



# THE HIGHWAY HOOTER

THE NEWSLETTER OF THE FRASER VALLEY BRITISH MOTOR CLUB

\* APRIL, 2013 \* VOLUME 19 \* ISSUE NO. 4 \* [www.britishcarclub.ca](http://www.britishcarclub.ca) \*

## 1969 VAUXHALL VIVA GT



*HERE'S ONE TO BRING BACK MEMORIES!!! IF YOU DIDN'T HAVE ONE (OR ITS FATHER, THE BOXY HA90 SERIES VIVA/EPIC) YOUR GIRL FRIEND DID. OR IF YOU DIDN'T HAVE A GIRL FRIEND, THE ONE YOU WANTED DID. OR....WELL, YOU GET THE PICTURE - ONCE COMMON AS DIRT, NOW RARE AS HEN'S TEETH BECAUSE OF THE DEMON RUST. THIS ONE IS RACE/RALLY PREPPED, CURRENTLY AVAILABLE FOR £35,000 WITH TWO OF THE BIGGEST WEBERS I'VE EVER SEEN!!*

## PRESIDENT'S MESSAGE

*Spring is here and April 21 is our first big car show, LAMB's St. George's Day British Car Show in Fort Langley. Great show, great cars, great location, great people, one of my favorite shows of the year.*

*Harv has worked out a deal with the Nancy Green Hotel for the Sun Peaks Run in September. There seems to be lots of interest this year and we may extend it a day for those interested and take a run from Sun Peaks to Wells Grey Park on the Sunday, returning to Sun Peaks Sunday night. A run of two hours each way. Drive home on Monday. Let us know if you are interested.*

*As there was a lot of positive feedback from last year's photo contest, we will be repeating it again this year at the Christmas Banquet. So bring your camera and take the winning shot.*

*Larry*



## EDITOR'S CORNER

**JUST A REMINDER THAT I'D SURE LIKE TO RECEIVE INPUT FROM CLUB MEMBERS!! ANY SUBMISSIONS OR QUESTIONS, PLEASE E-MAIL ME DIRECTLY AT [boswell12@shaw.ca](mailto:boswell12@shaw.ca)**

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**INTERNET ISSUES: Don't forget to check out our website ([www.britishcarclub.ca](http://www.britishcarclub.ca))**

**ANYONE WISHING TO CONTRIBUTE ARTICLES, PLEASE E-MAIL IN "MS WORD" TO [boswell12@shaw.ca](mailto:boswell12@shaw.ca), OR PASS ALONG TYPED HARD COPY.**



# *8<sup>th</sup> ANNUAL* **ST. GEORGE'S DAY BRITISH MOTORING SHOW**

**What a dismal day!! At 7:30 in the morning, *any* car show looks lonely, but when the skies open and the wind comes up, you have to admire the perseverance and dedication of Brit car fans!! Of course, as the day progressed, the sun came out and all was forgiven. Over 70 cars turned out and the spectators were surprisingly steady all day. Mind you, that's what makes this show so great – you can admire the cars, then go shopping or sit in a restaurant and recuperate!!**



*AT 7:30 AM, ONE JAG, ONE ROLLS, AND A PICKUP. HOPE FOR THE FUTURE...*





*IN THE RAIN, MARK'S MARQUEE WAS A LIFESAVER!!*



*A RARE MK IX JAGUAR SALOON*





*STEVEN AND LARRY'S BROTHER (SISTER?) E-TYPES*



*A LOVELY JAG MK II*



*A RARE PAIR...BARRY'S ROVER P3 AND A TRIUMPH 2000 ROADSTER*





***THE CAVES'  
METROPOLITAN  
ESTATE &  
CARAVAN***

***THE DAIMLER  
FERRET SCOUT  
CAR***



***A REAL TREAT ON  
THIS SIDE OF THE  
ATLANTIC - AN MG  
RV8***

***HEEERE'S JOHNNY!!!  
JOHN 'N BETTY'S  
ROVER P5***





***THE BUS CAME BACK!! ALONG WITH 3 LONDON TAXIS!!***



***BEAUTIFUL GRAMPIAN GRAY MGA***



***BETTER LATE THAN NEVER, DOUG!! (DAMN, BUT THAT HEALEY LOOKS GOOD WITH A HARDTOP!!)***





*A PRISTINE MG TC - ALWAYS  
WELCOME AT ANY SHOW!!*



*AUSTIN 1800 MK II - WAAAY  
AHEAD OF ITS TIME!*



*CAROL BORGENS' XJS -  
IMMACULATE!!*





*A BRACE OF TRIUMPH TR3'S*



*THE CLEANEST TR7 I'VE EVER SEEN!!*



*INEVITABLE - THE END OF THE SHOW*



# British Cars, the Fine Art of Conversation and the Preservation of Civilization

With the proliferation of what has been proclaimed the “Social Media,” it is readily apparent that as a civilization, we have lost the ability to engage in what past ages labeled “the fine art of conversation.” Computers and cell phones (which unfortunately can no longer be regarded as passing fads) have managed to destroy our ability to communicate verbally. This is certainly the case with the younger generation. Reared on a diet of texting via Facebook and Twitter, these individuals ignore personal contact and stare at computer monitors or glare at their cell phones, composing cryptic messages replete with obscure initials such as FYI; LOL or BBF. Their missives often conclude with incomprehensible punctuation marks in the form of cute pictures, ;( or :>). Simply put, we are rapidly losing the art of verbal communication.





As proper verbal communication is one signifier of civilization, it becomes necessary to save these poor souls and offer them techniques by which they can start and then maintain a meaningful conversation. Failure to do so has dire consequences for our society as we degenerate into a conglomeration of non-communicating Zombies. The solution for the preservation of our entire civilization is British Cars.

