



THE HIGHWAY HOOTER

THE NEWSLETTER OF THE FRASER VALLEY BRITISH MOTOR CLUB

* MAY, 2013 * VOLUME 19 * ISSUE NO. 5 * www.britishcarclub.ca *

2004 MG ZT 4-DOOR SALOON



AFTER SEEING THE MG TF AND MG RV8 AT THE ST. GEORGE'S DAY SHOW, HERE'S ANOTHER ONE WE NEVER GOT OVER HERE. PRETTY AND FAST - POWERED BY A 4.6-LITRE FORD-BASED V8. WHERE DID WE GO WRONG IN CANADA??

PRESIDENT'S MESSAGE

I have been watching the weather forecasts lately as this Saturday, May 18th; is the annual All British field Meet (ABFM) held yearly at Van Dusen Gardens.

If you have never been, you should consider attending at least one time. It is only open to British cars and they almost always attract more than 600 cars from all over the NW. Yes, there will be 50 MGB's, all worth seeing, but there are also a great number of rare British cars that rarely come out of hiding. You may very well get a chance to see a Lagonda that won its class at Pebble Beach. You most likely will see the oldest Rolls Royce (1909) in Canada. Take a close look at the valve caps on the wheels. They would have to be a \$1000 item if you needed to replace one. One of my favorites is a low chassis Invicta, just like the one that Donald Healey and his navigator, Ian Fleming (yes, THAT Ian Fleming) drove to victory in the 1931 Monte Carlo Rally. I hope to get a chance to see it again this year. How often do you get to see an Alvis or a Bristol? Or a purpose built 1930's Riley powered racecar? For those who grew up in Britain it will bring back memories of all those Austin A30s, Morris Minors and Rovers that were so common on the streets of Great Britain, back in the days when it had an auto industry.

I look forward to seeing John who comes from Seattle every year, and Steven from Kamloops, both in their E Types. It will be a chance to spend time with our Editor Glenn Lathrop who will undoubtedly enlighten me with his limitless knowledge of everything on 2, 3, or 4 wheels.

On second thought, weather be damned, see you there.

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

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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.

CHARLES-Part Three

THE EMERGENCE OF HIS EMINENCE IS IMMINANT

Words and photos by T.W.Pugh

After a long, dark, dreary rainy season, we assemble at the barn for the first time since back in September. Mind you, we had been to the barn many times during the "off" season, but not officially as "C.R.A.P.". On this, the first day of March, the grass did grow and the birds did sing.

"Why this day?", you may well ask. The reason, other than spring is in the air, is that it is "Odd Friday". A few weeks ago, I proposed that we meet at 9AM, to work on our various projects, on "ODD" Fridays starting March 1st. Attendance is encouraged but not compulsory. All the main players liked the idea.

Doug was the first to arrive and put on the coffee pot. I showed up a bit later just as the brew was ready. By half nine we had yet to see Ivan. A text was sent out from "C.R.A.P. Headquarters" enquiring as to whether or not he was hopelessly tangled in the eiderdown. Eventually "The Saint" arrived, mumbling some thin excuse, but no one paid any attention.

One of us was missing, but who could it be? Roll call revealed that Dan was the missing link. Turns out he is otherwise engaged Friday mornings and the best he can do is shortly after ten, so we had better get used to the idea.

We sit around the warmish barn reacquainting ourselves with the manets at hand. This is our lot:

Camilla, the Duchess of Cornwall is on holiday, or more precisely, wintering in the shed. I say, "shed", but it is more a roof supported on poles, comfy though it is. The structure serves to keep anything under it dry, provided the rain falls perpendicular. Her state; as we left her after her appearance at the club picnic last September. Her Repugnitude is in need of carb and fuel delivery work. And of course, any sufferings she will have endured during her banishment to the out building.



A RARE MK IX JAGUAR SALOON

Prince William is coming along nicely. While not an OFFICIAL “C.R.A.P.” project, he is still under our general umbrella. Doug and Dan are the main conspirators in the Spitfire department. They are free to call upon our collective brilliance and expertise at any time. Obviously, they have on many occasion.



Prince Harry is around here somewhere. He was recently spotted upstairs in the barn messing about with billiard balls and a cue. Sorry, no photographs.

Charles, the Prince of Whales rests comfortably in the storage wing of the barn. We elect to focus our energy towards His Immensitude. At least until we get bored or something shiny comes along.

Having taken stock of our “holdings”, it was time to offer up a toast to the gods, those that oversee such things. We beseeched them, and out we went into the coolth of the storage portion of the barn. It was raining vigorously not three feet away, but we were dry just inside the huge sliding door.

Having stood undisturbed for many months, the great lump had sunken into the floor. It took all four of us, and a couple of dogs, to shift the giant dollop. Even stripped of some body panels and all of the interior, His Enormity is still quite the mass. He has gravitational pull and comes with his own moon.

