

# THE HIGHWAY HOOTER

THE NEWSLETTER OF THE FRASER VALLEY BRITISH MOTOR CLUB

\* MARCH, 2013 \* VOLUME 19 \* ISSUE NO. 3 \* [www.britishcarclub.ca](http://www.britishcarclub.ca) \*

## JENSEN CV8 MK II



*IN ANY REVIEW OF UNUSUALLY-STYLED BRIT CARS, THE JENSEN CV8 MUST BE ONE OF THE FIRST EXAMINED. PRODUCED FROM 1961-66, USING CHRYSLER'S 5.9 OR 6.3 LITRE V8, IT COULD RUN 0-60MPH IN 8 SECS AND TOP 130 MPH. NOW, ABOUT THAT "CHINESE EYE" STYLING.....*

# PRESIDENT'S MESSAGE

## ***I'M BACK!!***

*As I write this I'm not really back, but I will be by the time the HOOTER gets distributed. It's been a great winter down here in Mexico but I'm looking forward to an early spring and getting the Jaguar out on the road.*

*Thanks very much to Harv, Jerry, John, Ivan, Doug, Shirley and everyone who chipped in while I was away. Welcome Doug to the executive.*

*I am looking forward to hearing about the hobby day and whether or not anyone managed to hit something with a potato cannon.*

*See you at the March meeting! Bring your updates on your winter projects.*

*Larry*



## **EDITOR'S CORNER**

**JUST A REMINDER THAT I'D SURE LIKE TO RECEIVE INPUT FROM CLUB MEMBERS!! IF YOU FIND ANYTHING OF INTEREST, SEND IT ALONG, EITHER IN WORD OR PDF FORMAT. IF YOU GO ON ANY RUNS, PARTICULARLY LONG ONES, FIRE ME SOME PICS AND A SHORT DESCRIPTIVE TEXT OF WHAT HAPPENED (WHO'S TRANNY FELL OUT, WHO FELL OFF THE ROAD, ETC.). 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.**

# ***2013 VIDEO & HOBBY DAY***

***Sunday, March 3rd***

***THIS PARTICULAR CLUB EVENT HAS HAD A NUMBER OF DIFFERENT NAMES, AND IT'S STILL HARD TO CHARACTERIZE!! COLLECTIONS OF MINIATURE VEHICLES, VIDEOS, TINPLATE TOYS, AND.....BOB'S CANNONS. GREAT CHILI & CORNBREAD, BY THE WAY!!***

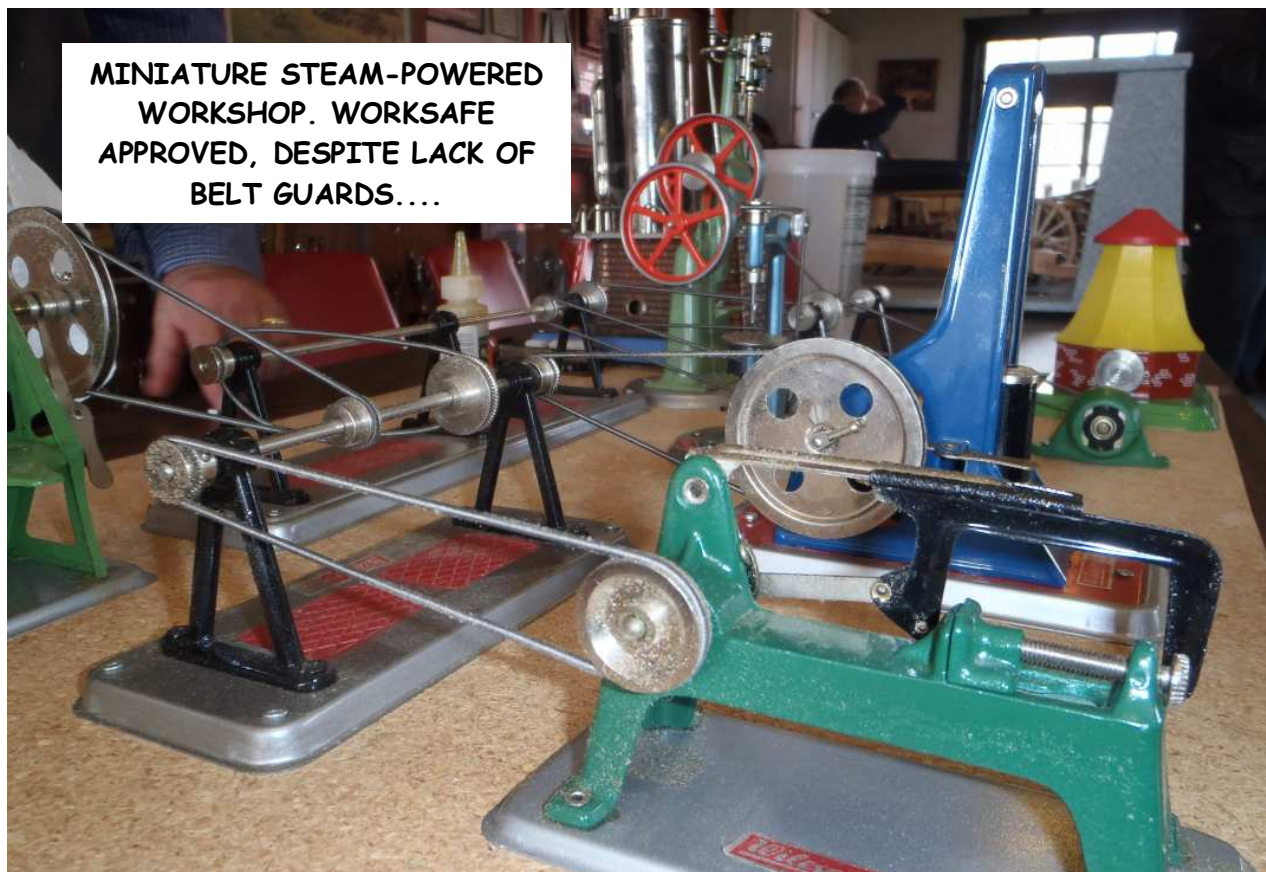
**BOB STEWART'S DETAILED  
CANNON & AMMUNITION  
CARRIERS, ETC. METICULOUS  
DETAILING.**