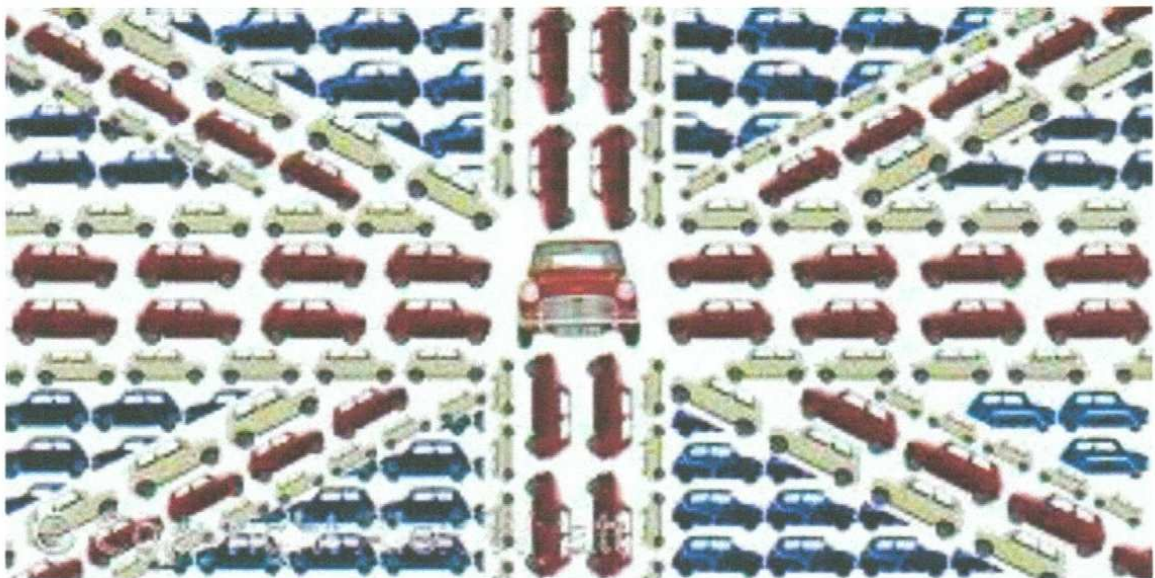
The ancient, tried and true, method of commencing a person to person verbal conversation is to make reference to the weather. "Is it hot enough for you?" or "Do you think that it will rain?" These questions serve as useful opening gambits, but they risk becoming rather mundane and after a few obligatory replies, the result may be awkward silence. This is where the topic of British Cars comes to the rescue of civilization. It is easy for the conversationalist to move from preliminary comments on the weather to an understated assertion such as "I wish it would stop raining so I can take my car out." Or "It is so nice I wish I was out in my car." From here the conversation invariably progresses to "Oh, what type of car do you have?" After you answer this question the conversation moves comfortably on to the topic of older cars (British or otherwise) that they, their family or friends have owned or seen. The discussion then moves in various diverse directions. The peculiarities of British cars may be examined. (British cars all leak oil to mark their territory.) Lucas electrics might be considered. (If Lucas made guns, wars would not start either.) The expensive glories of Bentleys can be mentioned or an individual's wish list of automobiles may be announced. Of course as a loyal member of the Fraser Valley British Motor Club one can also

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engage in a bit of advertisement with mention of your attendance at the Classic Car show at Minter Gardens or the picnic at Hougen Park. If one is lucky the conversation may even lead to the mention of the location of some barn find that is available for sale. This will in all likelihood lead to the comment on your part of "I would like to purchase that, but my conscience won't let me." (It is amazing how many collector car owner's wives are named Conscience.)

In the end, a personal and lengthy face to face conversation will take place — as British Cars take individuals away from computers and cell phones and encourage a refreshing dose of verbal communication. In the process British Cars continue to stand as the bulwark, the saviour and the guardian of civilization resisting the encroachment of the sterile and impersonal traits evidenced by today's computer age.



-An editorial comment by a TR6 owner and sometimes conversationalist.



# *AN XK120 AT MONTLHERY*



*LWK 707 IN FULL FLIGHT AT GOODWOOD IN 2009*

The XK120 took the world by storm when it was introduced in the 1948 London Motor Show. A particularly enthusiastic XK120 owner and driver was Leslie Johnson, who drove one of the three works XK120s to victory in the Touring Car Race at Silverstone in 1949.

In 1950, using his own XK120, Johnson decided to try for some endurance records. In October of that year, together with Stirling Moss as his co-driver, he did a 24 hour non-stop run at the Montlhéry race track near Paris at an average of 107.46mph (173 km/h). In the following year, in the same car at the same venue, Johnson completed a one hour run at an average of 131.83mph (212 km/h).

Jaguar provided the car for Johnson's next venture, the actual car you see above, registered LWK 707. The car was only the second right-hand drive version of the new XK120 fixed head coupé (it actually used a LHD bodyshell), and the idea was to drive this for seven days and seven nights at an average of over 100mph (161 km). Johnson's co-drivers in the attempt were Moss, Bert Hadley and Jack Fairman. The seven day run was made at Montlhéry again, in early August 1952.



The first attempt had to be abandoned after the car hit a block of concrete, but after repairs the team started again. A spring broke on the fifth day, and although it was replaced and the run continued, no more records could be officially recognized as any spares replaced had to be carried in the car. Nevertheless they persevered, and Jaguar's goal was achieved, as the car averaged 100.31mph (161.43 km/h) for the seven days and nights, having covered 16,851 miles (27,120km). In addition, five new class records and four World Records were set for shorter

distances, up to four days and 10,000 miles.



