

THE HIGHWAY HOOTER

THE NEWSLETTER OF THE FRASER VALLEY BRITISH MOTOR CLUB

* JANUARY, 2013 * VOLUME 19 * ISSUE NO. 1 * www.britishcarclub.ca

BENTLEY "METEOR"



HERE'S A WILD ONE!! FOLLOWING ON FROM OUR ARTICLE IN THE SEPTEMBER, 2012 ISSUE ABOUT BENTLEY "SPECIALS", THIS ONE BEARS MENTIONING. IT IS POWERED BY A ROLLS-ROYCE "METEOR" TANK ENGINE (BASICALLY A MERLIN V12 WITHOUT THE SUPERCHARGER). SEE PAGE 3 FOR MORE ON THIS BEAST.



EDITOR'S CORNER

A BIT OF A SHORT ONE THIS MONTH. TRYING TO GET READY FOR THE NEW YEAR. IT WOULD BE NICE IF WE COULD HAVE A FEW MORE SAME-DAY LOCAL RUNS – LET'S SEE WHAT WE CAN ORGANIZE!! 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.

RICHMOND GOLF CLUB

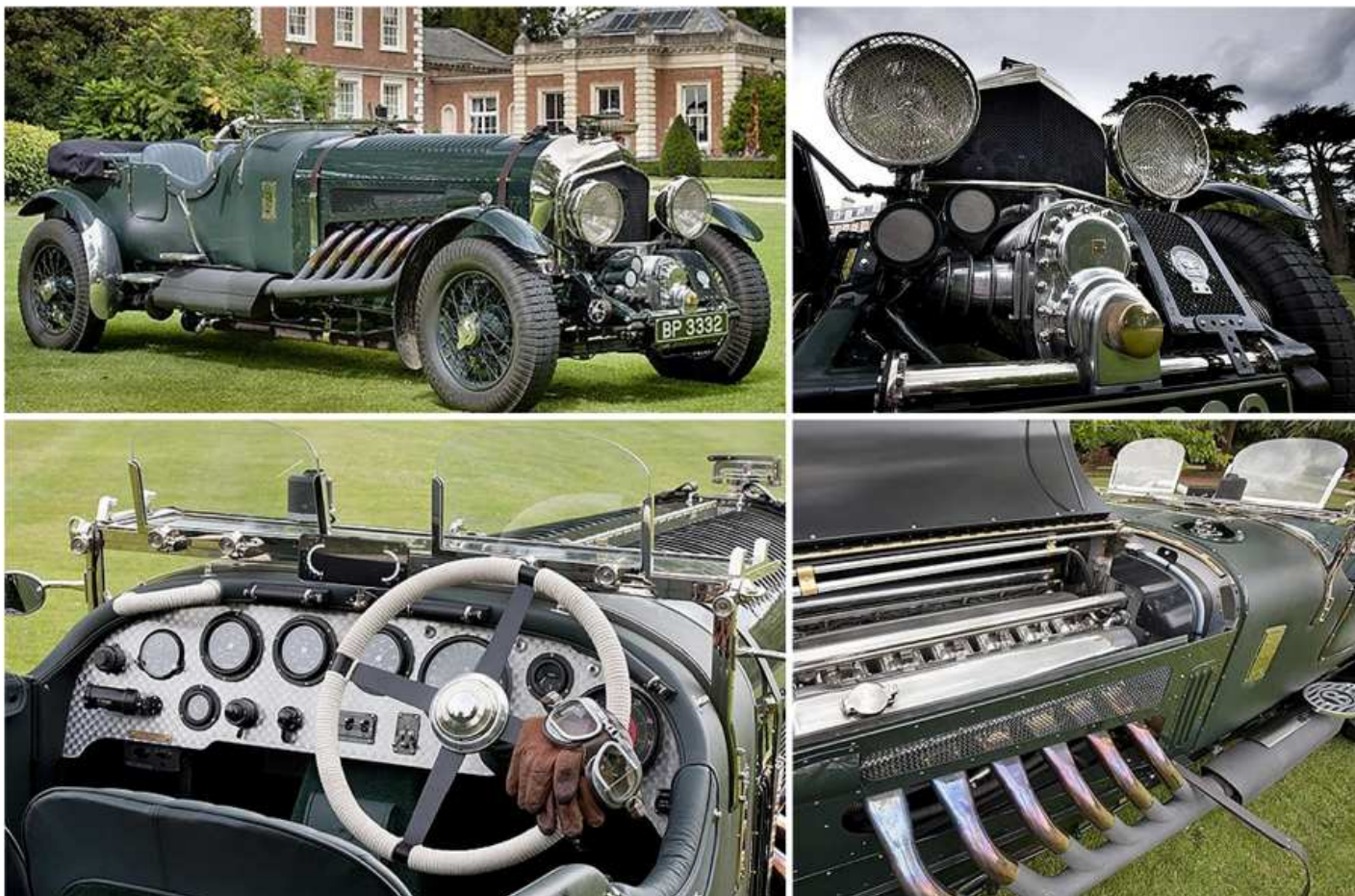
TEMPORARY RULES. 1940

1. Players are asked to collect Bomb and Shrapnel splinters to save these causing damage to the Mowing Machines.
2. In Competitions, during gunfire or while bombs are falling, players may take cover without penalty for ceasing play.
3. The positions of known delayed action bombs are marked by red flags at a reasonably, but not guaranteed, safe distance therefrom.
4. Shrapnel and/or bomb splinters on the Fairways, or in Bunkers within a club's length of a ball, may be moved without penalty, and no penalty shall be incurred if a ball is thereby caused to move accidentally.
5. A ball moved by enemy action may be replaced, or if lost or destroyed, a ball may be dropped not nearer the hole without penalty.