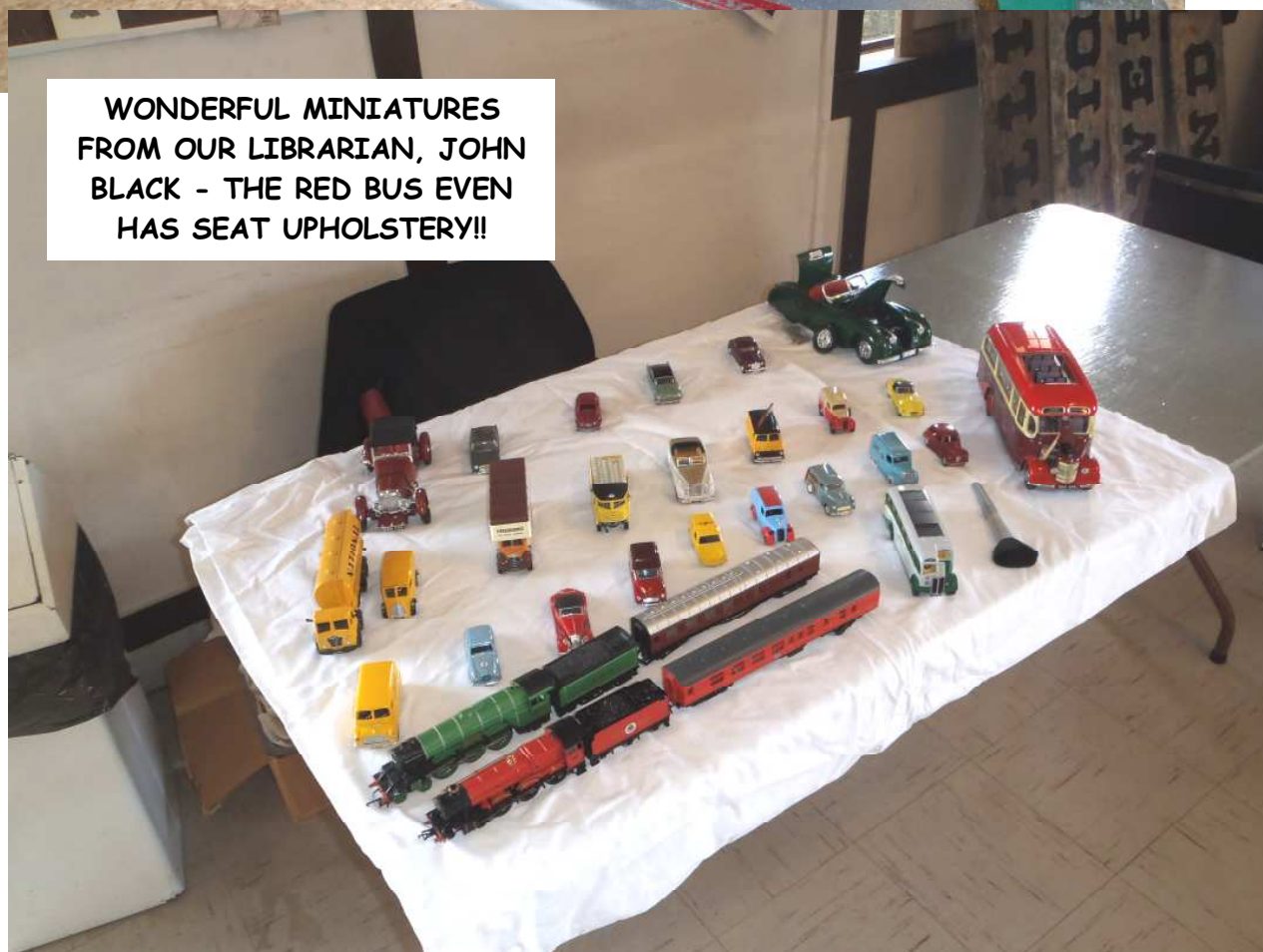
**BOB'S MINIATURE  
RETRACTABLE AND MOVEABLE  
SHORE BATTERY. HARD TO  
BELIEVE IT'S ALL WOOD!!**