**SIR STIRLING MOSS  
AND LWK 707, KNOWN  
AS THE "XK120  
MONTLHÉRY"**

## ***And More on the XK120.....***

Of the many British sports car brands that arrived in North America after the Second World War, arguably the most famous was the Jaguar XK120. Jaguar had built sports roadsters before the war, most notably the SS100, but felt an all-new post-war car was needed for a clean break with the past.

Chief Engineer William Heynes headed up the design of the mechanical components while company co-founder William Lyons did the styling. The engineering design parameters were quite daring. The engine was to develop 160 horsepower at a high 5,200 rpm and have double overhead camshafts, a design feature then usually found in racing cars.

Heynes came up with a 3.4 litre inline six with a massive crankshaft, seven generous main bearings and a surprisingly long stroke - bore and stroke were 83 by 106 mm. This twin-cam six was originally intended for a Jaguar saloon, but was installed in the roadster as a temporary test bed while the saloon was being readied. They called it the XK120 roadster and it was so overwhelmingly popular that it was put into production. The big Mark VII sedan arrived later in 1951 with the twin-cam engine.

Lyons created a long, sensuously flowing hood and wing line with headlamps nestled between bonnet and wings. He used a delicate vertical bar grille, slender bumpers and rear skirts that



gave full-length continuity of line. The skirts could not be used when centre-lock wire wheels were fitted because the knock-off hubs extended too far out.



The new 1949 XK120 Jaguar was introduced at the 1948 Earls Court Motor Show in London, displayed on a rotating, tilted platform. The impact on the crowd was electric. The motoring world was stunned by this graceful roadster with a twin-cam engine that promised the 120 mph that inspired its name. And this new Jaguar was

priced at a modest £1,275, a figure so low that skeptics predicted it would never come to market for that, if it came at all.

Lyons and Heynes soon capitalized on the good publicity. In May, 1949 they took an XK to the famous straight and level Jabbeke highway in Belgium to demonstrate its performance. Fitted with an underpan and tonneau cover, but without a windshield, the XK120 achieved a top speed of 132.6 mph, making it the world's fastest production car. In standard road trim it did 126 mph.

While the XK120 *was* raced, it was actually intended as a touring car, not a racer. To prove it had competition credentials, Heynes developed the Jaguar C-Type, properly called XK120C for



Competition, a pure racing version. A three-car team of C-Types entered the 1951 Le Mans 24-hour race in France. One of them won at an average speed of 93.49 mph (150 km/h). It was the first of five Jaguar victories at Le Mans in the next seven years.

When the XK120 arrived in North America it was equally impressive. Road & Track (5/51) reported a top speed average of 121.6 mph, and zero to 60 in 10.1 seconds. In the Florida



Everglades, Tom McCahill of *Mechanix Illustrated* recorded zero to 60 in 9.0 seconds and a top speed of about 122 mph.

There were some quality problems, however, and the forthright and humorous "Uncle Tom" (McCahill) reported them too. He called it *"A rather crudely assembled job...put together like a Chinese laundryman's version of a western sandwich,"* adding that *"it would have been better if they had just shovelled the unassembled parts of the car I drove into an old bag and shipped them over parcel post."*

In spite of the quality problems Tom was enthralled by the Jaguar, calling it *"the finest high speed touring car in the world,"* lavish praise indeed. He said it rode *"like a bubble in a washbasin."*

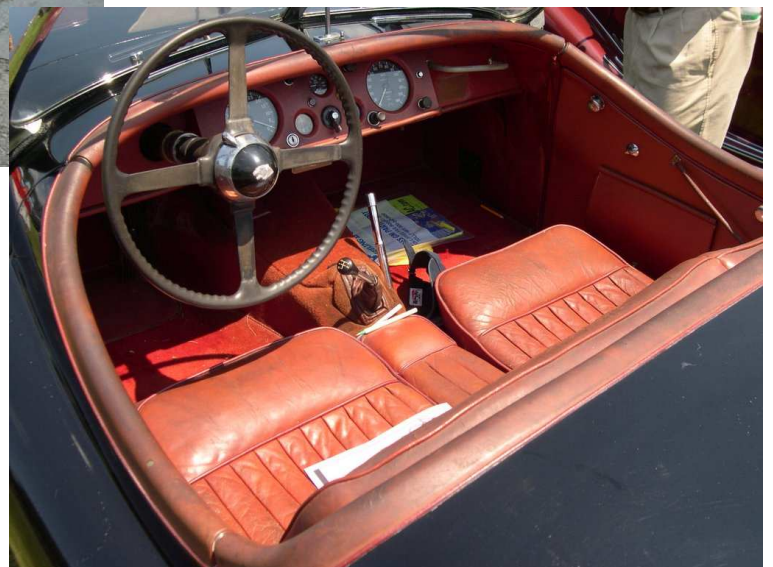
Although not really meant for racing, the XK120 was raced and rallied and scored several victories. Brakes that were prone to fading were its greatest competition weakness. Its steering was also heavy, although front torsion bars contributed to quite good handling.

In spite of some shortcomings, the XK120 Jaguar combined stupendous performance, stunning beauty and a relatively reasonable price of under \$5,000 in the U.S. During its model run from 1949 to 1954, when it was replaced by the XK140, 7,630 roadsters, 2,678 coupes and 1,769 convertibles were produced. It is one of automotive history's benchmark cars.



***SOMETHING NOT  
SEEN IN A WHILE -  
A SPATTED XK120  
PARKED UP ON THE  
STREET***

***CLASSIC XK120  
ROADSTER ("OTS")  
INTERIOR - LOVELY  
PATINA***





## 'OLD SPECKLED HEN GETS HER NEW FEATHERS'

**O**ld Speckly is one of the earliest surviving MG 14/40's and is famous for having a beer named after her brewed by Morlands of Abingdon. This association has made the car a legend in MG circles and it is fitting that she has returned to the road during the 75th anniversary year of the 14/40.

