

THE HIGHWAY HOOTER

THE NEWSLETTER OF THE FRASER VALLEY BRITISH MOTOR CLUB

* OCTOBER, 2012 * VOLUME 18 * ISSUE NO. 10 * www.britishcarclub.ca

LOTUS TYPE 14 "ELITE"



COLIN CHAPMAN'S FIRST SERIOUS EFFORT AT A ROAD CAR. FIBREGLASS MONOCOQUE, "CHAPMAN STRUT" SUSPENSION, COVENTRY CLIMAX ENGINE. FAST BUT FRAGILE!! EXCELLENT EXAMPLE OF CHAPMAN'S MOTTO - "SIMPLIFICATE AND ADD LIGHTNESS".

President's Message, October, 2012

Welcome to fall and winter, which seems to have showed up together in the space of the last few days.

It has been a great fall for all of us who have had time to get out and drive. Classic cars of all persuasions have been out in force every day. Good to see.

I hope that the younger generation will figure it out some day. The other day a group of youths admiring my E Type had only one question: Does it get good gas millage? Answer: Yes, if you're comparing it to an oil tanker!

Thanks to all of you who came on the Kamloops and Sun Peaks weekend. Many of the participants have asked to make this an annual event. We're looking at staying right in Sun Peaks next year. Not every run where the number of Jaguars equals the number of MGB's. Barry's 1949 Rover showed us all how it's supposed to be done. We did have one casualty, but all is now remedied, and only the pocket book is worse for wear.

I dropped by L.A.M.B.'s Auto Jumble (swap meet in Nth. Am. Speak) to find standing room only. Always nice to sell stuff you planned on throwing out. Congrats to them for a fine event.

Get your tickets for the Christmas Banquet and don't forget to bring your favorite Photos.

Larry

EDITOR'S CORNER



LOTS OF RUNS THIS MONTH – JUST WISH I COULD HAVE GONE ON THEM!! NEXT IS THE ANNUAL BANQUET – GET THE DETAILS ON PAGES 20 – 22!! IF YOU HAVE ANY SUBMISSIONS OR QUESTIONS, PLEASE E-MAIL ME DIRECTLY AT boswell12@shaw.ca

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INTERNET ISSUES: Don't forget to check out our website (www.britishcarclub.ca)

ANYONE WISHING TO CONTRIBUTE ARTICLES, PLEASE E-MAIL IN "MS WORD" TO boswell12@shaw.ca, OR PASS ALONG TYPED HARD COPY.

LAMB'S FALL CRAWL

THANKS TO JOHN AND BETTY WALKDEN FOR FORWARDING PICTURES OF THE "FALL CRAWL" RUN TO SUMMERLAND. BENICE McINTYRE DID THE ARRANGEMENTS, AND ALTHOUGH THE TURNOUT WAS SOMEWHAT DISAPPOINTING NUMBERS-WISE, EVERYTHING APPARENTLY WENT SMOOTHLY WITH NO SERIOUS PROBLEMS ENCOUNTERED!!





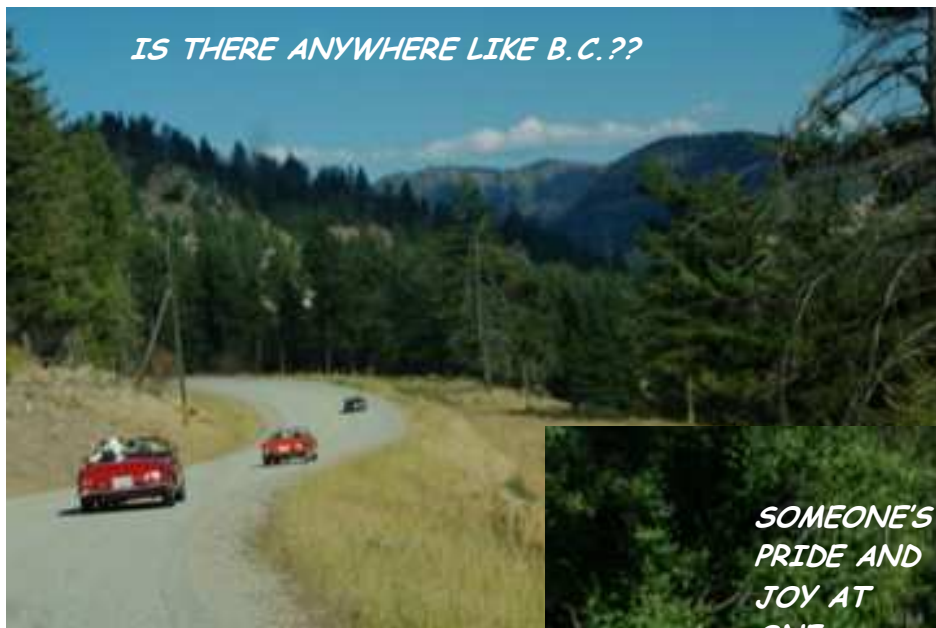
***WELL - NO RUNS ARE
EVER COMPLETELY
TROUBLE-FREE!!***