**MINIATURE STEAM-POWERED  
WORKSHOP. WORKSAFE  
APPROVED, DESPITE LACK OF  
BELT GUARDS....**

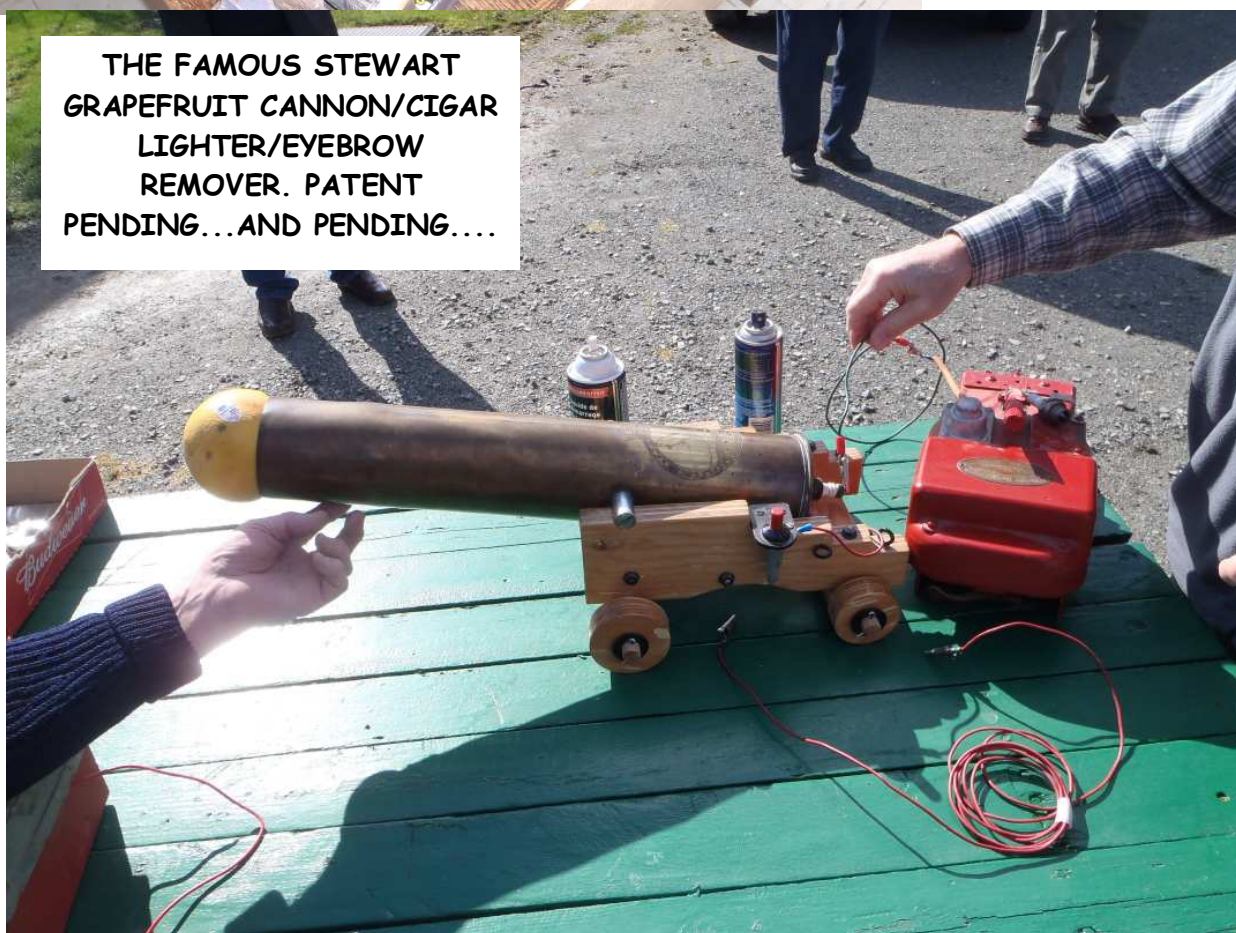


**WONDERFUL MINIATURES  
FROM OUR LIBRARIAN, JOHN  
BLACK - THE RED BUS EVEN  
HAS SEAT UPHOLSTERY!!**





THE FAMOUS STEWART  
GRAPEFRUIT CANNON/CIGAR  
LIGHTER/EYEBROW  
REMOVER. PATENT  
PENDING...AND PENDING....



## **BRITAIN'S TOP FIVE FAVOURITE CLASSICS**

### **A RECENT SURVEY BY *PRACTICAL CLASSICS* REVEALED**

#### **UK'S MOST WIDELY-OWNED CLASSICS**

#### **HERE IS A LOOK AT THE MERITS OF EACH**

Modified for the Hooter by T.W.Pugh using a broken speedo cable and a 15/32" spanner

When it comes to Britain's most enduring classics, there can be few surprises about which marques-and models-consistently top the list. As much as owners of other vehicles may be envious of the evergreen popularity of machines produced under the BMC and British Leyland banners, the long love affair with MG, Morris, Triumph and Mini shows no signs of wilting. The recent survey to find the UK's top five historic cars by ownership doesn't pull any surprises out of the bag. And neither should it have done. The winners-MGB, MG MIDGET, MORRIS MINOR, TRIUMPH SPITFIRE and classic MINI-have enjoyed a healthy affection from Britain's motoring masses almost from the day they were launched. Elevation into the classic pantheon just seems to have made them more desirable still.

### **MGB 1962-1980**

Quite simply, Britain's favourite classic sports car. And it is quite simple as well, which makes it entertaining to drive and easy to look after. Long production means many are still left, and in soft-top or enclosed form, with chrome or rubber bumpers, there's a model to suit every pocket.

