the highway to get gas fast. I checked the car out again and nothing that I could see was at the root of the problem and by now it was beginning to get really dark. I filled up again, swore a little and hit the road to Regina Beach to spend the night at my sister's cottage. Whew, I made it and stayed a couple of days. Well now I have to come back and still haven't figured out what the heck the problem is, so I fill it up to the top again and I mean the top and set out around the lake to return to Saskatoon. Well, before I hit Nokomis I was down about 2/3's of a tank and so I filled up again and by now all I wanted to do was to just get home and forget about this disaster of a trip and cursed MG. However, I knew that in order to solve this mystery it would take somebody far more on the ball than me to do so as I have to admit to not being all that mechanically inclined especially with British and so, called Bob Forward to have a look at it. I went to Bob's shop at En Lexus Toyota on Circle and he opened the hood after hearing my gas story again and voila in about two minutes he had the problem solved. The bloody air cleaners were upside down and were not sucking air which was causing it to burn rich-rich, about \$115.00 worth of rich. I couldn't believe it.

For all the problems that I have encountered (and there's more I can tell..., much more believe me) I still can't quit MG motoring and will probably keep at it to the very end. This spring I intend on replacing the roof with a white one, which should sharpen it up somewhat, plus carb kit, carpet kit, new console, etc.

Well, its time to go but in closing I would like to take this opportunity to say to all club members very simply, thanks for being a part of the SBCC and making it work as well as it does in getting our cars going and having fun to show them at events and grouping together for road trips which is my absolutely best part of being involved in the club.

Special thanks should go out to such people as Bob Forward and Alan Wilson for their efforts in the early and formidable years of getting the club off the ground by going the extra mile in bringing us to where we are now, and to all those people who have since picked up the challenge and who work so hard in maintaining the club and organizing events and hosting socials. Well done, guys and girls.

Member Profile: Dick Noordman (1990 Jaguar XJS V12 Convertible)



Q: How do you get a Dutchman into a British car?

A: Fill it with ROLLMOPS* first!

Dick Noordman joined the SBCC in 2004, initially with plans to learn more about cars so that he could construct a 1959 Formula 1 Cooper T51 in his basement. He soon learned that the club was more about fellowship and camaraderie than a technical college.

Dick was born in Holland, the home of such automotive masterpieces of the DAF** car, the Continuously Variable Transmission***, and Vredestein****tires.

His family emigrated to Winnipeg, Manitoba in 1959, and Dick, his wife Jerri, daughters Pamela and Andrea moved to Saskatoon in the summer of 1986. Jerri is a ward clerk in the emergency department a RUH, his daughter Andrea is finishing her BSc degree, and his daughter Pam took the easy way out and moved to London, England. (I wonder...do they have a Canadian Classic Car Club over there?). They live in the north end of Saskatoon and have two nice dogs – Taffie and Shellie.

Dick has been a Major Account Manager at Mercury Graphics for almost 20 years. His job is to sell specialty printing to clients across North America. He travels to such neat places as New York, Miami, Las Vegas, and Toronto. Each winter, Dick and Jerri take a vacation in sunny Mexico, home of many and varied British exotics – cars and other things!

Once ensconced in the camaraderie and British carspeak of the club, Dick soon found himself getting tired of answering the never-ending question: What's your British car, or Where's your British car. It was either quit, or get in! It was go British, or go home. After consulting with the collective wisdom of the club members, and realizing the Brits made no DAFs, he decided to take the advice of Janice Brotzel and become a JAGMAN. It was either a Jaguar convertible, or two MGB's, one for each foot ☺

Fast forward to July, 2005...

Dick Noordman and Rick Middleton are cruising at high speed and high altitude somewhere in the Rockies. A phone rings. It must be Dick's since Rick is driving and has fallen asleep. Dick scrambles to answer the phone before it wakes Rick. Hello..."This is the US Customs Office, Dick. Your 1990 Jaguar is cleared to go through customs from California to Saskatoon". Dick lets out a scream, which wakes Rick, and they celebrate by steering Rick's TR6 out of a ditch.

Today, in between his travels, Dick volunteers with working with people with addictions, and takes his two dogs on long walks Saturday and Sunday mornings. His TV passion is Formula 1 racing, and he collects F1 memorabilia. He was fortunate to have the opportunity to travel to Montreal in 2003, to watch the 25th running of the Montreal Grand Prix on Circuit de Gilles Villeneuve. It was an experience he'll never forget, especially as his F1 hero, Jacques Villeneuve was still racing for BAR.

He works diligently on any task Bob Forward (the British Yoda) assigns him when a bunch of club members gather to restore the Bedford. He has learned enough and gained considerable courage to do some preliminary work on his prized Jaguar, and takes pride in being part of such a great organization as the SBCC. Last summer's trip to BC for the Rally in the Valley was a moment in time never to be forgotten. It was the best!!!

Dick looks forward to many more years in the club, and to many more meetings, projects, breakdowns and repairs.

*ROLLMOPS: A Dutch delicacy of a herring fillet wrapped around a pickle.