***AUSTIN 1100
TRAVELLER FOR SALE -
RARE!!***



THE WHOLE CREW!!

IS THERE ANYWHERE LIKE B.C.??



*SOMEONE'S
PRIDE AND
JOY AT
ONE
TIME...*



RIDIN' THE RAILS - KETTLE VALLEY STEAM TRAIN



*CAN'T PASS THRU KEREMEOS WITHOUT HITTING
BEAR'S FRUIT & PRODUCE.....*

“THE KAMLOOPS RUN”

AGAIN, THANKS TO JOHN AND BETTY, AS WELL AS PRESIDENT LARRY, FOR THE PICTURES BELOW. AGAIN, NO CAPTIONS (I WASN'T ON THE RUN, DAMMIT) BUT THEY'RE PRETTY MUCH SELF-EXPLANATORY. I THINK MAKING THIS AN ANNUAL RUN



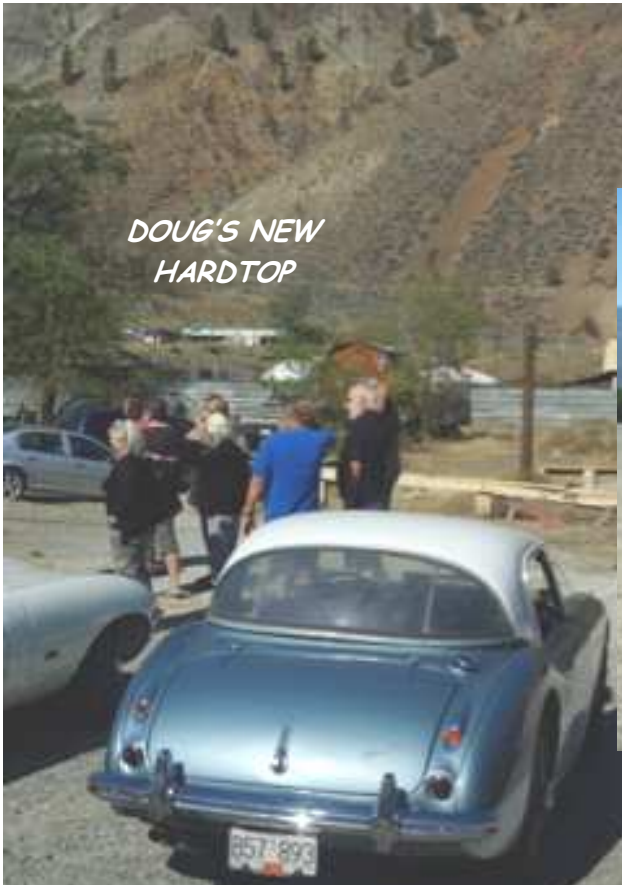
IS A GOOD THING, AND ONE WOULD THINK THAT SUN PEAKS WOULD BE HAPPY FOR THE GROUP SHOWING!!