6. A ball lying in a crater may be lifted and dropped not nearer the hole, preserving the line to the hole, without penalty.
7. A player whose stroke is affected by the simultaneous explosion of a bomb may play another ball from the same place. Penalty one stroke.

THIS WAS SENT IN SOME TIME AGO BY BARRY L., BUT I LOST IT!! NEEDLESS TO SAY, THIS RICHMOND IS IN ENGLAND AND IT WAS WARTIME. IT'S A GREAT READ.....

(EDITOR'S NOTE - MY COUSIN AND HER HUSBAND LIVE IN RICHMOND, NORTH YORKSHIRE, AND THEY CONFIRM THAT THERE IS A COPY OF THIS HANGING IN THE CLUBHOUSE...)

MORE OF THE BENTLEY "METEOR"



THIS FREAKY CREATION WAS BUILT BY BOB PETERSEN ENGINEERING, IN ENGLAND, BETWEEN 2009 AND 2012. IT'S BUILT ON A 1934 ROLLS-ROYCE PHANTOM II FRAME, AND USES A CLEVER MIX OF MODERN AND ANCIENT IN ITS CONSTRUCTION. FOR EXAMPLE:

- **THE MASSIVE DRUM BRAKES ACTUALLY HOUSE MASSIVE DISC BRAKES!!**
- **THE POWER STEERING IS ALSO HIDDEN, BUT THERE NONETHELESS.**
- **THE ENGINE IS 27 LITRES, 660 BHP AND ABOUT A KAJILLION LBS.-FT OF TORQUE.**
- **THE "TRANSMISSION" COMBINES A MODERN 4-SPEED ALLISON (GM) AUTOMATIC WITH A 3:1 "STEP-UP" BOX TO THE PHANTOM II REAR AXLE.**
- **MODERN ELECTRONICALLY CONTROLLED FUEL INJECTION.**
- **THE "BLOWER" HANGING OUT THE FRONT ACTUALLY HOUSES AN EXTRA OIL RESERVOIR AND COOLER.**

WHY DO FOLKS (ESPECIALLY BOB PETERSEN) BUILD THESE THINGS?? BECAUSE THEY CAN, I GUESS. IF YOU WANTED TO BUY IT, IT WAS AVAILABLE RECENTLY FOR £500,000+. DON'T KNOW IF IT SOLD OR NOT - I JUST KNOW I DIDN'T BUY IT. STILL, IMAGINE IT RUMBLING IT TO MINTER GARDENS.....