MG got the formula just right with the B; a thrashy, well-performing engine coupled with effective handling and a rorty exhaust note to remind you you're in something sporty. The cocktail was diluted in later cars, but any MGB generates big smiles in the right conditions.

GTs can definitely be used everyday, with the hatchback they are very practical. Roadsters are less pleasurable during winter and in rain, especially if you live in town, due to poorer visibility. Aside from this, MGB's are fine for the rough and tumble of life, particularly so if fitted with overdrive.

Rust is the main enemy; look for it in sills, front scuttles, inner front wings and front and rear valences. Door bottoms and tops are vulnerable. Mechanically, MGB's are tough, but trailing blue smoke is concerning and the sign of an imminent rebuild.

MGB spares back-up is second to none. The cliché of there being nothing you can't get is completely true. Because there are so many suppliers, healthy competition means good prices. The MG Car Club and MG Owners' Club are both large, well run organizations offering lots of services.

You can spend over 10,000 pounds on early roadsters in excellent condition or snag a scruffy rubber bumper GT for under a 1000. Open cars cost 50% more than coupes, and shiny chrome will always be more desirable than black polyurethane.



### **MG MIDGET 1961-1979**

It's a tiny ball of fun and, like its bigger MGB sister, a lengthy manufacturing run means there are still lots around to choose from. It's such a small car that it hardly takes up any space, whether at home in the garage or on the road. It's like a toy that most people can fit inside and drive.

The best thing is that you don't have to drive fast to enjoy the Midget. The cars are so diminutive, and Mother Nature is so close, that any speed feels double what you are actually doing. The short wheelbase means slick handling, making twisty A and B roads a total blast.