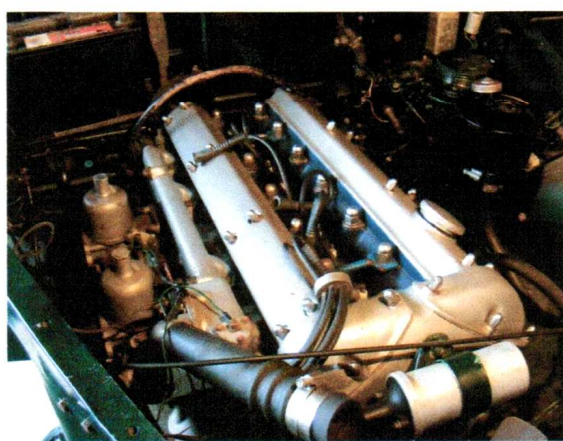
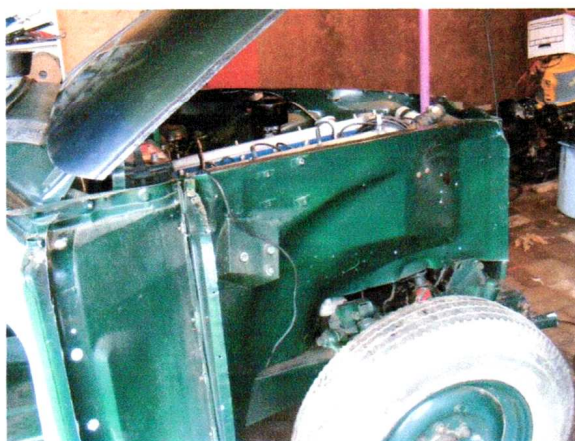
Doug and Ivan distracted The Prince with a full frontal assault while yours truly attacked from the flank. Dan was changing into his special “C.R.A.P.” coveralls and was held in reserve.

“Man With Beard” and “The Saint” took it upon themselves to see if they could get a word out of Charles. They busied themselves clearing the remnants of a small mouse infestation, removing the plugs and pouring oil into the six massive cylinders. They connected a stale battery and declared themselves ready.

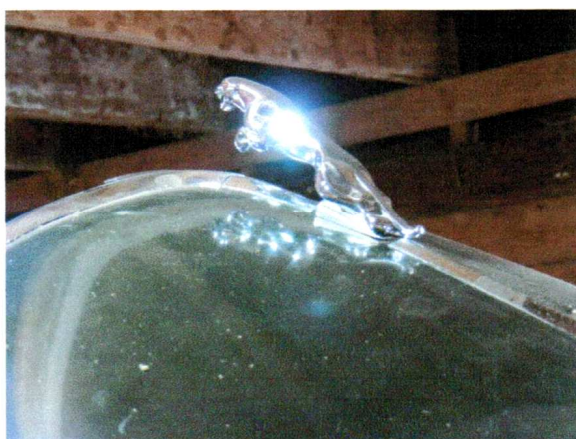
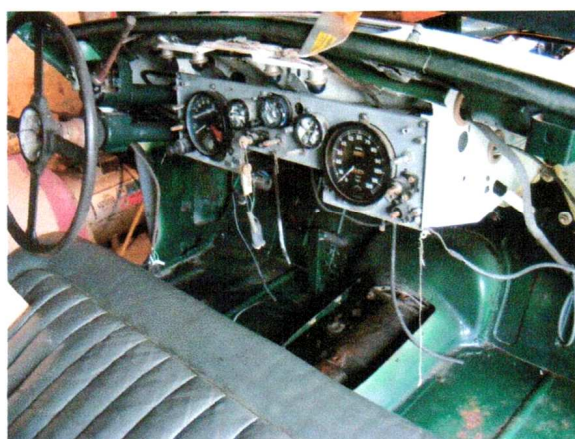
Meanwhile, I had been beaver away with my many hammers and dollies trying to make right the dents in the roof. The damage was caused by some buffoon with a tie-down strap. The pillock had, likely, lashed Charles to a flat bed, Gulliver style, so he couldn’t get away. The sheet metal was not up to the strain and a deep crease was made over both rear doors. My limited panel beating skills are put to the test.

Dan was faffing about in the warm barn with William, and he missed the ignition excitement. We actually got the big six turning. Dan heard the joyful noise and as I went to fetch him, he appeared through the door. Charles was actually, well, not running, but he was indeed turning over. There was much rejoicing.

Knowing that the 3.8 litre straight six engine was free and that the cylinders and rings had not become one with their adjoining cylinder walls was priceless. Doug had, on occasion, turned the engine over using a wrench fixed to a great length of water pipe. His attention to detail and efforts had paid off.



We had done all this and it was not yet noon. The rain had stopped and the sun was out. Was this a sign? After a good round of back slapping and congratulatory wishes, it was time to go for lunch. We all piled into Dan's truck and off we went across the river to one of our favourite eateries, Jimmy's Lunch Box.



Next "Odd Friday" is two weeks away. We have plenty of time to figure out how many litres there are in 22 pints.