THE FRASER VALLEY BRITISH MOTOR CLUB'S ANNUAL BANQUET

NOVEMBER 24, 2012

The Trillium Room at Minter Gardens was once again the site of our Club's annual dinner, auction and prize-giving. No crazy skits this year, but Rob handled the auction and put on an excellent show. As always, the food was excellent and the auction generated more than a few bucks!! Once again, it was just a really great gathering. Brian and Erin Minter, and the whole gang at the Gardens, should be congratulated on their facility!!

Of course, we also had the annual Club awards. See who.....won?? (And a huge thank-you to Shirley McCullough for the pictures!!)

An accidental omission - Doug Linley (for his sorry tale of a Healey with a gearbox full of neutrals) and Chris van der Merwe (for his equally sorry revealing of windshield shop incompetence) tied for the Broken Wrench Award. Sorry, but I forgot to get pictures - too busy shedding tears.....



**MEMBERS OF THE
YEAR - ROB &
DELLA JANZEN**

**DRIVERS OF THE
YEAR - BENCE &
HELEN McINTYRE**

(HELEN IS SHY)





HERE'S IVAN AND SUSAN ANTAK, OUR "FUN RUN" ORGANIZERS

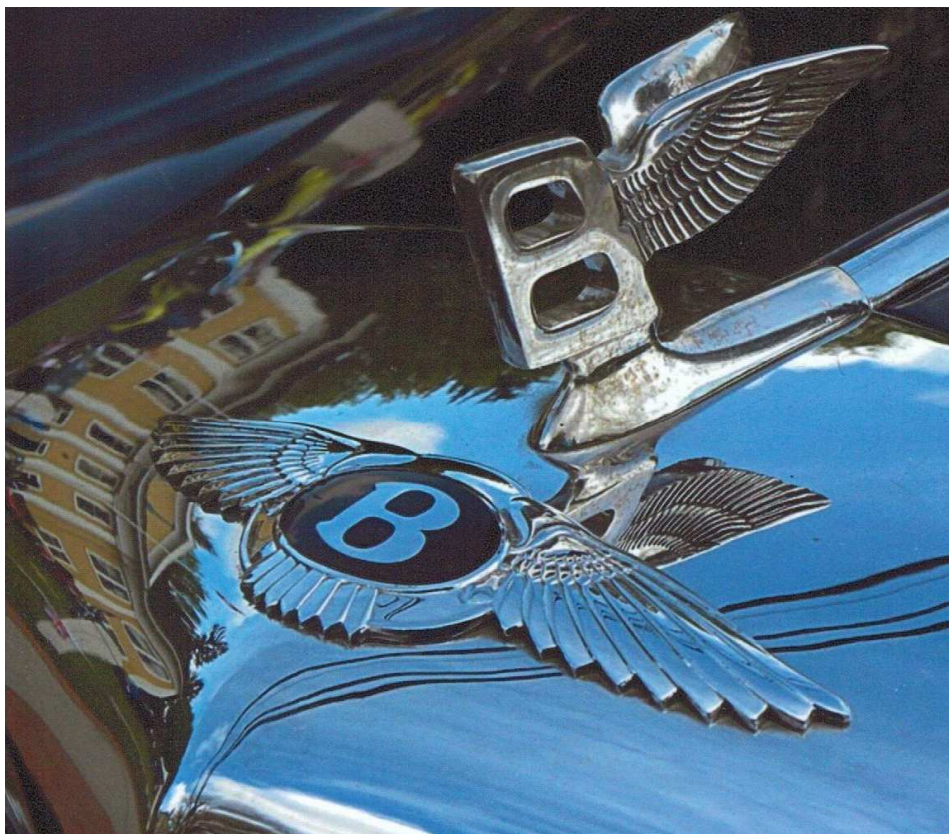
TOM PUGH TRIES ON HIS NEW "KILT" (DON'T FORGET, TOM - YOU NEED TO KEEP A COIN IN THE SPORRAN FOR LUCK!!) →