Now that small cars are all the rage again, Midgets make ideal second cars for shorter trips. Convertibles will never be that pleasurable during rain and cold. Look beyond this and, so long as you're not charging around at motorway speeds, a Midget can be a nippy everyday car. Easy to park as well.

A-series engines last for ages, post-1973 Triumph 1500 engines are less resilient. Crank bearings are especially weak. Rust is the main concern; check sills, door bottoms, wheel arches, lower front wings, around head lights, and bonnet lips. Interiors wear quickly.

The Midget mirrors the MGB for spares supply and club support. The same two big MG clubs also cater for the little sibling, with a thriving social scene. Then there's the Midget and Sprite clubs, a group that caters specifically for Abingdon-on-Thames's miniature marvel.

Late model Midget 1500s can still be found for under a grand, albeit needing a lot of work. At the other end of the scale, a pristine example of an A-series model rarely comes for less than 6000 pounds these days. Between 3000 and 4000 pounds is a reasonable budget for a nice car.



### **MORRIS MINOR 1948-1971**

It's the British people's car that refused to be replaced, and thus became a motoring legend in the process. William Morris may have disparagingly referred to it as "a poached egg", but it seems an awful lot of people like poached eggs. The Minor is both enduring and endearing in equal measure. Not to mention surprisingly good fun to drive.

How can any car that blows raspberries when you change gear not be fun? Minors are more like pets than vehicles, with a warmth and friendliness that just makes everyone grin. They do things simply, but they do them well.

A lot of people use the Minor everyday. The car evolved into a classless people's car, and with BMC's ubiquitous A-series engine, are extremely competent and practical, capable of reasonable performance and enviable economy. With the ability to swallow four occupants-five in a pinch-plus luggage, why use a Minor sparingly.

The earliest cars have underpowered side-valve engines, but most Minors have OHV units that are rugged, reliable and easy to fix when required. Worn front trunnions compromise handling. Outer panels go rusty, but bolt on. Structural bits corrode as well. If you are looking for a Traveller, remember that the wood is structural.

The Morris Minor Owner's Club is just as enthusiastic as it is thriving, and because it only has one model of car to concentrate on, provides an excellent level of service. This is another of those fortunate British classics where most every part is available to buy new.

The best Minors are expensive now, with the more common 1000 saloon's prices ranging from 500 to 5000 pounds. Convertibles and vans carry a premium, estates are more and half-timbering really push prices up.



### **TRIUMPH SPITFIRE 1962-1980**

The Spitfire was launched to battle the Midget and shares many of its attributes. The Triumph rides better, even if it can't quite match the MG's handling. With a separate chassis and flip-front it's an easy car to work on and is arguably better-looking. And it has one of the best names for any classic machine.

All Spitfires are al fresco, although there were optional hardtops. They came into their own on a summer's day when you can throw the top back and enjoy the breeze and rattles. Potentially wayward handling on early cars was improved on later models, but there's not enough power to cause many worries. However, bigger-engined later cars do offer better levels of performance.

The Spitfire is probably the least usable of all the cars here on a daily basis, even though it is surprisingly generous with boot space. That's because, with the hood up, it can feel quite confined, albeit with several places where water and cold can invade.

Corrosion can run rampant through a Spitfire, striking the chassis and the body panels. Check everything and everywhere. Drooping doors should sound loud alarm bells. Seized rear trunnions are common. Earlier 1147cc and 1296cc engines have a better reputation than the 1974 on 1500ccs, which can need rebuilding at 30,000 miles or so.

Two of the biggest and best clubs out there-the Triumph Sports Six Club and Club Triumph-look after Spitfire enthusiasts and do it very well, while focusing on other models as well. There are plenty of Spitfire specialists around, so finding bits and pieces, either new or second hand, should never be a struggle.

There's not that much difference in values between the various Spitfire marks and you should not find yourself spending any more than 5000 pounds for any example, unless it is exceptional.



### MINI 1959-2000

You need to ask why it is so special? It is probably the best-loved small car in the world, a design classic that set the template for most miniature machines that came after it and remained usable enough to see out 41 years of production.

A Mini can turn any journey into a laugh-fest, simply by....well, just being a Mini. It's nippy, can dart in and out of places other cars fear to place a tire tread and has all the bouncy gusto of a six-month old puppy. And you will come to adore roundabouts.