THE NEED FOR....SPEED?

THE CUSTOM OF ALTERING ONE'S PERSONAL TRANSPORT FOR HEIGHTENED PERFORMANCE (OR AT LEAST THE APPEARANCE OF IT) PROBABLY DATES BACK TO THE HORSE AND BUGGY, BUT WITH THE ADVENT OF THE MOTOR VEHICLE, THE ACCESSORY INDUSTRY ROCKETED TO NEW HEIGHTS. IN BRITAIN IN THE '60S (AND OVER HERE AS WELL), EVERY BUGEYE SPRITE OR TRIUMPH TR3 HAD TO HAVE AN ABARTH OR STEBRO EXHAUST, OR AT LEAST THE RESONATOR WITH THE TWIN TAILPIPES. WE SAW HILLMAN MINX SEDANS WITH "AIRGUIDE" TACHS, A CHROME "WARNEFORD DESIGN" AIR CLEANER ON YOUR CORTINA'S SORRY LITTLE SOLEX (OR ITS WEBER 28/36 DCD, IF YOU HAD A GT), THE USUAL WOODEN OR LEATHER SHIFT KNOBS AND STEERING WHEEL COVERS, AND THE ULTIMATE LATE '60S STATEMENT - THE "GT STRIPE" ALONG THE ROCKER PANELS. HELL, I REMEMBER A ZEPHYR ZODIAC THAT WORE ITS STRIPES PROUDLY!! WASN'T MINE, THOUGH.

RYCIN' STRIPES...

TWIN, WIDE RACING STRIPES FROM FRONT TO BACK, OVER THE TOP, WERE AN "IN" THING - MY GREEN '57 TR3 HAD A WHITE PAIR (CAREFULLY MASKED AND PAINTED, NO LESS) AND MY '61 BUGEYE, IN OLD ENGLISH WHITE, NEEDED A BLACK PAIR BEFORE IT COULD HIT THE RACE TRACK. NEVER MIND THE MODDED 1275, THE 1½ IN. SU'S, THE 2A948 CAM, OR EVEN THE ROLL BAR, THE CAR WASN'T COMPLETE UNTIL THOSE STRIPES WENT ON!! SOMETIMES WE GOT A LITTLE STUPID, THOUGH. MONEY WAS A RARE COMMODITY IN THE '60S, UNLESS YOU WENT STRAIGHT FROM HIGH SCHOOL TO A SAWMILL JOB, OR TO SAFEWAY TO STOCK SHELVES - THOSE JOBS PAID UNION SCALE!! WE UNIVERSITY TYPES, THOUGH, GENERALLY SCRIMPED AND SCRAPED JUST TO PUT GAS IN THE CAR, AND MADE DO WITH RUSTY CAST-OFFS.

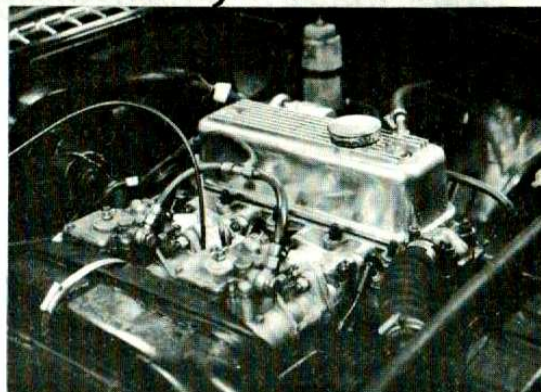
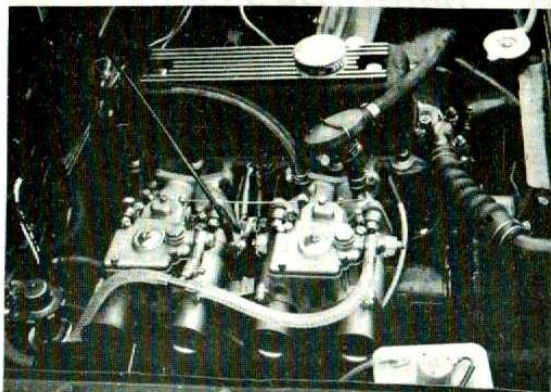
V.W. DERRINGTON...

I HAD READ ABOUT A COMPANY CALLED V.W. DERRINGTON'S IN ENGLAND, AND WROTE AWAY TO OBTAIN A COPY OF THEIR CATALOGUE, WHICH ARRIVED BY POST WITH A TYPED LETTER SIGNED BY VIC DERRINGTON HIMSELF. INSIDE WAS THE FULL POOP ON A WIDE RANGE OF SPEED EQUIPMENT AND GO-FASTER APPEARANCE BITS INCLUDING THE H.R.G.-DERRINGTON CYLINDER HEAD FOR BMC B-SERIES CARS (MGA, MAGNETTE, MGB, RILEY ONE-POINT-FIVE, ETC.) AND SINCE I HAD A RILEY AT THE TIME (IT WAS A RUST PARTNER WITH MY S-TYPE JAG), IN A MOMENT OF COMPLETE MENTAL DYSFUNCTION I THOUGHT I'D LOOK INTO OBTAINING ONE OF THESE WONDROUS CYLINDER HEADS.