**LUCKY WINNERS OF THE DOOR PRIZE
- BENCE & HELEN McINTYRE
(BENCE IS MANAGING TO CONTAIN HIS EXCITEMENT, HELEN IS IN THE BACKGROUND SAYING "YOU'RE ON YOUR OWN, BUDDY")**

**And Yes....We had a
PHOTO
CONTEST!!**

Entries were displayed at the Christmas Banquet. Here are the winners:
IN THE "BRITISH MOTORING" CATEGORY



1ST PLACE - SHIRLEY McCULLOUGH



***2ND PLACE -
TOM PUGH***

***3RD PLACE -
BARRY LAFBERY***

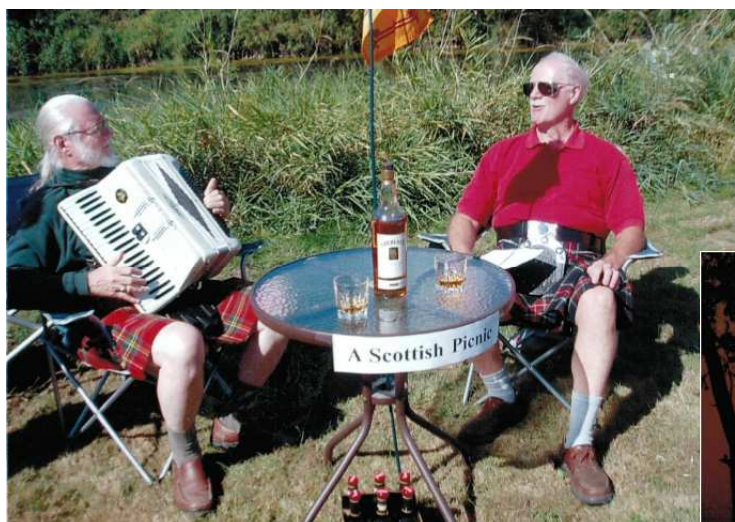


IN THE "EVERYTHING ELSE" CATEGORY



1ST PLACE - JOHN WALKDEN

(NO, THIS IS NOT THE WINNING PICTURE. A COPY WAS TO FOLLOW FOR PUBLICATION, BUT IT NEVER ARRIVED. WE'LL RECTIFY THAT IN THE NEAR FUTURE - IT'S A GREAT PICTURE!!)



2ND PLACE - DELLA JANZEN



3RD PLACE - CHRIS VAN DER MERWE



***A SPECIAL AWARD
PRESENTED BY
ELLENORE MACK TO
JERRY & SUE
PARKHILL FOR ALL
OF THEIR YEARS OF
DEDICATION TO
THE CLUB***



***BEST SHOT OF THE BANQUET - BENCE WHEN HE FOUND
OUT ABOUT THE DOOR PRIZE!! PARAMEDICS WERE
STANDING BY.....***



***VICE-PREZ HARV WITH OUR
AUCTIONEER ROB, SHOWING OFF
HIS ELECTRONIC SHIRT!!***

IN THE WEEDS

PART 5

Words and photos by T. W. Pugh

Let's start this chapter with some cars from far away. These three were spotted in the same yard in Hawaii. What nice landscaping. We should all aspire to such displays in our own yards. The E-Type and the Lotus Europa look like runners, while the Austin-Healey under the tarp looks like it may be a project car. I wonder what sort of treasure is under the cover in front of it?



Here are two Minis, but in totally different states of repair. The green car is a runner seen in Cloverdale. The white one has potential but has a ways to go. It was spotted in Yarrow a number of years back along with various Mini hulks, and other bits and pieces scattered around the yard.



The Mini on the left is not as it would appear. This car is hanging on a wall in front of a restaurant in Richmond. I don't know if the car is relatively intact or just a shell, but it is a real one. Sadly, just behind and in front of it are two more impaled on the same wall by some maniac. A new Mini Cooper is staked to a wall in a like manner at the new Mini dealership in Langley. It makes my blood run cold.