Before we look at the wonderful job Fred Body has made of the restoration work it is important to remind ourselves of the contribution made by Phil Jennings and Warren Marsh in finding Old Speckly. The story began over twenty years ago when Warren, acting on a tip from Phil, set out to find the car armed with only the owner's last name, Parson, the name of a city and a lot of enthusiasm. The city was Cardiff and during a holiday in the region he looked up every person with the name Parson in the area and telephoned to see if they owned the vehicle. Warren's perseverance eventually led him to the car but he was prevented from seeing it and it was definitely not for sale. Over many years Warren kept in touch with the family, patience was rewarded and the opportunity to buy Old Speckly eventually arose.

By the time Fred became interested in taking the car on as a project in August 1999, it was stored in garage premises near Bridgend, but the proprietor had recently moved it outside to make way for a batch of new cars. It was open to the elements and immediate action was required to stop further deterioration. As a matter of urgency Phil Jennings and Robin Barraclough viewed the car to ensure this really was Old Speckly and with their guidance Fred made an offer. Robin has written an excellent account of the detailed analysis and authentication of the car in the Vintage Register Yearbook 1999 (copies are still available- Bev Hicks 01544 340786 £10.75 UK & £12.75 overseas). Robin's account makes an interesting introduction to the whole story.

During the deliberations about authenticity and price negotiations Old Speckly had been moved to a scrap yard in Cardiff. Even at this stage the car could so easily have been lost! It had been lifted by a forklift truck under its middle in true scrap yard style and considerable damage had been caused. Fortunately the chassis was not affected and the affected areas were later rectified during the restoration.



Fred collected Old Speckly on 20th September 1999 with the help of Warren Marsh, Jonathan Tilley and his son-in law. Anyone who knows Fred would not have been surprised to find he had started the restoration that very night but this was a special car with a special history and Robin wanted to conduct a careful inspection before it was dismantled. In addition Jonathan Wood was writing an article for MG World and also wanted to photograph the car 'as found'.



All this academic activity delayed the master for two months but eventually, at the beginning of 2000 he began to weave his customary magic.

Magic is not too fanciful a word to use about Fred's skill in restoring vintage MGs and his work on Old Speckly is a testament to true craftsmanship. Warren Marsh and Roy Smallridge took the excellent pictures included with this account as the work progressed and they show to some extent the challenges involved and how they were overcome. They cannot however convey the skill involved in retaining the majority of the original Gordon-England bodywork, with its special three point attachment feature to the chassis and yet build it strong enough to last another 70 years. They also cannot do justice to the effort and care that was required to reverse earlier attempts to repair and alter the bodywork.



The previous owner's family remember that Mr Parsons Senior purchased the car before WW2 in a fire damaged state and it was obvious that the scuttle and bonnet had been drastically altered many years ago. This was probably to repair the fire damage and 'modernise' the look of the car with the addition of an extended bonnet. Obviously without a reference this could have been a stumbling block in restoring the bodywork but here luck played a part. Phil Jennings 14/40 started life with similar bodywork and although most of it was missing it did have an original scuttle. Rather than scrap this large part of the original car when a new body was fitted to the chassis Phil donated it to the Motoring Museum at Gaydon. Fred was therefore able to borrow the scuttle assembly, copy it and include it in the restoration of Old Speckly. The Vintage MG movement and Fred owe Phil a debt of gratitude for having the foresight to save the seemingly useless scuttle when others might have been tempted to simply chop it up for firewood.







The back window of the car was rectangular when found but early pictures clearly show it was originally oval. Clever Fred was able to reinstate the more aesthetically pleasing oval shape during the rebuild of the woodwork using pictures of the car held at Gaydon as a reference to verify the correct shape. It is interesting to note that there are five original pictures in the library of Old Speckly, three of which have never been published.



The original wings could have been restored but Fred decided to have a set remanufactured by Vintage Wings and Radiators and keep the originals for patterns. Likewise the interior trim has been replaced in leather throughout using the original as a pattern. Fred did consider using Rexine material he had in stock but Robin Barraclough advice was that the factory would not have used this material. Fred shared some of the trim work with a specialist but typically he was not satisfied with the standard of the work and ended up redoing a lot of it himself.



The Gordon-England bodywork was originally fabric covered and Fred contracted this work to a specialist who put the upper bodywork fabric on first. When Fred saw this would lead to an upward facing joint which could leak he was told it would be alright, surely he would never take it out in the rain! Obviously they did not know Fred very well and he took this job on himself on the basis that if you want a job done properly you have to do it yourself.

Moving on to the mechanical rebuild Fred found no unusual problems, possibly because he has done it all many times before. The engine was re-sleeved back to standard and the crank bearings white-metalled. The clutch was found to have a strange action until it was realised that there was no clutch spigot bearing fitted, probably from new. Once this was fitted no other problems were encountered.

When the car was driveable it was noted that the body did not creak on uneven road surfaces like other vintage cars. This is an interesting observation and confirms that Gordon-England knew how to eliminate body distortion induced by chassis flexing.