THE RUSTY RILEY.....

FIRST, I WORKED OUT THE COST AT CLOSE TO \$500 CDN INCLUDING SHIPPING, AND TALKED MY UNCLE INTO HELPING OUT. AS I WAS NOW AN INTERNATIONAL CONSUMER AND MAN OF MEANS, I OPTED FOR THE EXTRA RACE PORTWORK AND THE SU H6 MANIFOLDS. SINCE I WAS EARNING \$376/MO. WORKING AT UBC, YOU CAN IMAGINE HOW MY DIET SUFFERED, BUT I WAS GOING TO HAVE THE HOTTEST RILEY ON THE BLOCK!! THEN THE CAR FAILED THE CITY TEST - TOO DAMN RUSTY. ALL WAS NOT LOST, THOUGH - WITH THE HEAD ON THE WAY HERE AND NO CAR TO PUT IT ON, I WAS OFFERED A '56 MGA COUPE CHEAP, BECAUSE THE OWNER HAD INHERITED IT BUT THOUGHT IT WAS JUST TOO DOGGONE UGLY. GUY HAD NO TASTE.

THE DERRINGTON-H.R.G. CYLINDER HEAD for 'B' series BMC.



on **MLG-B.** With black crackle HRG
Rocker Cover 24.12.6. '13.

& TO G.T. Fitted polished HRG Rocker
Cover £5.5.0. \$15.00

The Derrington-HRG light alloy cylinder head will give the greatest increase to both power and torque obtainable from any single modification. One port per cylinder always gives more effective mixture distribution with greater power than the best designed siamese port. A comparative dynamometer test on the same engine and carburettors will give at least 10% more power and up to 25% more torque, with 5 to 10% better fuel economy, than the standard iron head. The success of the head for racing over the past few seasons proves the outstanding results with the head particularly when used with two twin choke DCOE type Webers, giving one choke per bore. The head has been re-designed for 1800 models, by using the largest inlet valves, throats and ports which can be accommodated in the combustion chamber, specially shaped for max. gas flow. The new Mk.IV will still fit all 'B' series engines from 1496cc to 1796cc. Dynamometer tests have produced from 125 bhp to 150 bhp, according to engine development. With the HRG head the engine is remarkably flexible and free from detonation or pinking even on a considerably higher compression ratio than the standard 8.9-1, the normal ratio of the HRG is 9.6-1, with standard pistons and exhaust ports and will take the standard exhaust manifold or the tubular extractor type, but the induction needs a 4 port inlet.

Stg. U.S.\$

Stg. U.S.\$

The HRG.Mk.IV cyl.head with special racing quality valves and springs assembled ready to fit with studs and nuts, manifold gaskets, universal sparking plug spanner and water heater adaptor

..... 79. 0.0 221.20

Special finishing for racing, with bronze valve guides, hard chrome plated valve stems, gas flowed with highly polished ports and combustion chambers 11-1 C.R. extra

extra	15.	0.0	42.00
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Special Inlets for twin H2,HS4,or H6 S.U,or twin choke DCCE Webers ..

15.	0.0	42.00
10.	0.0	28.00

Twin 40 DCOE Webers flexibly mounted on inlets for max. torque economy

60.10.0 169.40

" 42 " " " " " " good torque & power

62.10.0 175.00

" 45 " " " " " " good torque & power
max. power output ..

66. 0.0 184.80

	max. power	set up
" H.6 S.U. Carburettors with linkage and fuel pipe line

21.	0.0	58.80
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Single 45 DCOE Weber, flexibly mounted on specially designed inlet

21. 0.0 50.00

with throttle & fuel pipe line suitably set for each type

37.10.0 105.00

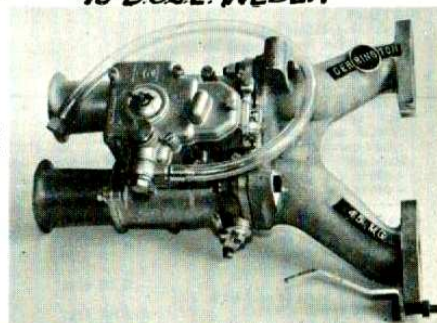
Only for standard siamesed port cast iron cyl. head.

EXTRACTOR EXHAUST MANIFOLD

for the MG.B and GT.models in
tubular steel, hot metal sprayed,
proof against heat & rust, giving
max. power & torque, saving 20lbs
weight £15. \$42.00
For MG.A RHD or LHD. £13. \$36.40
Derrington designed & made ex.
manifolds are fitted to nearly
every Grand Prix & Formula Racing
Car.



45 DCOE WEBER



EXTRACT FROM MY OLD DERRINGTON CATALOGUE

CHANGE OF PLANS - BUT IT WORKED!!....