Another car close to a wall is the MkIII MGB/GT on the right. It is in a far better situation than the Mini. While it may not have any wheels and is up on jack stands, at least it is right side up. I have seen the car around this shop for a few years out in Arnold, but then the property sold and it disappeared.

Over leaf are a pair of Abbotsford cars. Again they have both moved on and been lost track of. The TR6 is a latter model car in Java Green and dust. The early British Racing Green MG Midget appears to be well cared for although temporarily off the road.



The Sunbeam Tiger below may have appeared in a previous chapter of this series but at a different location. I don't know if it is the same car or no, but how many powder blue Tigers with knock-off Minilite wheels can there be in Abbotsford? It has again been moved elsewhere and lost track of. We have seen the MGB on the right before at this Port Hammond site, you may recognize the wheels. It was a different colour then and in need of attention, but now seems to be back on line. Nicely done.



Here are two Austin America 1100/1300s taken years ago. They were in relatively close proximity in the Maple Ridge/Pitt Meadows area, though not together. Maybe a guy could have snagged them both and made one out of two, as neither looked like they could stand alone. Complicating the situation was that one is a two door while the other is a four. No matter, the bulldozer parked nearby looked perfectly serviceable and could be put to good use in a pinch. Both car, along with the Cat, have long since disappeared.

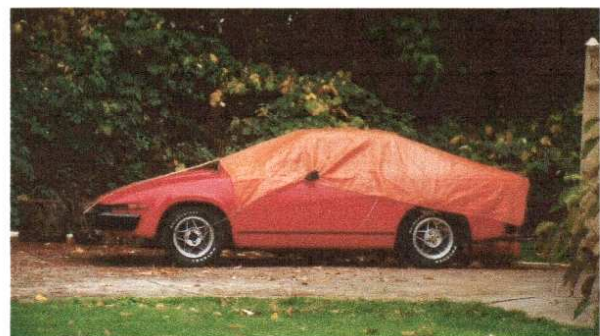
At the top of the next page you will find two seemingly similar but very different cars. Besides the fact that the MkIII MGB/GT on the left is still around in Abbotsford, the car on the right has long since moved on to I know not where. The car is a rare late 60s MGC/GT whose claim to fame is that it is powered by a 2912 cubic inch straight six engine producing 150 BHP, quite a bit more than the 4 cylinder car. The only obvious difference, apart for badging, is the two bonnet blisters to clear the forward mounted radiator and the front S.U. HS6 carburettor. The C rode on 15" wheels rather than 14s. During the two year production run, 4,458 GTs and 4,544 roadsters left the Abingdon-on-Thames works. The MGC was intended to replace the aging Austin-Healey 3000, which was also built at Abingdon. The big Healey was dropped at the end of '67 and the C was left to battle it out with the Triumph TR5/250/6. The Triumph 6s prevailed, over 105,000 cars produced until '76 when it was dropped in favour of the TR7. Spot the XJ sedan nearby.



Speaking of TR6s, here are two more. These “hairy-chested sports cars”, as they were affectionately referred to, are very different. The car on the left, in Maple Ridge, looks like it is not too far from the road, although the rear springs may be a bit soft judging by the angle of the wheels. The shed, of sorts, on the right in Pitt Meadows houses a TR6. It is hard to get a good look at it, but it appears to be a bit rough as is the MGB beside it. At least they seem to be somewhat out of the weather.



The two Pitt Meadows Triumph TR7s below are a classic example of the few giving their all for the common good. The car on the left is your basic donor car and the lucky recipient is tarp-wrapped in the same yard. Hard to say if the “good” car is a coupe or the more valuable roadster, but it matters little as most parts are interchangeable. It is helpful to know that while the donor car will never see the road again, it may well go to another owner to help with the restoration of yet another TR7 or perhaps a rare TR8.