"ON THE ROAD AGAIN".....BARRY LOOKS NERVOUS

BARRY'S VINTAGE ROVER PASSING THROUTH THE SPRAWLING, TEEMING, BUSTLING METROPOLIS OF....SPENCE'S BRIDGE??



PARKING UP FOR MUNCHIES



*DOUG'S NEW
HARDTOP*



COMMISERATE....COMMISERATE....



*BEAUTIFUL
JENSEN
INTERCEPTOR*

IMPRESSIVE MGA





***BARRY'S ROVER P3
JOINS THE HOT
RODS AT SUN
PEAKS RESORT***

***BENCE 'N HELEN'S
FLAWLESS EARLY
"PULL-HANDLE"
MGB***

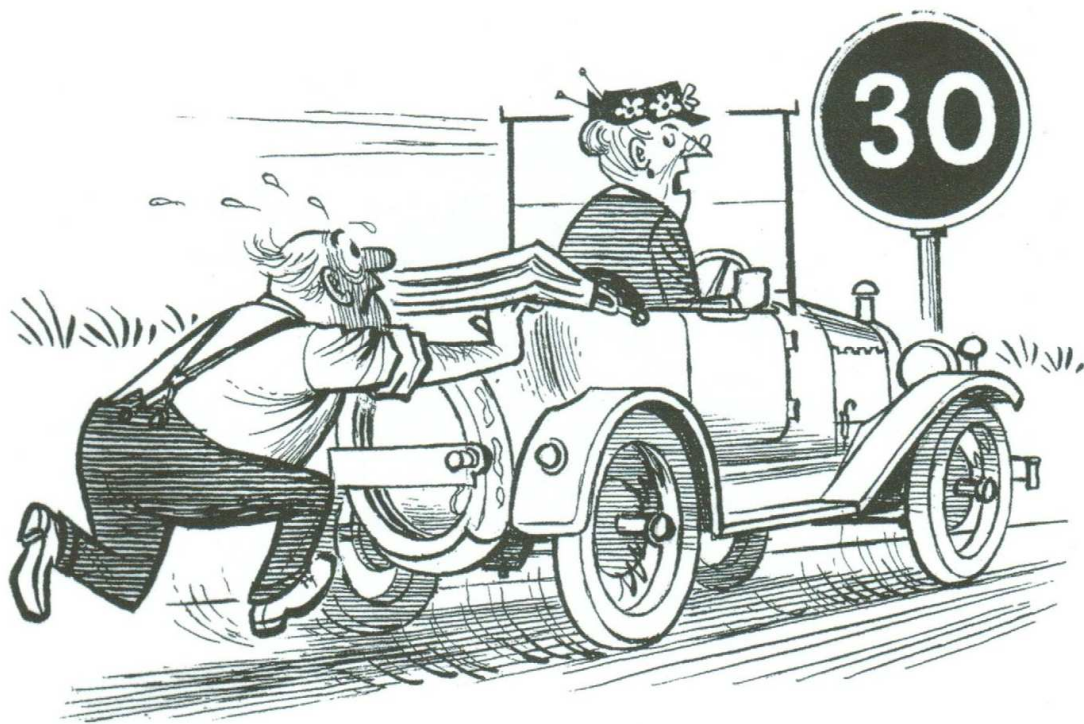


***A PLETHORA OF E-TYPES.
RECOGNIZE THE TWO WHITE
ONES? THEY'VE STARRED IN
THE HOOTER BEFORE...***



***JOHN 'N BETTY'S
LATER MGB -
"DEERSLAYER"***





YOU CAN SLOW DOWN NOW, EDGAR!



AN ACCIDENT THAT WORKED..... THE HEALEY SILVERSTONE

BACK IN AN EARLIER ISSUE, WE DID A LITTLE STORY ON DONALD & GEOFFREY HEALEY, THE FAMOUS FATHER AND SON DESIGN/BUILD/DRIVE TEAM. NOW, WE'RE GOING TO LOOK AT THEIR BEST KNOWN CAR (ASIDE FROM THAT ONE THEY DID WITH AUSTIN, OF COURSE).