If you do much long distance driving you may not consider this a daily driver, but as a commuter car or urban vehicle, a Mini still takes some beating. Around town they are excellent, with wonderful fuel consumption and excellent all-round visibility. And they are effortless to park. Luggage capacity isn't great because of the tiny boot.

How often do you see a Mini without blossoming rust around its front end? Truth is, it's difficult to keep a Mini from corroding however hard you try. A-series engines can put up with a lot of punishment, but lack of working space means minor faults often turn into bigger problems.

There are umbrella national Mini clubs, but you'll also find local organizations in most regions of the UK. Because so many Minis are still around, you can still get many items from local motor parts factors, while specialists will supply everything else. Body panels come at such bargain prices that other car owners have been known to openly weep.

Considering their original budget people's car status, Minis are expensive now. Even putting aside the astronomical values for Coopers, you won't get much change out of 4000 pounds for very good specimens of the common-or garden-variants. If all you want to spend is hundreds, all you will get is a collection of bits in boxes.



### ENGAGING TO DRIVE

One of the big reasons for the continuing success of these cars is how long they were built. The MGB, Midget, and Spitfire were each produced for 18 years, the Minor managed 23, and the Mini racked up 41 years. Between them, they share sales of more than 6.5 million-most of which are Minis. That means there are lots of people keen to re-experience the magic of the cars they once owned or always wanted to own. It also means a strong supply of cars with which to indulge themselves and lots of experts eager to supply spares and advice.

The overriding factor for these cars' lasting reputations is just how engaging they all are to drive. They may do things in a different way-the ubiquitous British sports car, two frantic pint-sized roadsters, one of the most user-friendly and friendliest-looking saloons ever built and the micro-machine that set the small car mould-but they do it very well.

## GALLERY

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



**1937 COMMER  
LN5 "FREIGHTER".**  
COMMER  
("COMMERCIAL CARS  
LTD.") STARTED  
BUILDING  
COMMERCIAL  
VEHICLES IN 1905,  
WAS TAKEN OVER BY  
ROOTES GROUP IN  
1928. THIS UNIT WAS  
RESTORED AT A COST  
OF OVER £40,000. 4-  
LITRE GAS ENGINE,  
THIS ONE BENEFITS  
FROM A LATER 2-  
SPEED AXLE.

### **1951 LAND ROVER**

**S1 (80):** MAURICE  
WILKS, ROVER CHIEF  
ENGINEER, TOOK A  
WAR SURPLUS JEEP AS  
HIS INSPIRATION  
AND MESSED ABOUT  
WITH PROTOTYPES ON  
HIS FARM IN  
ANGLESEY IN 1947.  
THE S1 LAND ROVER  
RESULTED, ENTERING  
PRODUCTION IN 1948.  
THIS ONE HAS THE  
POST-1952 2-LITRE  
ENGINE, MORE  
TORQUEY THAN THE  
ORIGINAL 1.6 LITRE  
VERSION.



**1932 "McEVOY SPECIAL". CO-DEVELOPER OF THE FAMOUS ZOLLER SUPERCHARGER, COLONEL MICHAEL McEVOY DEVELOPED A LINE OF SPEED EQUIPMENT FOR SMALL WOLSELEY AND MORRIS CARS. THIS IS A MORRIS MINOR-BASED EXAMPLE WITH A JENSEN-BUILT BODY, RECENTLY OFFERED FOR AUCTION IN BLIGHTY EXPECTING £24-26,000. IT DID NOT SELL. THE COLONEL WAS ALSO KNOWN AS THE MAN WHO RE-STARTED VOLKSWAGEN AFTER THE WAR.**



**1964 JAGUAR MK II  
2.4 MOD.**

**HERE'S A RARE ONE - VERY FEW EVER FOUND THEIR WAY TO CANADA. POWERED BY A 2.4-LITRE VERSION OF THE FAMOUS JAG TWIN-CAM SIX, IT WAS REGARDED AS A TRIFLE SLUGGISH BUT ACTUALLY WENT WELL FOR THE PERIOD. THIS ONE IS AN "MOD" - MANUAL OVERDRIVE. SOLD RECENTLY IN ENGLAND FOR £17,000+ IN EXCELLENT ORIGINAL CONDITION.**