Over leaf you will find a variety of disguised and/or hiding MGBs. The center one is an early car parked dangerously close to a berry field in Abbotsford. It was only there for a short time and has been lost track of. The car on the right, also an early version, hides its headlights behind a fence in Port Hammond. Around the other side of the house is found an early VW Beetle. They are both still at the same address. The rubber-nose Mk IV MGB on the left is cleverly camouflaged as snow under a tarp near a big tree in Whonnock. I have not been up there for some time, it may or may not still be there.

Below that trio we find a TR7 along with something mysterious under a blue tarp, and one of my favourite cars, a Datsun 240Z with Minilites, sharing a driveway in Hammond. What’s in the garage?



This 50s Ford Zephyr/Consul in flat black rests in Mission. The car is reported to eventually become an advertising "attention getter" for a local auto repair shop. We just call it "The Stealth".

HARV'S WORKSHOP

HERE ARE SOME SHOTS OF HARV'S PROGRESS ON THE XK140. WE SAW THE BRAKES RELINED LAST MONTH, NOW THE REST OF THE ROLLING CHASSIS IS FITTING INTO PLACE. NICE BRAKE PIPE WORK, HARV!!





To find out more about Healeys click on our logo

Austin-Healey Endurance Speed Record Attempt



On August 23rd, 1954 at the famed Bonneville Salt Flats in Utah, a factory-prepared Austin-Healey set 83 National and International Class D records driven by Donald Healey, George Eyston, Carroll Shelby, Mort Goodall and Roy Jackson-Moore, including a 24-hour average speed of 132.81 mph.

Owner Donald Healey's desire to take the 24-hour endurance record stemmed from his belief in his car and the need for publicity to promote it. He fitted a standard 100/4 chassis with a modified Weslake-designed cylinder head, 16-inch Dunlop peg drive wheels and Dunlop disc brakes (a first in production sports cars). There were a small number of aerodynamic modifications, including a small aero screen and head fairing, plus an air-cooled battery compartment in the right hand passenger area.



The non-supercharged, 4 cylinder record has stood ever since for Healeys, until the present day when Austin-Healey enthusiast Martyn Corfield decided to attempt to beat the 1954 Healey works team record and the current National records held by Prodrive.



HEALEY
ENDURANCE CAR

Holder of 17 Records
Millbrook Nov 15th 2009

International and UK records 1,000kms	SS	M Corfield/J Welch	4h 11m 40.650s	238.40kph	148.13mph
International and UK records 500 miles	SS	M Corfield/J Welch	3h 23m 33.434s	237.18kph	147.37mph
International and UK records 500 kms	SS	M Corfield/J Welch	2h 05m 51.697s	238.35kph	148.10mph
International and UK records 100 miles	SS	M Corfield	39m 52.207s	242.17kph	150.48mph
International record 100 kms	SS	M Corfield	24m 53.169s	241.09kph	149.80mph
International and UK records 1 hour	SS	M Corfield	147 miles 668 yds	237.19kph	147.38mph
Outright UK record 100 miles	SS	M Corfield	39m 52.207s	242.17kph	150.48mph
UK record 200 miles	SS	M Corfield/J Welch	1h 22m 21.817s	234.47kph	145.69mph
UK record 10 miles	FS	J Welch	3m 55.143s	246.3 kph	153.09mph
UK record 10kms	FS	J Welch	2m 26.030s	246.52kph	153.18mph
UK record 5 miles	FS	J Welch	1m 57.495s	246.54kph	153.19mph
UK record 3 hours	SS	M Corfield/J Welch	443 miles 1,724 yds	238.17kph	147.99mph

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Martyn Corfield enlisted Denis Welch Motorsport to recreate the Bonneville 100/4 as faithfully as possible, including similar aerodynamic fittings such as head fairing, solid aluminium tonneau and air intakes at the front. They also used the special 16-inch peg drive Dunlop Wheels and purpose-built hubs made from original factory drawings. The 4-cylinder engine utilizes a 100S Weslake aluminum cylinder head and twin 1.75" SU carburetors. It was painted in the correct shade of metallic green, as verified by Geoff Healey shortly before his untimely death.