*A VERY PURPOSEFUL
DESIGN....*

Think of the Silverstone as a poor man's Frazer Nash Le Mans Replica and you won't be far off the mark: rugged, stark, no-nonsense - a bit rough around the edges, perhaps - but capable of motoring fast and not falling off the road.

Today the 1949-50 Silverstone is the most valuable and most sought-after of Healeys. It was conceived, however, as a cut-price bargain-basement model, pared to the minimum so it could be sold in Britain for less than £1000.

The running gear was as used on the Healey Elliot saloon and Westland open tourer, in other words the twin-cam 2443cc Riley four-cylinder engine and its matching gearbox, and all-round coil-spring suspension using Healey's unusual trailing-link front end, with location of the live rear axle by torque-tube, radius arms, and a Panhard rod. The crucial difference was that the engine was moved back 8in in the chassis, which retained its regular 8ft 6in wheelbase. Aesthetics were improved, and so was the car's handling, the weight distribution now being spot-on. Also helping was the addition of a front anti-roll bar and the use of stiffer rear springs and wider wheels.

Onto the rally-proven and torsionally-stiff Healey cruciform chassis was mounted a lightweight stressed single-skin alloy body, constructed over a steel frame rather than a traditional timber structure. Ingenious features were a retractable windscreen and the use of the spare tyre,

protruding through the tail, as a rear bumper, while to aid streamlining the headlamps were mounted behind the radiator grille.

With a dry weight of only 18.5cwt, the Silverstone was good for over 100mph on its 104bhp, and - according to *The Autocar* - could cover the 0-60mph sprint in 13.2 seconds. With such performance, the Silverstone soon became popular in club racing and gained a high profile



THE REAR ASPECT, SHOWING
THE - ER - REAR BUMPER

among the motor-sport fraternity, being campaigned by drivers as diverse as Betty Haig, Louis Chiron and Briggs Cunningham - not to mention Donald Healey himself, who took the prototype to second overall on the 1949 Alpine Rally. But manufacture was barely profitable, and was wound up in October 1950, after only 104 Silverstones had been built, so that Healey's small Warwick works could be given over to the more remunerative production of Nash-Healeys - or, latterly, just their rolling chassis.

Drive a survivor, and you'll find a good-natured car with deliciously beefy steam-engine pulling power, a slow-ish gearchange, and worm-and roller steering that is heavy at low speeds but positive, quick, and devoid of any slop once you're on the move. The Healey corners accurately, flatly, and with no tyre-scrubbing understeer; punt the Silverstone fast round a roundabout and tail stays planted down. Surprisingly, the ride is nicely absorbent, and the body doesn't shake, creak or judder. The Silverstone really is a friendly old thing, effective in what it delivers but in no way elegant in the manner of that delivery. It's easy to see why it inspires such fondness in its owners.

I DIDN'T KNOW THAT...

- The Riley engine - whose design dates back to the 1920's - is not an overhead-cam unit. Its two camshafts are set high in the block, and actuate the overhead valve gear by short and nicely rigid pushrods. With its hemispherical combustion chambers the engine is notably efficient, and its only shortcoming - other than its substantial weight - is its old-fashioned long stroke.
- In the States, racer Briggs Cunningham fitted a 5½-litre Cadillac V8 to a Silverstone. This prompted Healey to do the same, mating the Cadillac power unit to a Ford three-speed gearbox and a Ford back axle. Another attempt to give the Silverstone more performance saw a car being fitted with a Wade supercharger.
- In light of the original plan to install the Nash straight-six in the Silverstone, in April 1950 the car received a wider body and a bonnet air-scoop, along with other minor modifications; cars to this specification were known as the 'E' model.
- A friend of the author rebuilt an accident-damaged Silverstone, cutting off the damaged front of the chassis, straightening the chassis legs, and making up two sleeves to take the re-fashioned front sections. Measuring as he went, the repaired sections were provisionally tack-welded in place: a measurement across the diagonals revealed that the chassis was about an eighth of an inch out of true. He rang Healey at Warwick for advice - and was told that if they got to within $\frac{3}{8}$ in when making the Silverstone they thought they were doing really well.