1500 ENGINE, OLD H4 CARBS, BONE STOCK AND BLOWING SMOKE, BUT IT WAS CHEAP, CITY TESTED, AND IT HAD A B-SERIES ENGINE!! THANKS TO BRITISH SPORTS CAR SPECIALISTS (DICK MILNER) AND OVERSEAS AUTO PARTS (RUSS HILTON) I WAS ABLE TO ACQUIRE H6 CARBS (USED), AN EXTRACTOR EXHAUST, AND THE SUNDRY BITS NECESSARY TO MAKE EVERYTHING WORK WELL ENOUGH TO PASS THE CITY TEST (I.E., IT IDLED WITHOUT PEEING ALL OVER THE TESTER'S SHOES). TALK ABOUT PERFORMANCE, THOUGH!! IT WAS A DIFFERENT CAR - NOT CONSTIPATED AT ALL!! I ENTERED IT IN A GYMKHANA AT UBC (BACK WHEN "C" LOT - BETTER KNOWN AS "SEA" LOT WHEN IT RAINED - STILL EXISTED) AND DID WELL - GOT MY FIRST DASH PLAQUE!! I KEPT TRYING TO CONVINCE

MYSELF THAT THE INVESTMENT WAS WORTH EVERY PENNY, BUT JEEZ - IT WAS TOUGH TO MAKE ENDS MEET PAYING OFF THAT HEAD. HAD ONE HELLUVA LOT OF FUN, THOUGH.



HOW COULD ANYONE POSSIBLY THINK THIS WAS UGLY??

NOW - TO THE REASON BEHIND THIS ARTICLE.

THE FACT IS, TIMES HAVEN'T REALLY CHANGED ALL THAT MUCH. ONE DOES NOT SEE SUCH BLATANT

EXAMPLES OF "TARTED-UP" CARS ANY MORE AS AUTHENTICITY AND ORIGINALITY SEEM TO HAVE FIRMLY TAKEN ROOT IN THE MODERN BRIT-CAR-OWNER PSYCHE. AND....PEOPLE SEEKING TO "UPGRADE" ARE NOT NECESSARILY DOING SO TO COMPETE IN THE STOPLIGHT GRAND PRIX THE WAY WE USED TO. RATHER, MANY SEEM TO BE LOOKING "...TO RETAIN THE APPEAL OF THEIR CLASSIC, BUT ENHANCE ITS DRIVEABILITY AND RELIABILITY..." WELL, FIRST, IF YOU WANT ALL OF THESE FACTORS, BEST TO STICK WITH A TRIED-AND-TRUE, EASY TO DRIVE CLASSIC OF MODERATE PERFORMANCE - LET'S SAY, AN MGB. OF THE 512,000 OR SO BUILT, I'M FAIRLY SURE AT LEAST 510,000 MUST BE ACCOUNTED FOR, AND HALF OF THEM ARE PROBABLY STILL ON THE ROAD, READY TO SHOW UP AT THE ABFM.

"DRIVEABILITY"?? SOUNDS GOOD, BUT...

BUT BACK TO THE ABOVE QUOTE (FROM "CLASSICS MONTHLY" MAGAZINE, BY THE WAY). TO THE PURIST, IT SEEMS EASY TO RETAIN THE "APPEAL" OF A CLASSIC CAR - SIMPLY RESTORE IT TO STOCK. AS FOR "RELIABILITY"? WELL, A WELL-TUNED MGB MAY NOT BE AS RELIABLE AS A HONDA CIVIC, BUT IT'LL GET YOU THERE 80% OF THE TIME, OR MORE. BUT....NOW IT COMES TO ENHANCING ITS "DRIVEABILITY".

WE HAVE A 1966 MGB. ITS "DRIVEABILITY" HAS NOT BEEN MATERIALLY ALTERED, ASIDE FROM TUBE SHOCKS ALL AROUND WHICH REALLY DON'T CHANGE THAT MUCH. ITS "DRIVEABILITY" IS ABOUT AS ORIGINAL AS YOU CAN GET - 3-SYNCHRO GEARBOX AND ALL. AND THAT'S JUST FINE WITH ME - AND MANY OTHERS. BUT IF EVERYBODY WERE SATISFIED WITH THE WAY THINGS CAME FROM THE FACTORY, WHY ARE THERE ITEMS

SUCH AS ELECTRIC POWER STEERING, AIR CONDITIONING, AND SUPERCHARGERS AVAILABLE FOR THIS CAR, AND OTHERS??

BUT I DIGRESS.....

LET'S GO BACK TO THAT HRG-DERRINGTON HEAD I BOUGHT IN 1968 FOR MY MGA.

SEEMS THERE'S AN OUTFIT IN JOLLY OLDE UK KNOWN AS "WEBCON UK LTD." THESE FOLKS PURPORT TO BE "...ONE OF THE LEADING GLOBAL MANUFACTURERS AND DISTRIBUTORS OF CARBURETION AND ENGINE MANAGEMENT SYSTEMS...." ONE OF THEIR MOST POPULAR PRODUCTS IS AN ALLOY CROSS-FLOW FOUR-PORT CYLINDER HEAD FOR THE BMC B-SERIES ENGINE. SOUND FAMILIAR??