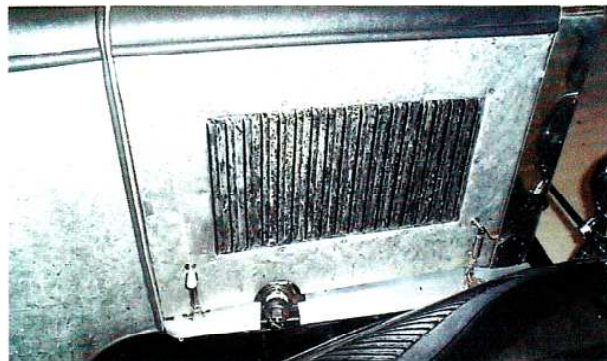




The public debut for Old Speckled Hen was the Bristol Classic Car Show on the 9/10th February 2002. Although surprisingly she was not voted Car of the Show but came second to a 1966 Ford Escort Mexico, I know which I would rather have taken home! The car is an absolute delight to the eye and the crowds just loved seeing it at the show.



To celebrate Old Speckled Hen's return to the road the Vintage Register will be making her the centre of a special display at Silverstone this year, in a small marquee next to the main Club marquee. We hope to have many more pictures of the fascinating rebuild and of course the man himself. So whatever your particular interest in the world of MGs take the trouble to come and have a closer look at the car and talk to the other vintage MG owners on hand. If you see Fred buy him a pint of Old Speckled Hen, he deserves it for this wonderful rebuild! ■



Report by John Day  
Photographs of the car as found by Warren Marsh  
Photographs of the rebuild by Roy Smallridge





# SAANICH RESTORATION FAIR & SWAP MEET

*ON SUNDAY, APRIL 14, JOHN W., LAURIE, BARRY AND YOUR EDITOR JOURNEYED TO SAANICH TO TAKE IN THE OECC'S RESTORATION FAIR/SWAP MEET/CAR SHOW. NOT AS GOOD A SELECTION OF PARTS AS WE HAD HOPED, BUT SOME GOOD CARS, GOOD WEATHER, AND INTERESTING PEOPLE. ALWAYS FUN TO HOBNOB WITH FOLKS WHO SEEM TO FEEL THAT THEY'RE TRAPPED ON AN ISLAND.....*



*LOVELY  
JAGUAR  
340*

*INTERESTING  
CONTRAST BETWEEN  
THE JAGUAR MK 2  
AND S-TYPE REAR  
END STYLING.....*



*CARS, CARS, CARS....AND  
ALWAYS SOME INTERESTING  
AND DIFFERENT ONES, AS YOU'D  
EXPECT ON THE ISLAND.*





## GALLERY

*NO PARTICULAR THEME - JUST A COUPLE OF NEAT BRIT CARS, SOME OF WHICH ARE CURRENTLY AVAILABLE FOR SALE*

*RE-CREATION OF A 1968 GULF MIRAGE VERSION OF THE FORD GT40. WHEN FORD CLOSED ITS RACING PROGRAM IN 1967, JOHN WYER & JOHN WILLMENT FORMED JW AUTOMOTIVE WHO THEN PROCEEDED, WITH GULF OIL BACKING, TO DEVELOP THE MIRAGE ON THE GT40 PLATFORM. THIS ONE IS A PRIVATELY BUILT COPY BUT VERY AUTHENTIC USING A LOT OF GT40 PARTS. CURRENTLY AVAILABLE AT AUCTION, EST. £80-100.000*



*HERE'S A CONTRAST!! A 1955 FORD 103E "POPULAR", ALSO KNOWN AS THE "SIT UP AND BEG" FORD. ACTUALLY FOR SALE ALONGSIDE THE "THREE-BOX" FORD ANGLIA AND POPULAR, IT STILL SOLD WELL AS IT WAS "CHEAP & CHEERFUL"... AND VERY BASIC. A GREAT STARTER CAR AT A TIME WHEN USED CARS WERE HARD TO COME BY. SOLD AT AUCTION FOR £4550.*



### ***March's Mystery Car was a 1971 AUSTIN 6CWT VAN***



*One of the most practical of the Morris Minor variants, the 6cwt van was introduced in 1953. Equipped with the same independent torsion bar front suspension, all round drum brakes and rack and pinion steering as the Morris Minor saloon, it proved just as enjoyable to drive but had beefed up rear suspension to cope with heavier loads.*

*Cheap to run, easy to maintain and with a spacious rear load bay, it was a big success with small businesses allover Britain. In 1962 the old 948cc engine was dropped in favour of the larger 1098cc unit*

*that produced a heady 48bhp and could whisk the vehicle up to a top speed of 77mph. From 1962 the 1000 range began to slowly wind down to its inevitable close in 1971. By 1969 production of the Morris 1000 Tourer had stopped, next went the Saloons in 1970 and finally the Traveller and commercials in 1971.*

### ***THIS MONTH'S MYSTERY CAR***

***I've actually driven one of these – almost bought it.....***





# 2013 Club Executive & Appointed Positions

## EXECUTIVE

<b>PRESIDENT:</b>	<i>LARRY PAYEUR</i>
<b>VICE-PRESIDENT:</b>	<i>HARV MCCULLOUGH</i>
<b>SECRETARY:</b>	<i>DOUG HOLBROW</i>
<b>TREASURER:</b>	<i>IVAN ANTAK</i>
<b>MEMBERSHIP:</b>	<i>SHIRLEY MCCULLOUGH</i>

## APPOINTED (READ: VOLUNTEER!) POSITIONS

<b>NEWSLETTER EDITOR:</b>	<i>GLENN LATHROP</i>
<b>LIBRARIAN:</b>	
<b>SCRAPBOOK:</b>	<i>LAURIE RAE</i>
<b>COMMUNICATIONS/ HISTORIAN:</b>	<i>JERRY PARKHILL</i>
<b>EVENTS COORDINATOR:</b>	<i>MR. BEAN</i>
<b>REGALIA:</b>	<i>MARLYNE MANDZIAK</i>
<b>DOOR PRIZE:</b>	<i>MIKE MIDDLETON</i>
<b>CLUB ASSETS MANAGER:</b>	<i>JAY SCHERMERHORN</i>
<b>WEBSITE ADMINISTRATOR:</b>	<i>ROB PARPATT</i>