SPECIFICATION

Engine:	2443cc water-cooled in-line 4-cyl twin-cam; pushrod ohv
Power:	104bhp at 4500 rpm
Transmission:	four-speed gearbox
Construction:	cruciform chassis, steel body frame, Aluminium panels
Front suspension:	independent by coil springs and Trailing arms, with anti-roll bar; Lever-arm dampers
Rear suspension:	live back axle and coil springs, Location by torque-tube, radius arms, Panhard rod; telescopic dampers
Steering:	worm-and-roller
Brakes:	all-drum
Dry weight:	18.5cwt

EVOLUTION

July 1949	Prototype completed
April 1950	'E' model introduced – wider body
October 1950	Production ends Nash-Healey announced
October 1951	Alvis-engined '3-litre Sports Convertible' announced
February 1952	Farina-bodied Nash-Healey announced
Summer/autumn 1953	Last Alvis-Healey
August 1954	Last Nash-Healey



***SPARSE INTERIOR,
COMPLETE WITH BLEUMELS
STEERING WHEEL***

***THE RILEY 2.4 LITRE
ENGINE AS USED IN
THE SILVERSTONE***



September's Mystery Car was a ROCHDALE OLYMPIC



NIGEL MATTHEWS OF HAGERTY CANADA NAILED THIS ONE. HE WROTE AN ARTICLE ON THE ROCHDALE IN THE PROVINCE NEWSPAPER LAST MARCH, AND HAS GIVEN US PERMISSION TO REPRODUCE IT HERE.

"THIS WEEK'S COLUMN WAS PROMPTED BY AN EMAIL FROM JOHN LORD, WHO GREW UP IN THE UK IN ROCHDALE, LANCASHIRE, AND TOLD ME ABOUT HIS CHILDHOOD FRIEND WHO'S FATHER MANUFACTURED A CAR CALLED

THE ROCHDALE OLYMPIC. THIS SMALL CAR MANUFACTURER'S BEGINNINGS DATE BACK TO 1948, WHEN FRANK BUTTERWORTH AND HARRY SMITH OPENED A SMALL MOTOR CAR REPAIR SHOP. THE PAIR HAD AN INTEREST IN RACING, HAVING MODIFIED AUSTIN 7'S AS MEMBERS OF THE 750 MOTOR CLUB, AND DECIDED TO BUILD THEIR OWN CAR WITH AN ALUMINUM BODY. THEY ALSO PRODUCED ADDITIONAL CARS FOR SALE.

IN 1954, THEY EXPANDED THEIR BUSINESS AND BEGAN MANUFACTURING GLASS FIBRE BODY SHELLS WHICH COULD BE FITTED TO THE AUSTIN 7 CHASSIS AT A PRINCELY COST OF £47.

THE MOST SUCCESSFUL ROCHDALE WAS THE "GT", AN INEXPENSIVE BODY KIT THAT ONE COULD FIT TO A FORD POPULAR CHASSIS. THE GT'S REPLACEMENT WAS CALLED THE OLYMPIC, WHICH DEBUTED AT THE GENEVA MOTOR SHOW IN 1959. IT WAS THE SECOND GLASS FIBRE MONOCOQUE SPORTS CAR TO ENTER INTO PRODUCTION FOLLOWING COLIN CHAPMAN'S LOTUS ELITE.

PRODUCTION OF THE OLYMPIC BEGAN IN 1960 WITH APPROXIMATELY 250 CARS BUILT AND SOLD AT A COST OF £670, BUT CAME TO A HALT WHEN FIRE DESTROYED THE HUDSON STREET PREMISES.

HAVING RECOVERED FROM THIS HUGE SETBACK, THE COMPANY MOVED INTO LITLEDALE MILL, AN OLD COTTON MILL, IN 1961 WITH NEW MOULDS. LORD HAS VIVID MEMORIES OF THE SMELL OF FIBREGLASS RESIN AND CELLULOSE PAINT FUMES FROM THE MILL FACTORY AS HE WALKED PAST IT DAILY TO VISIT WITH HIS FRIEND PAUL BUTTERWOTH, THE OWNER'S SON. ...continued....