Now known as the 'Healey Endurance' car, the car attempted the International and National speed record up to 1000 Km (International Group 2, Class 8 non-supercharged) on November 15th, 2009, successfully completing 308 laps around the Millbrook Proving Grounds at a

record-breaking average speed of 148.22 mph. The records were subject to FIA & MSA homologation as to whether the six International and nine National records under consideration will be confirmed.

The car had a trouble-free run with three scheduled pit stops and was driven by owner Martyn Corfield and engineer Jeremy Welch in four stints of one hour each.



*OWNER
MARTYN
CORFIELD*

An additional pit stop was made after Martyn was spun across the track at 150 mph due to the damp surface from the previous day's torrential rain and howling gales. After such a mind-numbing moment Corfield was still able to gather the car, losing little time and, after a safety check, carrying on unabated to the

next scheduled stop.

"We have made a great attempt at the 1000 km endurance record this weekend and subject to confirmation are happy that the car has performed brilliantly achieving near the theoretical maximum calculated by MIRA in 2009 which is better than we could ever have hoped for. It's definitely the fastest Austin Healey in the World today at 153.44 mph, according to the stopwatch and is now the subject to FIA & MSA homologation to see whether the official International and National records have been achieved. We are looking forward to releasing more news shortly," commented Jeremy Welch.

For more information, visit www.healeyendurance.com.





November's Mystery Car was a 1949 MK1 AC BUCKLAND



During the 1930's, AC Cars Ltd. gained a good reputation for producing elegant, well made motor cars with sporting characters. In 1974, AC launched its first post-war model, the 2-litre, later known as the Buckland. The new model came with traditionally constructed coachwork (saloon, 2-seat & 4-seat dropheads) and the 2-litre Weller-designed OHC 6-cylinder that AC started using in 1919!!

THIS MONTH'S MYSTERY CAR

NOBODY WILL GET IT, BUT IT'S JUST SUCH A NEAT LOOKING LITTLE MACHINE...



2013 Club Executive & Appointed Positions

EXECUTIVE

PRESIDENT:	<i>LARRY PAYEUR</i>
VICE-PRESIDENT:	<i>HARV MCCULLOUGH</i>
SECRETARY:	<i>DOUG HOLBROW</i>
TREASURER:	<i>IVAN ANTAK</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:	<i>MR. BEAN</i>
REGALIA:	<i>MARLYNE MANDZIAK</i>
DOOR PRIZE:	<i>MIKE MIDDLETON</i>
CLUB ASSETS MANAGER:	<i>JAY SCHERMERHORN</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	• 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

NOT MUCH INFORMATION AVAILABLE FOR 2013 AS YET, BUT NEXT MONTH SHOULD LOAD UP THE "COMING EVENTS" FAIRLY HEAVILY.

FEBRUARY, 2013

15TH *FRASER VALLEY BRITISH MOTOR CLUB MONTHLY MEETING, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack*

MARCH, 2013

15TH VINTAGE CAR CLUB OF CANADA, VANCOUVER CHAPTER – EASTER PARADE. Call (604) 519-4627 for information.

15TH *FRASER VALLEY BRITISH MOTOR CLUB MONTHLY MEETING, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack*

APRIL, 2013

4TH BURGER KING CHILLIWACK WEEKLY CRUISES BEGIN!! Call (604) 795-6353 for info.

19TH *FRASER VALLEY BRITISH MOTOR CLUB MONTHLY MEETING, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack*

21ST ?? LANGLEY AREA MOSTLY BRITISH MOTORING CLUB ST. GEORGE'S DAY SHOW, FORT LANGLEY, B.C. WATCH FOR CLARIFICATION – DATE NOT YET CONFIRMED. CHECK AT www.lambscarclub.com for further information

MAY, 2013

18TH VANCOUVER ALL BRITISH FIELD MEET, VAND DUSEN GARDENS, 37TH & OAK ST., VANCOUVER. Go to www.westerndriver.com for entry form and information.