**DAF (Holland) 1958-1975

Truck and trailer makers at located at Eindhoven, DAF introduced a twin-cylinder 600cc car, the 'Daffodil', with *** 'Variomatic' belt drive at the 1958 Amsterdam Show. A 750cc development, the '33', appeared in 1962, followed in 1967 by the Michelotti-styled 850cc '44'. A four-cylinder 1100cc Renault engine was used on the '55' of 1968; a sports version appeared in 1969. Volvo of Sweden took a share in -- and eventually control of -- DAF after a 1974 reorganization. DAF's largest model, the 1300cc Marathon, formed the basis of a new model built as a Volvo. (*Vintage European Automobiles*)

****European tires for European cars. Vredestein, developed in the harsh winters of Northern Europe, makes hands down the best winter tires for your European car.

Trivia Questions

Provided by Alan Wilson / Answers on page 8

1. What is the oldest "family firm" in the British motor industry?
2. Aston Martin produced a line of cars called the Aston Martin Lagonda; what year did they purchase Lagonda?
3. What year did the Jowett Jupiters win at Le Mans..., 1950, 1951 or 1952?
4. The Austin A35, powered by a 4-cyl 948cc 34bhp motor giving it a top speed of 70mph, sold for 569£ when its production started in 1956; in what year did A35 production cease?

Boffins Supper Night

By Bob Forward

Our first supper night at Boffins was a great success. The staff at the club did a very good job and I think that everybody had a good time. My thanks to Dick Noordman for arranging the evening. The best “British Dressed Contest” was a great idea and it added some fun to the evening.

SBCC Bedford Van Update

By Bob Forward

Well, the club van is all done except for the windshield and door glass. We will be doing a final paint job when all the bugs have been worked out and the van has been driven. The brakes are working well and most of the electrics work. We need one headlight bulb so if anyone has a bulb they do not want we can use it. Bulbs were used in the mid-fifties before the sealed beam was introduced. The SBCC van will be used and featured at all of our events this coming season.

Beer Nite at Winston's

By John Pharr

Well, Rob Svoboda made all the arrangements..., so I ought to do **something!** One thing Rob couldn't do was ensure that we could all find nice, close-by parking places and Boffins has spoiled us. I had no idea that downtown S'toon still had so much life on Friday nights.

This was the first time I had been in Winston's and their beer menu just blew me away. So many choices! Of course, some of our members stuck with their old reliable regular brews, but quite a few including yours truly got adventurous..., with varying results. After several minutes flipping menu pages back and forth I decided to stick with one country, choosing Belgium. I certainly managed to select choices which came in odd-looking bottles..., the tastes were something else. I liked the 'Duval', although its flavour was distinctly different, but the 'Orval' was a “non-runner”. Although I'd only planned on having two alcoholic brews before switching to non-alcoholic I felt I had to wash the 'Orval' taste out of my mouth with something a bit stronger and on Bob Forward's suggestion tried the Scottish brew 'Bellhaven'. Nice stuff, with a distinct flavour of having been aged in wood.

As well there was a certain amount of sampling “O.P.s” (Other People's), at least at our table. One winner I discovered doing this was a Czech brew called 'Extra Boom' that Rob had patriotically ordered. Very nice stuff, as was the Polish beer 'Okocim' which Morris ordered after his second or third 'Blue'. In future I will let other people choose my beers for me.



As our SBCC group was quite spread out along one wall and most folks still had their parkas on when they passed me at the first table I don't know how many people sported their vehicular colours. Morris made sure that everyone knew he'd managed to find a pair of black socks to represent his A. (for Morris, finding socks at all is an accomplishment!) And I made sure that all of my pets were represented..., a dark red WSU polo shirt for the B-GT, my SBCC green sweatshirt for the TR, and black pants for the Morgan.

I did forget the bit about bringing photos, but quite a few people hadn't and there were some interesting pictures circulating. Although I didn't cruise about much, it seemed to me that at least 20 members and significant others (Rob counted 22) were there and clearly enjoying themselves.



All in all a most excellent evening, and as Bob Forward and I wobbled down the sidewalk towards our cars (I mean, walked briskly..., briskly and purposefully!) we agreed that we should NOT wait a year to do this again. Once our British cars are on the road again we should definitely visit Winston's for another Beer Nite. Well done, Rob!

**Saskatchewan British Car Club
Minutes – December 13, 2005**

*Meeting called to Order at: 7:40 PM
Chairman: Bob Forward
Members present: 34
Location: Boffins Club, Innovation Place*

**Saskatchewan British Car Club
Minutes – January 11, 2006**

*Meeting called to Order at: 7:39 PM
Chairman: Bob Forward
Members present: 28
Location: Boffins Club, Innovation Place*

**Saskatchewan British Car Club
Minutes – February 8, 2006**

*Meeting called to Order at: 7:40 PM
Chairman: Bob Forward
Members present: 28
Location: Boffins Club, Innovation Place*

SBCC OFFICERS / 2005

President: Bob Forward
Secretary: Ron Bland
Webmaster: Scott McGibney

Vice-President: Bill Rafoss
Treasurer: Larry Chapman
Newsletter Editor: John Pharr

Website: www.sbcc.ca

Answers to Trivia Questions on page 5:

1. Morgan
2. 1947
3. 1950
4. 1962