IF YOU HAVE WATCHED THE BBC TV SHOW TOP GEAR, CO-HOST JEREMY CLARKSON'S LIFE AS A JOURNALIST BEGAN AT THE ROCHDALE OBSERVER.

DURING THE COMPANY'S 25-YEAR LIFESPAN, MORE THAN 2,000 CARS ROLLED OUT OF THE WORKS GATES. OBTAINING BODY PANELS FOR A ROCHDALE TODAY IS QUITE AN EASY TASK AS THE ORIGINAL FACTORY MOULDS WERE SOLD TO THE ROCHDALE OWNERS CLUB DURING THE 1980S. FOR MORE INFORMATION, VISIT www.rochdale-owners-club.co.uk ."

THANKS, NIGEL!!

THIS MONTH'S MYSTERY CAR



LAMB'S AUTOJUMBLE, October 14

DESPITE THE PIING RAIN, THE TURNOUT WAS REMARKABLY STRONG THOUGH THE PARKING LOT WAS NOT THE PLACE TO BE!! THANKS TO JOHN & BETTY WALKDEN AND CAROL BORGENS FOR ORGANIZING THE SHOW, AND HE REPORTED THAT IT WAS QUITE SUCCESSFUL. YOUR EDITOR SHOWED UP LATE (HEY, AT LEAST I MADE IT) BUT STILL MANAGED TO SNAG SOME EARLY MGB STEEL WHEELS AND A PAIR OF EARLY ENGLISH FORD LOWER RAD HOSES WHICH I HOPED WOULD REPLACE THE IMPOSSIBLE-TO-FIND HOSES ON THE RILEY. GUESS WHAT - THEY DID!! JEEZ, I LOVE AUTOJUMBLES!!
(THANKS TO IVAN FOR THE PICTURES)**



HARMSWORTH HALL - SMALL BUT A GREAT VENUE. THEY EVEN HAD A KITCHEN, WITH HOT FOOD!!



"A LOAD OF WET C.R.A.P."



THIS WAS TAKEN LATER IN THE DAY. BEFORE LUNCH, YOU COULD BARELY MOVE IN HERE!!



2012 Club Executive & Appointed Positions

EXECUTIVE

PRESIDENT:	<i>LARRY PAYEUR</i>
VICE-PRESIDENT:	<i>HARV MCCULLOUGH</i>
SECRETARY:	<i>IVAN ANTAK</i>
TREASURER:	<i>JOHN SUGDEN</i>
MEMBERSHIP:	<i>SHIRLEY MCCULLOUGH</i>

APPOINTED (READ: VOLUNTEER!) POSITIONS

NEWSLETTER EDITOR:	<i>GLENN LATHROP</i>
LIBRARIAN:	
SCRAPBOOK:	<i>LAURIE RAE</i>
COMMUNICATIONS/ HISTORIAN:	<i>JERRY PARKHILL</i>
EVENTS COORDINATOR:	
REGALIA:	<i>MARLYNE MANDZIAK</i>
DOOR PRIZE:	<i>MIKE MIDDLETON</i>
CLUB ASSETS MANAGER:	<i>GEORGE BULL</i>

Club Membership Mailing Address: **JOHN SUGDEN**, Treasurer, 45401 Wells Road,
Chilliwack, B.C. V2R 1H3

Club General Correspondence Mailing Address: FVBMC, c/o ATA, 44146 Luckakuck Way,
Chilliwack, B.C. V2R 4A7

Club Website: www.britishcarclub.ca

Club E-mail Address: fvbmc@live.ca

Highway Hooter E-mail Address: boswell12@shaw.ca

Club Chat

PLEASE NOTE: MEMBERSHIP RENEWALS ARE DUE AS OF JANUARY 1ST. New Members are most welcome! Annual dues are \$20.00; and \$30.00 for family (2 votes!!). Make cheques payable to FVBMC, and mail to **John Sugden, 45401 Wells Road, Chilliwack, B.C. V2R 1H3.**