BUT THEY'VE NOW TAKEN IT ONE STEP FARTHER. THEY HAVE DEVELOPED A MODERN MULTI-PORT FUEL INJECTION PACKAGE TO GO WITH THIS HEAD, FOR THE MGB AND, PRESUMABLY, OTHER B-SERIES ENGINE USERS (NOW'S THE CHANCE TO HEAT UP YOUR GREAT-AUNT'S AUSTIN MARINA). THIS WILL BE OFFERED AS A DIY KIT FROM THEIR WEBSITE. THE THROTTLE BODIES ARE DESIGNED TO FIT INTAKE MANIFOLDS SUSPICIOUSLY SIMILAR TO THE WEBER DCOE MANIFOLDS AVAILABLE FOR MY OLD DERRINGTON CROSS-FLOW HEAD, AND A SPECIAL "SAUSAGE" AIR FILTER WILL BE SUPPLIED.



*HERE'S THE
WEBCON KIT
INSTALLED ON
THEIR "TEST"
1981 MGB*



SO YA WANT PERFORMANCE.....?

THE "CLASSICS MONTHLY" TEST FROM WHICH THE ABOVE PICTURE IS TAKEN IS VERY HONEST - THEY NOTE THAT THE ALLOY CROSS-FLOW HEAD (WHICH THEY CALL THE "MSX SUPERLIGHT" HEAD) IS BASED ON THE "...FAMED AND FABLED HRG-DERRINGTON CYLINDER HEAD OF THE 1960'S". GEE, I THOUGHT IT LOOKED FAMILIAR!! TURNS OUT THAT THE INTAKE MANIFOLDS SHOULD LOOK LIKE THE DERRINGTON WEBER DCOE MANIFOLDS - THEY ARE!! THE THROTTLE BODIES ARE PART OF THE "ALPHA" PRODUCT LINE BUILT AND MARKETING BY WEBCON. THE INDIVIDUAL BODIES ARE ALL THE SAME FOR ALL APPLICATIONS, BUT CAN BE "MAPPED" FOR DIFFERENT CARS - YOU CAN CURRENTLY GET ALLOY HEADS, MANIFOLDS AND INJECTOR KITS FOR YOUR 6-CYL. HEALEY OR TRIUMPH AND MANY MODERN ENGINES.

THE TEST MGB WAS A 1981 GT, ODDLY WITH A STEEL BUMPER CONVERSION, AND THE MOTOR WAS MODIFIED TO "FAST ROAD" SPECIFICATION (I.E., "280" CAMSHAFT, EXTRACTOR EXHAUST, SOME PORT WORK, ETC.). WITH THE WEBCON KIT, IT PRODUCED 142 BHP @ 6,500 RPM, WITH 125 FT/LBS. OF TORQUE AT 5,000 RPM. 0-60 MPH DROPPED TO 8.0 SECONDS. WHEN AVAILABLE, THE WEBCON KIT WILL INCLUDE FOUR INJECTORS, TWO MANIFOLDS, THE ECU (COMPUTER) AND HARNESS, AND ALSO ELIMINATES THE COIL AND DISTRIBUTOR, REPLACING THEM WITH A MODERN COIL PACK AND A SPECIAL CRANK PULLEY WITH A TRIGGER WHEEL, JUST LIKE YOUR HONDA CIVIC.

FOR THOSE OF YOU FAMILIAR WITH MODERN INJECTION SYSTEMS, YOU'LL BE AWARE THAT FUEL PRESSURES ARE MUCH HIGHER THAN FOR CARBURETORS - UP TO 10 TIMES THE PSI OR MORE. INJECTOR FUEL SYSTEMS TYPICALLY USE FUEL PUMPS MOUNTED IN THE FUEL TANK IN A HIGH PRESSURE MODULE OR SWIRL POT. THE WEBCON KIT SUPPLIES A HIGH-PRESSURE SECONDARY FUEL TANK WITH INTEGRAL PUMP AND POT - BUT THIS DOESN'T GO IN THE ORIGINAL TANK. INSTEAD, IT IS MOUNTED IN ONE OF THE BATTERY BOXES IN EARLY MGB'S, OR UNDER THE REAR SEAT IN LATER CARS. SNEAKY, BUT GENIUS.

BACK TO "DRIVEABILITY"...