**Club Membership Mailing Address:** IVAN ANTAK, Treasurer, 3790 Balsam Crescent,  
Abbotsford, B.C. V2S 7A3

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

**Club Website:** [www.britishcarclub.ca](http://www.britishcarclub.ca)

**Club E-mail Address:** [fvbmc@live.ca](mailto:fvbmc@live.ca)

**Highway Hooter E-mail Address:** [boswell12@shaw.ca](mailto:boswell12@shaw.ca)

## Club Chat

**PLEASE NOTE: MEMBERSHIP RENEWALS WERE DUE AS OF JANUARY 1<sup>ST</sup>.** 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 **Ivan Antak, 3790 Balsam Crescent, Abbotsford, B.C. V2S 7A3.**

- 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                     | • Visors (Pink, Dk.Green,Lime,Lt.Blue).....\$10.00    |
| ('06,'08,'09).....\$10.00                      | • Men's & Ladies Hoodies (FVBMC Crest)....\$50.00     |
| • New Golf Shirts (FVBMC Crest)....\$34.00     | • Men's Hoodies (FVBMC Crest).....\$50.00             |
| (Forest Green & Sport Gray)                    | • Men's & Ladies Vests (FVBMC Crest)....\$44.00       |
| • Older Gray Golf Shirts (FVBMC Crest) \$25.00 | • Licence Plate Frames (FVBMC Lettering).....\$20.00  |



# 2012/13 Events Calendar

*THERE ARE DOZENS OF CAR SHOWS, SHOW'N SHINES, ETC., ALL OVER B.C. AND WASHINGTON STATE DURING THE SUMMER MONTHS - FAR TOO MANY TO LIST HERE. IF YOU HAVE A NEED TO VISIT AS MANY AS POSSIBLE, GO TO [www.autoeventlist](http://www.autoeventlist) FOR A COMPLETE OUTLINE. GOOD LUCK!!*

## APRIL, 2013

**21<sup>ST</sup>** *LANGLEY AREA MOSTLY BRITISH MOTORING CLUB ST. GEORGE'S DAY SHOW, FORT LANGLEY, B.C. 10AM to 4PM. [www.lambscarclub.com](http://www.lambscarclub.com) for further information and vehicle registration*

## MAY, 2013

**5<sup>TH</sup>** D.W. POPPY CAR SHOW, D.W. Poppy School south field, 23752-52<sup>nd</sup> Avenue, Langley, B.C. Participant entry 8:30-10:30 AM, \$10 fee per participant car. Proceeds to school programs.

**5<sup>TH</sup>** COMOX VALLEY SWAP MEET & SHOW 'N SHINE, Comox Valley Sports Centre, 9:00AM to 3:00 PM. For more info or booking call (250) 339-4117 or [yjsavoie@shaw.ca](mailto:yjsavoie@shaw.ca)

**18<sup>TH</sup>** VANCOUVER ALL BRITISH FIELD MEET, VAN DUSEN GARDENS, 37<sup>TH</sup> & OAK ST., VANCOUVER. Go to [www.westerndriver.com](http://www.westerndriver.com) for entry form and information.

**19<sup>TH</sup>** VANCOUVER ALL BRITISH WHISTLER RUN, VANCOUVER TO WHISTLER, B.C. Check in at [www.westerndriver.com](http://www.westerndriver.com) for details.

**17<sup>TH</sup>** *FRASER VALLEY BRITISH MOTOR CLUB MONTHLY MEETING, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack*

**24<sup>TH</sup>-26<sup>TH</sup>** GARY'S RUN X, Squamish (24<sup>th</sup>) to Sun Peaks Resort (25<sup>th</sup>), back to Lower Mainland (26<sup>th</sup>). For info, contact John Sugden at [jmsug@telus.net](mailto:jmsug@telus.net)

**24<sup>TH</sup>-25<sup>TH</sup>** 44<sup>TH</sup> ANNUAL COASTAL SWAP MEET, Tradex at Abbotsford Airport. 2:00PM-9:00PM Friday, 8:00AM – 4:00 PM Saturday. Details at [www.coastalswapmeet.com](http://www.coastalswapmeet.com)

**25<sup>TH</sup>-26<sup>TH</sup>** 26<sup>TH</sup> ANNUAL B.C. HISTORIC MOTOR RACES (Including REVS #2) at Mission Raceway Road Course, Mission, B.C. Information at [www.vrcbc.ca](http://www.vrcbc.ca)

**25<sup>TH</sup> – JUN 2<sup>ND</sup>** BRITISH CAR WEEK is an annual awareness week intended for owners of British cars everywhere to get their cars out and DRIVE them. Go to [www.britishcarweek.org](http://www.britishcarweek.org) for its history, and watch for announcements of club runs, etc.

**30<sup>TH</sup>** A&W MAPLE RIDGE CRUISE-IN OPENING CELEBRATION, Visit [www.aw.ca](http://www.aw.ca) for information.

## JUNE, 2013

**2<sup>ND</sup>** JAG FRIENDS ALL OUT, SURREY, B.C. Pacific Jaguar Enthusiasts Group. Slalom school, lunch, timed runs, awards ceremony. Contacts and details at [www.jcna.com/clubs/events.php?vref=nw61&club=nw61&Vdet=2278#details](http://www.jcna.com/clubs/events.php?vref=nw61&club=nw61&Vdet=2278#details)

**2<sup>ND</sup>** *FRASER VALLEY BRITISH MOTOR CLUB'S ANNUAL FUN RUN, This Year to be known as "THE RUNNING OF THE BULLS!!" Assemble at MacDonald*



Park, west end of No. 3 Road, Abbotsford, by 10:30AM, first car out at 11:00. (For any first-timers, to find MacDonald Park head west from the Freeway on No. 3 Road and stop just before you fall in the Sumas River.)