- A number of hard copies of the newsletter will be available at our general meetings for the next while. **Any contributions you may wish to make to the 'Hooter' are welcomed and much appreciated.**

CLUB REGALIA PRICE LIST 2012

• New T-Shirts (FVBMC Crest).....\$20.00	• Gatsby Hat, Stone Colour, w/Club Pin.....\$22.00
• Older T-Shirts (FVBMC Crest).....\$15.00	• Baseball Hat (FVBMC Crest), Gray oilskin.....\$10.00
• Previous Picnic T-Shirts ('06,'08,'09).....\$10.00	• Visors (Pink, Dk.Green,Lime,Lt.Blue).....\$10.00
• New Golf Shirts (FVBMC Crest)....\$34.00 (Forest Green & Sport Gray)	• Men's & Ladies Hoodies (FVBMC Crest).....\$50.00
• Older Gray Golf Shirts (FVBMC Crest) \$25.00	• Men's Hoodies (FVBMC Crest).....\$50.00
	• Men's & Ladies Vests (FVBMC Crest).....\$44.00
	• Licence Plate Frames (FVBMC Lettering).....\$20.00

2012/13 Events Calendar

NOVEMBER

- 4TH** *LONDON-BRIGHTON COMMERORATIVE RUN, Commerating the 1896 Motor Car Tour to Brighton. Registration at 8:00 a.m. \$10.00. Start at BC Society of Railroad Engineers Clubhouse Confederation Park, 120 N. Willingdon Ave. Burnaby, BC. For info contact Steve Diggins (604)294-6031. www.oecc.ca*
- 16TH** *FRASER VALLEY BRITISH MOTOR CLUB MONTHLY MEETING, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack*
- 24TH** *FRASER VALLEY BRITISH MOTOR CLUB ANNUAL BANQUET at Minter Gardens; contact John Sugden jmsug@telus.net for tickets or phone @ 604-824-2382.*

JANUARY, 2013

- 18TH** *FRASER VALLEY BRITISH MOTOR CLUB ANNUAL MEETING AND ELECTIONS, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack*

CLASSIFIEDS

Cars & Parts FOR SALE & WANTED:

- **FOR SALE: 1963 AUSTIN CAMBRIDGE:** Car runs, needs body work. Is located in Castlegar. \$300 or best offer. Contact Dave Carter at (250) 365-2648 or at davcarter@shaw.ca *
- **ROBIN SEZ...** This TR7 is currently at Super L'Auto Recyclers, 4777 Cultus Lk. Rd., Chilliwack. Asking \$800. Looks like it's all there!! 604-858-3341



- **FOR SALE: 1962 BUGEYE SPRITE:** Original engine included. Call (604)835-0755
- **AUSTIN FX3 TAXI:** Not sure of exact model year but it's a diesel so 1954 – '58. Rough shape but appears complete. Apparently "ran when parked". Am attempting to determine status of paperwork. **Free to a good home.** Property owner also has a rubber bumper **MG MIDGET**, also rough but better than the taxi. Awaiting status so call if interested (I only just found out about these vehicles the day we closed the Hooter for printing.) Contact your Editor at (604)308-4933 or boswell12@shaw.ca.



● **FOR SALE: 2002 JAGUAR XK8 CONVERTIBLE:** Immaculate condition. For price and details contact Delwen Stander dstander@standerandcompany.ca



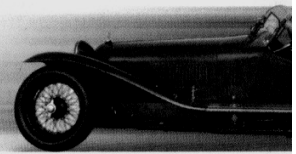


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 AND
 BONDED

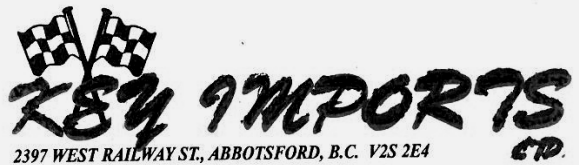


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EXPERT FOREIGN AND DOMESTIC SERVICE



We're having a **PHOTO** **CONTEST!!**



Entries will be displayed at the Christmas Banquet.