***February's Mystery Car was a 1998 JAGUAR XK180***



***TWO OF THESE 2-SEAT ROADSTER CONCEPT CARS WERE BUILT BY JAGUAR IN 1998/99. DESIGNED BY KEITH HELFET, THEY WERE POWERED BY A SUPERCHARGED JAGUAR QUAD-CAM V8, 450 H.P., 5-SPEED AUTOMATIC GEARBOX. THE ORIGINALS ARE UNOBTAINABLE, BUT REPLICAS ARE BEING BUILT BY MYRTLE LTD. IN BRITAIN. PRICE?? PHONE AND FIND OUT FOR YOURSELF (SEE***

***[www.xk180.com](http://www.xk180.com) FOR CONTACT INFO IF YOU'RE INTERESTED). SEVERAL FOLKS ACTUALLY GOT THIS AT THE FEBRUARY MEETING!!***

***THIS MONTH'S MYSTERY CAR  
CAREFUL WITH THIS ONE.....***



# 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>

**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:** [fvmc@live.ca](mailto:fvmc@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<br>('06,'08,'09).....\$10.00                   | • Visors (Pink, Dk.Green,Lime,Lt.Blue).....\$10.00     |
| • New Golf Shirts (FVBMC Crest)....\$34.00<br>(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

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

## APRIL, 2013

- 4<sup>TH</sup>** BURGER KING CHILLIWACK WEEKLY CRUISES BEGIN!! Call (604) 795-6353 for info.
- 14<sup>TH</sup>** OLD ENGLISH CAR CLUB 8<sup>TH</sup> ANNUAL RESTORATION FAIR & SWAP MEET, Heritage Acres, Lochside Drive, Saanichton. Admission \$3.00 per person. Swap Meet/Trade Area, Car Club Spaces, Brit Vehicles For Sale Area. For info contact: 250-658-8614 ([dasmg@telus.net](mailto:dasmg@telus.net)) or 250-544-1374 ([roysue74@telus.net](mailto:roysue74@telus.net))
- 19<sup>TH</sup>** FRASER VALLEY BRITISH MOTOR CLUB MONTHLY MEETING, ATA Clubhouse, 44146 Luckakuck Way, Chilliwack
- 21<sup>ST</sup>** LANGLEY AREA MOSTLY BRITISH MOTORING CLUB ST. GEORGE'S DAY SHOW, FORT LANGLEY, B.C. 10AM to 4PM. [www.lambsearclub.com](http://www.lambsearclub.com) for further information and vehicle registration

## MAY, 2013

- 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)
- 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.

## 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.)

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,**

## CLASSIFIEDS

### **Cars & Parts FOR SALE & WANTED:**

- **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 following)



● **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

**FRED KEY**  
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Fax: (604) 853-5169  
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[www.allprolockandsafe.ca](http://www.allprolockandsafe.ca)  
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**Bent Wrenches  
Autoservice**

**Bernie Hamm**  
Automotive Technician "The Doctor"  
7076 Mershon Street  
Mission, BC V2V 2Y7  
604-287-3332  
[www.bentwrenchesautoservice.com](http://www.bentwrenchesautoservice.com)



**STANLEY MANN, THE FAMOUS VINTAGE BENTLEY RACER/DEALER,  
SAYS:**

***"IF YOU'RE OF A CERTAIN AGE, NOW'S THE TIME TO  
START SPENDING THE CHILDRENS' INHERITANCE ON A  
BENTLEY"***

**SO....HERE'S A 4½ LITRE BLOWER MODEL TO START WITH.....**



The Old English Car Club &  
Saanich Historical Artifacts Society present

## The 8th Annual Restoration Fair & Swap Meet

Sunday April 14, 2013

10am – 3pm (rain or shine)

**Heritage Acres,  
Lochside Drive,  
Saanichton**

Admission \$3.00 per person,  
(Children under 12 free)

- British "Cars For Sale" Area
- Spares, Parts, Tools, Literature, Collectables
- Car Club booths and displays
- Indoor displays, demonstrations and tech sessions
- All related to old British cars