APPARENTLY, THE MGB BECOMES A DIFFERENT CAR WITH THIS SYSTEM - GEE, NO KIDDING!! HIGHER PERFORMANCE, BETTER FUEL ECONOMY, ETC., ETC. BUT IS IT WHAT YOU WANT? CERTAINLY IT IS FOR MANY, AND IT DOES AT LEAST RETAIN THE ORIGINAL ENGINE, UNLIKE THE 'FRONTLINE MG LE50' WHICH USES A NEW HERITAGE MGB GT BODYSHELL AND A NEW MAZDA 2-LITRE ENGINE AND 6-SPEED BOX....WHY NOT RE-BODY A MIATA?? AT A COST OF £3,000-£4,000+ (\$4,500-\$6,000+ - PRICE AND AVAILABILITY ARE NOT YET FINALIZED), MANY WILL SIMPLY WRITE THE CHEQUE FOR THE WEBCON KIT, BUT MANY MORE WILL SIMPLY GO AND BUY THE HONDA CIVIC.

SO EACH MUST ASK THEMSELVES WHEN CONSIDERING OWNING AN OLD CAR - WHAT DOES "DRIVEABILITY" REALLY MEAN TO ME? WOULD I BE BETTER OFF WITH A MODERN TOY?

IN THE MEANTIME, VISIT www.webcon.co.uk AND PRACTICE DROOLING....

G. LATHROP

ALL BRITISH FIELD MEET

VAN DUSEN GARDENS, MAY 19, 2012

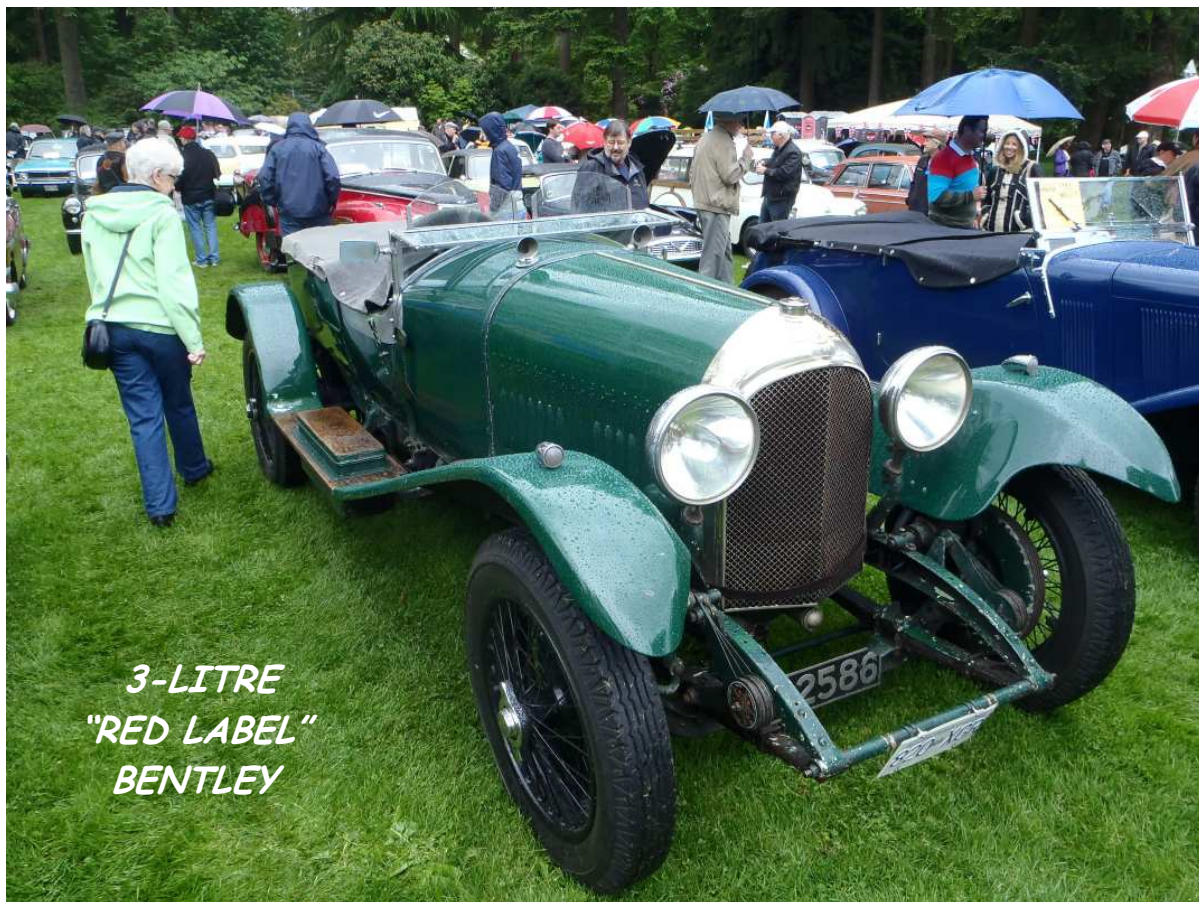


SOMEWHERE IN THERE IS A MK X JAGUAR. WHO'D HAVE THOUGHT THAT THE REPLACEMENT FOR THE '48 MERC "LEAD SLED" WOULD COME FROM ENGLAND??