HERE ARE THE RULES:

1. Two categories:

"British Cars" : as a main subject or theme (e.g., could be a photo of a hood ornament or a whole car);

"Everything Else" : People, members, club events or just your favourite photo;

2. The entrant must actually have taken the photo. (not cut out of a magazine or borrowed from a friend);

3. Open to members and their spouses, 1 photo per category per entrant (i.e. max 2 photos per person, 4 per couple). Guests may enter if they are attending the Christmas Banquet. Members, not attending the Banquet may enter but must make arrangements to get their photos to the banquet.

4. Photos to be hard copy, 5"x7", and unframed. Put your name and category on the back of your photo and bring it to the Christmas Banquet for judging. Judging will be done by anonymous ballot by all attendees of the Banquet (so no bribes).

5. Winning photos will be featured in the HOOTER, and

There will be prizes!!

Email any questions you may have to: larrypayeur@hotmail.com

**CALLING ALL
MEMBERS (&
GUESTS)!!**



YOU ARE CORDIALLY INVITED TO THE
FRASER VALLEY BRITISH MOTOR CLUB'S
ANNUAL DINNER & AWARDS NIGHT

Minter Gardens Banquet Room

Saturday 24 November, 2012

Cash bar at 6 pm, dinner at 6:30 pm.

*Ticket prices are \$35 each for members and spouses, \$40
for non-member guests.*

CHECK OUT THE MENU ON PAGE 21 OF THIS ISSUE!!

Purchase your tickets at the October meeting, or send your
cheques to your Club Treasurer, John Sugden, 45401 Wells Rd,
Chilliwack BC V2R 1H3.

***SEE DETAILS OF OUR PHOTO CONTEST THIS YEAR ON PAGE
20 OF THIS ISSUE!!***

***We are also looking for donations for the auction. ROB JANSEN WILL
BE OUR AUCTIONEER ONCE AGAIN!!***

It is Our Pleasure to Host you this Year for your Annual Banquet Minter Meadow Garden Christmas Buffet

STARTERS

*Fresh baked bread sticks & assorted rolls
Garden fresh vegetable crudité's with creamy dill dip
Assorted pickles & olives
Assortment of Canadian & European cheeses*

FROM THE GARDEN

*Minter Gardens' seasonal greens with edible flowers
Traditional Caesar salad with herbed home-style croutons
Baby spinach with mandarin oranges & roasted almonds
Sweet and Spicy Thai Noodle Salad
Couscous salad with roasted Mediterranean vegetables
Three Bean salad with caramelized onions & fresh basil & thyme dressing
Yukon gold potato salad with creamy mustard seed dill dressing
Roma tomato, onion & feta salad with aged balsamic glaze*

ENTREÉS

*Oven roasted potatoes in a herbed garlic butter
Medley of seasonal vegetables
Wild rice pilaf with mushrooms & peppers
Seafood Newburg with shrimp, prawns & salmon in pernod sauce
Baked three cheese vegetarian pesto cream lasagna
Grilled boneless chicken breasts served in a creamy merlot mushroom sauce*

CARVED ITEMS

Butter basted roast turkey with stuffing & gravy

SWEET NOTES

*Fresh seasonal fruit platter
Homemade English trifle with fruit & sherry
Specialty cakes & tortes
Assortment of sweet squares, fresh baked Christmas cookies & treats
Coffee & tea*

SPECIALITY WINES ON CASH BAR FOR YOUR ENJOYMENT

*Sauvignon Blanc (2011), Cassini Cellars, Oliver, B.C.
Aromas of passion fruit, grass, boxwood, pear, and apple with hints of tropical and peppery notes. Finishes with a nice citrus zest.*

*"Oliver's Choice" Kerner (2011), Oliver Twist Winery, Oliver B.C.
Kerner is the signature wine of Oliver Twist Winery. It carries the aromas of citrus peel, white flowers, mangos and exotic fruits, with a hint of spice. The flavours of exotic fruit and white peaches tempt your palate as you enjoy it with turkey, ham, or simply chilled and sipped on its own. 89 points (John Schreiner)*