16<sup>TH</sup> OLD CAR SUNDAY IN THE PARK, Father's Day, Fraser River Heritage Park, 7494 Mary Street, Mission, B.C. \$10 entry fee per vehicle. See [www.oldcarsunday.ca](http://www.oldcarsunday.ca) for details.

21<sup>ST</sup> FRASER VALLEY BRITISH MOTOR CLUB MONTHLY MEETING, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack

23<sup>RD</sup> CANADIAN XK JAGUAR REGISTER SUMMER SLALOM. Contacts and details at [www.jcna.com/clubs/events.php?vref=nw61&club=nw61&Vdet=2278#details](http://www.jcna.com/clubs/events.php?vref=nw61&club=nw61&Vdet=2278#details) as well.

### JULY, 2013

21<sup>ST</sup> MINTER GARDENS CLASSIC CAR SHOW, Minter Gardens, 52892 Bunker Road, Rosedale (Chilliwack), B.C.

### SEPTEMBER, 2013

29<sup>TH</sup> L.A.M.B.'s 2<sup>ND</sup> ANNUAL AUTOJUMBLE, SULLIVAN HALL, 64<sup>th</sup> Ave. & 152<sup>nd</sup> Street, Surrey. Go to [www.lambscarclub.com](http://www.lambscarclub.com) for entry details.

## CLASSIFIEDS

### Cars & Parts FOR SALE & WANTED:

- **FOR SALE: TR6 HARDTOP**, EXCELLENT CONDITION, Russet Brown in colour. Asking \$1,000 OBO. Call Jason (604) 826-3324.\*\*\*
- **FOR SALE: 1962 BUGEYE SPRITE**, Original engine included. Call (604)835-0755
- **1978 MGB ROADSTER**: with Collector plates- red with tan interior. Located in Burnaby. Redone interior, mats and carpet. Runs well. Excellent ragtop and tonneau cover; 4 speed transmission with overdrive. Asking \$7,900 but willing to negotiate. Contact [budjr57@hotmail.com](mailto:budjr57@hotmail.com) for additional information.\*\*





● **FOR SALE: 1952 COMMER:** 1952 [Mark 4](#) Commer Express Delivery van in good original condition. Only one registered owner from new (it passed through an estate sale). Comes with a wonderful collection of detailed hand written owners service notes covering 1952 to 1957, and documentation including the original sales slip, parts manual and Workshop manual. Purchased new in Winnipeg by a farmer, whose name is still on the door. This van clearly shows that it was well cared for, yet was definitely a working vehicle. No damage. Two small spots of rust perforation where mud had accumulated on the lip inside the lower edge of the rear fenders. It was driven by the re-seller who purchased it from the estate, has been here in closed storage since 2005 and I have not started it. Believed to be the only complete one remaining in North America. Time for it to go. \$4,200. Contact Ian Cox [coxian@telus.net](mailto:coxian@telus.net) or phone 1-250-384-2910 (See pictures below)




● **FOR SALE: MODEL CARS – COLLECTOR DOWNSIZING!!** I have a collection of mint-in-box 1/43 scale English cars for sale. Most are Corgi Vanguard's. They include everything from Austin A-40 vans, Mini vans, Austin-Healey 3000s, Ford Anglias, Hillman Minxes, Morris Minors, Rovers, Triumphs and Vauxhalls. There are also a few German (Messerschmitt Kabinenrollers and a Wartburg), Japanese cars (Honda S600) and Italian (Alfa Romeo, Autobianchi & FIAT). MIB vehicles are \$15 each and the few loose ones are \$10 each. There are a few Vanguard sets as well (including a couple with Mini & Anglia police cars). Contact John Black [johnwblack@shaw.ca](mailto:johnwblack@shaw.ca) (John is the librarian at the ATA).

● **WANTED:** A gentleman is interested in purchasing a Hillman and would like info regarding car model, type, etc. Call (250) 397-2773

● **FOR SALE: 1950 HILLMAN MINX:** This was seen in Harrison by Barry Lafbery. Call Bob at (604)796-3418 – he is looking for offers.







**KEY IMPORTS**  
2397 WEST RAILWAY ST., ABBOTSFORD, B.C. V2S 2E4

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Fax: (604) 853-5169  
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## ***AFTER THOUGHTS.....***



***HAPPINESS IS YOUR VERY OWN PARKING PLACE.....***



# 11<sup>TH</sup> ANNUAL MINTER GARDENS CLASSIC CAR SHOW

CLUB VOLUNTEERS NEEDED – CHECK YOUR CALENDARS!! JERRY, HARV AND BOB WILL BE CALLING ON US!!



## Our World Class Garden

Nestled against 7000 foot Mt. Cheam in the beautiful Fraser Valley lies Minter Gardens, one of the most spectacular show gardens in the world!

Since opening day on Mother's Day, 1980, hundreds of thousands of guests from around the globe have come to stroll through the Gardens and experience BC's natural beauty, enhanced by the brilliant colour and design of 32 acres of themed gardens, water features and hidden vignettes.

In addition to the gardens themselves, we are pleased to offer guests two fantastic dining facilities, The Envision Garden Café and The Trillium Restaurant, wedding sites, and a gift, plant and sweet shop.

This will be our 11th Classic Car Show at Minter Gardens and it is sure to be our best! Each show has hosted over one hundred mint condition vehicles, carefully placed throughout the grounds to highlight their unique beauty. This year, we invite you to be part of the fun!