19TH VANCOUVER ALL BRITISH WHISTLER RUN, VANCOUVER TO WHISTLER, B.C. Check in at www.westerndriver.com for details.

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

25TH – JUN 2ND 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 for its history, and watch for announcements of club runs, etc.

JUNE, 2013

2ND 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

21ST *FRASER VALLEY BRITISH MOTOR CLUB MONTHLY MEETING, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack*

23RD

CANADIAN XK JAGUAR REGISTER SUMMER SLALOM. Contacts and details at www.jcna.com/clubs/events.php?vref=nw61&club=nw61&Vdet=2278#details as well.

CLASSIFIEDS

Cars & Parts FOR SALE & WANTED:

- **FOR SALE: 1962 BUGEYE SPRITE:** Original engine included. Call (604)835-0755
- **FOR SALE: 1951 AUSTIN A125 SHEERLINE:** I have a 1951 Austin Sheerline that I thought I would one day restore but am unable to do so. The body and frame are very rust free and complete, but the motor was replaced with a 6-cylinder GM unit at some time. It was running when I parked it in the garage 4 years ago but has not run since. I hate to see it scrapped and hope to find someone with the desire and ability to restore it. I am open to offers. The car is located in Hope. Contact Bruce McBride at bigbrw@hotmail.com **
- **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 or phone 1-250-384-2910



- **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 (John is the librarian at the ATA).

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



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32nd Annual TULIP RALLYE



APRIL 20, 2013

THOMAS H. WHITE

Sponsored by the MG Car Club NorthWest Centre



Sponsored by the MG Car Club NorthWest Centre

32nd Annual Tulip Rallye

Date: Saturday, April 20th, 2013

Time: 8:00-9:00 am (Check in)

Place: Cascade Mall I-5 Exit 230

COME ONE, COME ALL! – We are back for our 32nd Annual Tulip Rallye.

This event is a gimmick rallye in place of time/distance checkpoints, so everyone will be able to compete successfully. All you need is a sharp eye and a sense of humor. Please note – speed is not recommended!

Each car club (5-car minimum) will have a First Place finish. Non-club entrants can compete in the “open” class. It is recommended that you pack a picnic lunch to enjoy along the way or at the end point while the scores are being tabulated. There are restaurants along the tour route, but they can be rather crowded.

Pre-registration will close on April 15th. Any entries received after April 15th will be considered day of. Please fill out the form below and send it along with \$12.00 USD or \$15.00 CDN per car to MGCCNWC at the address shown below. The cost for day-of registration will be \$15.00 (USD) or \$18.00 (CDN). Your car number and rallye information will be issued the day of the rallye. For more information call David Ellis @ (425) 277-1086 or day of 425-691-0444 (cell).

Overnight accommodations are available at the Holiday Inn Express in Burlington (360-755-7338), or at the Mariner Inn in Anacortes (360) 293-3545.

Please remember to bring along canned food items or cash for donations to a local food bank. The drop off location this year will be at the start point, Cascade Mall.

Directions: From I-5 take exit 230 and head east on Highway 20. Take a right at stop light onto South Burlington Blvd. Take a right onto Cascade Mall Drive. Go straight till you see the white tents.

See you there!

YES!! I want to participate in the 32nd Annual Tulip Rallye!

NAME _____ PHONE _____ TYPE OF CAR (S) _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

EMAIL _____

IF YOU BELONG TO A CAR CLUB, WHICH ONE? (please be specific) _____

Entry Fee for each car: \$12 (USD) or \$15 (CDN) advance, or \$15 (USD) or \$18 (CDN) day of event \$ _____

Event Tee Shirt: Short Sleeve \$15.00 (USD) \$18.00 (CDN) MED _____ LG _____ XL _____ XXL _____ \$ _____

TOTAL \$ _____

Pre-registration closes **April 15, 2013**

Make checks payable to MGCCNWC

Mail to: Tulip Rallye, c/o David Ellis, 1521 Eagle Ridge Drive S., Renton, WA 98055
425-277-1086 (425-691-0440—cell “day of”) or E-mail: tuliprallye@aol.com