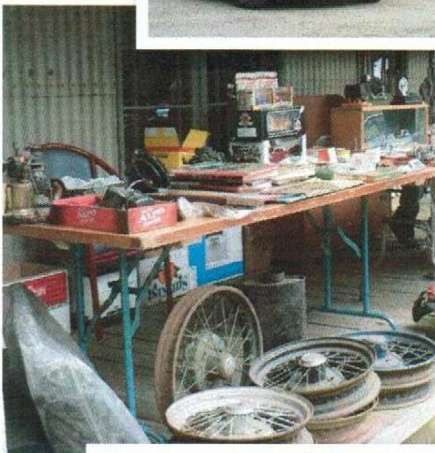
**Contact:**

250-658-8614

dasmg@telus.net

250-544-1374

roysue74@telus.net



**SEE INSTRUCTIONS AND MAP ON NEXT PAGE**

## Participant Information

- All registrations received on or before April 5 will be acknowledged by return mail.
- Please check in at the gate on Sunday where you will be directed to your setup location.
- Spaces will be assigned on a first come first served basis and the organizer's decision on placement is final.
- You are requested not to start selling before the official opening at 10:00am.
- No refunds of registration payments will be made unless cancellation is received in writing on or before April 7.
- Unauthorized vehicles and vehicles parked in the roadways or obstructing access will be towed at owner's expense.
- The Old English Car Club and the Saanich Historical Artifacts Society and their agents and licensees are not responsible for security.
- Participants are not permitted to sell food.
- Admission for two people and one vehicle will be provided to each paid up swap meet or trade registration.
- Tear down is not to start before the Fair closes at 3:00pm.
- Participants are required to remove all their equipment, parts, tools, literature and the like plus any garbage from the site.
- Smoking is discouraged on the site and is not allowed in any building or covered area.

***We look forward to seeing you at the Fair and hope you have an enjoyable and successful event!***

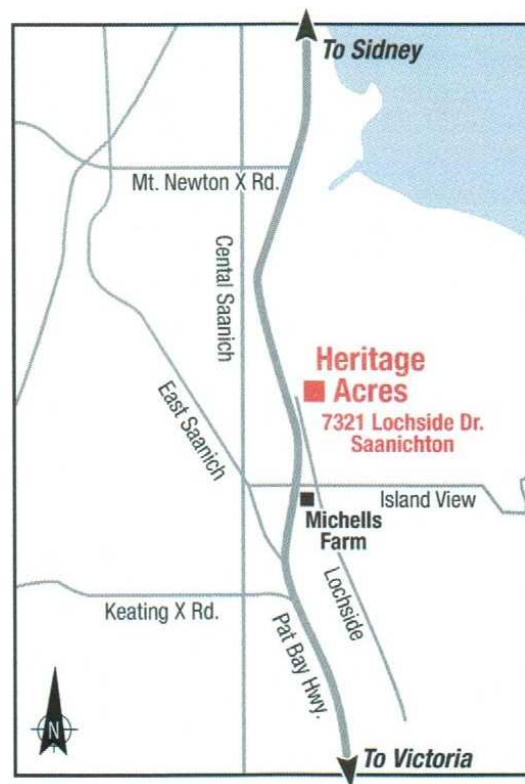
Information and queries:

250-658-8614

dasmg@telus.net

250-544-1374

roysue74@telus.net



# 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

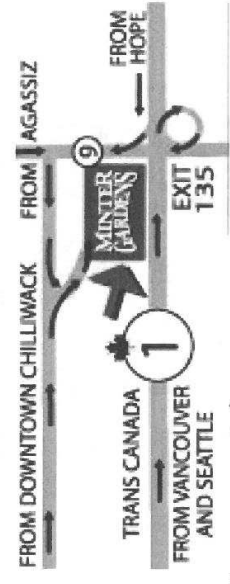
For questions related to Minter Gardens or for general event information, please contact Erin by phone at 604.792.3799, or via email at mail@mintergardens.com

# Where We Are

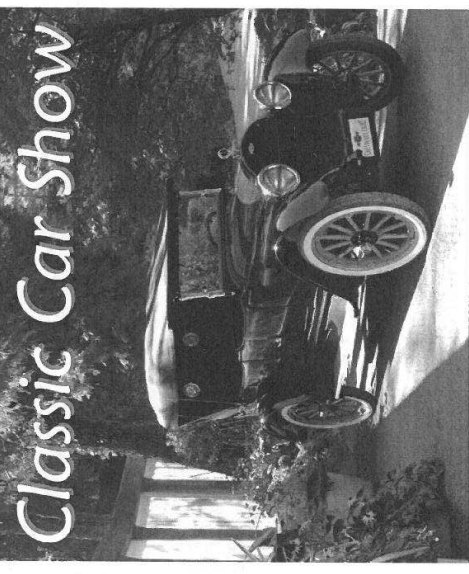
Minter Gardens is conveniently located 90 minutes east of downtown Vancouver, British Columbia, just off the Trans-Canada Hwy. #1 at exit #135. Our address is 52892 Bunker Rd., Rosedale, BC V0X 1X1

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!