## Exhibitor Details

Vehicles are entered in eight different categories based on the origin and era of the car. A ninth 'Premier Class' category is also in place to feature the first place winners of each category from the last two shows.

There is also a very popular 'People's Choice' award for the vehicle that visitors feel is the most outstanding addition to the show. The People's Choice winner earns the honour of becoming the 'Poster Car' for next year's show!

Vehicle Categories are as follows:

- ♦ **Class A** - Domestic up to 1950
- ♦ **Class B** - Domestic 1951-1960
- ♦ **Class C** - Domestic 1961 - 1970
- ♦ **Class D** - Domestic 1971 - 1979
- ♦ **Class E** - Import up to 1959
- ♦ **Class F** - Import 1960 - 1966
- ♦ **Class G** - Import 1967 - 1972
- ♦ **Class H** - Import 1973 - 1979

Please Note: Event organizers reserve the right to limit and reclassify entries as appropriate.

'Move in' is from 7am-8:30am and 'Move out' begins at 4pm. All vehicles must remain parked until the Awards Ceremony is complete.

## Party Time!

Once everyone is parked and ready to go, it's show time!

We are excited to provide live musical entertainment by Company B Jazz Band during the afternoon. This is an amazing young band out of Vancouver and they will definitely get your toes tapping! Swing Dancers will be in attendance as well and there's a very good chance they may inspire you to hit the dance floor yourself! Be sure to stop by the Stream Garden and visit with the Chilliwack Spinners & Weavers Guild as they spin a yarn or two as well.

As a special thank you to our exhibitors, The Envision Garden Café is pleased to offer a special discount voucher towards the purchase of a lunch-time meal. Vouchers will be given to exhibitors upon arrival to the show.

The Classic Car Show is a fun, friendly day for both guests and exhibitors alike.

To join us, fill in and return the attached application!





## Entry Form

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
Postal Code \_\_\_\_\_  
Home Phone \_\_\_\_\_  
Work Phone \_\_\_\_\_  
Email \_\_\_\_\_  
Fax Number \_\_\_\_\_  
Car Make \_\_\_\_\_  
Model \_\_\_\_\_  
Year of Manufacture \_\_\_\_\_  
Entry Class (A-H) \_\_\_\_\_

Are you using a trailer to transport your car? (Y or N) \_\_\_\_\_

It is advised to submit your entry as early as possible as space is limited to the first 125 accepted vehicles.

Registration deadline is July 1<sup>st</sup>, 2013.

**Please return completed entries to:**

**The Classic Car Show**

c/o Country Garden Ltd.  
10015 Young Street North,  
Chilliwack, B.C., V2P 4V4

**Or via Fax:** 604.792.8893

**Or via email:** c-park@telus.net

Please note that all vehicles must be in mint, original condition to be considered. No modified, customized or kit cars please.

## Contact Us

For queries related to vehicle entries, please contact Jerry at 604.794.3652 or via email at c-park@telus.net

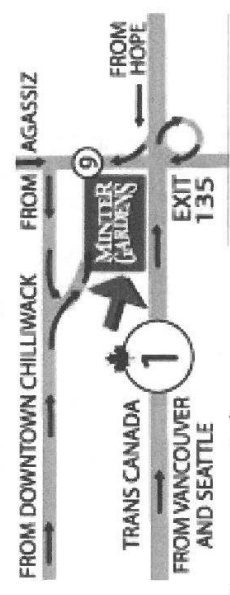
For questions related to Minter Gardens or for general event information, please contact Erin by phone at 604.792.3799, or via email at mail@mintergardens.com

## Where We Are

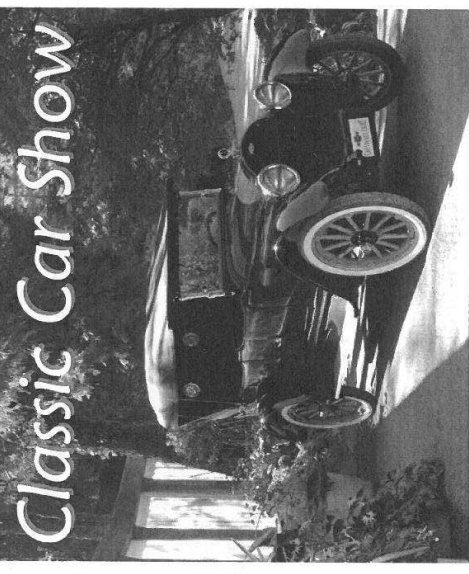
Minter Gardens is conveniently located 90 minutes east of downtown Vancouver, British Columbia, just off the Trans-Canada Hwy. #1 at exit #135. Our address is 52892 Bunker Rd., Rosedale, BC V0X 1X1

World famous Harrison Hot Springs Resort and scenic Chilliwack, BC are only 15 minutes from Minter Gardens.

For further information on Minter Gardens, please visit our website at [www.mintergardens.com](http://www.mintergardens.com)



52892 Bunker Rd.  
Rosedale, BC  
V0X 1X1  
Admin Phone: 604.792.3799  
Fax: 604.792.8893  
Web: [www.mintergardens.com](http://www.mintergardens.com)



## Classic Car Show

**Sunday, July 21, 2013**  
**9am - 4pm**

Sponsored in part by the  
Fraser Valley British Motor Club &  
Minter Gardens

**Over 100 Mint Condition Vehicles!**

Be a part of one of the most anticipated car shows in the Fraser Valley!

With great entertainment, fabulous food and over nine prize categories, the Classic Car Show is one of the finest exhibitions in our region.

To learn more about the show and how to enter your vehicle, read on!