VERY EARLY TRIUMPH TR2 "LONG DOOR". IT'S CALLED THE "LONG DOOR" BECAUSE THE DOOR BOTTOM GOES ALL THE WAY DOWN - NO SILL. THEY CHANGED IT BECAUSE IT KEPT HITTING THE "KERBS".







**NEAT LITTLE
MORGAN "TRIKE" -
VISIBILITY
SEVERELY LIMITED
WITH THE HOOD
UP...**

**HERE'S DOUG AND
HIS HEALEY 100-6,
WITH NEW HARD
LID...**



**VERY RARE 1954 AUSTIN
SOMERSET**



*ROOTES GROUP
(HILLMAN, SUNBEAM)
WELL REPRESENTED*



*REALLY
UNUSUAL -
MORRIS
OXFORD
SHOOTING
BRAKE*

GALLERY

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

1959 AUSTIN HEALEY "SEBRING" SPRITE

JOHN SPRINZEL WAS A WELL-KNOWN RACE & RALLY DRIVER IN THE '50S, AND DEVELOPED THE "SEBRING" BY REPLACING SUBSTANTIAL BODY COMPONENTS WITH ALLOY AND ADDING THE COUPE ROOF. THE ENGINES AND RUNNING GEAR WERE ALSO HIGHLY ALTERED, AND THE CARS WERE VERY SUCCESSFUL. (WELL-ENGINEERED BODY KITS ARE AVAILABLE FOR REPLICAS, BY THE WAY).



1950 AUSTIN A40 DEVON

THE DEVON AND ITS TWO-DOOR MATE, THE DORSET, WERE DEVELOPED TO REPLACE THE PRE-WAR AUSTIN 8 & 10 MODELS. THEY FEATURED A NEW 1,200CC ENGINE WHICH WAS THE IMMEDIATE PREDECESSOR OF THE FAMOUS "B" SERIES, DESTINED TO LAST INTO THE '80S. THEY WOULD RUN TO 70MPH (DOWN HILL) AND HAD AN ODD COMBINATION OF HYDRAULIC AND MECHANICAL BRAKES. WE ALL HAD AT LEAST ONE...



***1950 AUSTIN 125
SHEERLINE***

POWERED BY A 3,995CC
INLINE SIX CYLINDER
ENGINE, AUSTIN BOSS
LEONARD LORD CONCEIVED
THE SHEERLINE AS A
COMPETITOR FOR THE
BENTLEY AND DAIMLER,
AT A FRACTION OF THE
PRICE. HE ALSO INSISTED
THAT IT LOOK
TRADITIONAL, HENCE THE
SEMI "RAZOR EDGE"
STYLING AND THE
MASSIVE HEADLAMPS.
LOTS OF WOOD AND
LEATHER INSIDE, AND
STILL GOOD FOR 80 MPH.
AGAIN, DOWNHILL.....

***1958 JAGUAR XK150 3.4
FHC***

OUTSTANDING
MOTORCARS BY ANY
STANDARD, THE THREE XK
MODELS FROM BROWN'S
LANE GOT BETTER AS THE
YEARS PASSED. THE XK120
OF 1948 WAS FAST AND
SOMEWHAT SPARTAN, THE
XK140 MORE UPSCALE,
AND THE END OF THE
LINE, THE XK150, HAD 190
BHP, REACHED 125 MPH,
DID 0-60 IN 8 SECONDS,
AND DID IT ALL IN
SUPERB COMFORT. WIDER
AND ROOMIER, IT ALSO
HAD 4-WHEEL DISC
BRAKES. A TRUE
THOROUGHbred!!



April's Mystery Car was a 1947 HILLMAN MINX MK.1



Shortly before the outbreak of World War Two, Hillman announced its first unitary construction saloon (with no separate chassis), the new Minx.

The Minx proved so rugged and reliable that it actually remained in production for the first few years of the war, being used as a light staff car by military personnel. Reintroduced with the advent of peace, it quickly won a loyal following and sold well, helped no doubt by its attractive waterfall grille which injected some much needed sparkle into grim post-war Britain.

Mechanically it was conventional, with a separate chassis, beam-axle front and rear suspension, and an 1185cc four-cylinder side-valve 35bhp engine mated to a four-speed gearbox. With a top speed of just over 60mph it was not especially fast, but it was reliable, refined by the standards of the day, and roomy enough to carry four or even five adults. Two close (but not quite correct) guesses.

THIS MONTH'S MYSTERY CAR

This one's a toughie.....



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>
WEBSITE ADMINISTRATOR:	<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

Club E-mail Address: fvbmc@live.ca

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

Club Chat

PLEASE NOTE: MEMBERSHIP RENEWALS WERE 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 **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 FOR A COMPLETE OUTLINE. GOOD LUCK!!

MAY, 2013

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.

30TH **A&W MAPLE RIDGE CRUISE-IN OPENING CELEBRATION**, Visit www.aw.ca for information.

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

2ND **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.)

14TH **WHITE ROCK CARE HOME RUN**, Leave ATA yard @ 10:00 AM, pick up Abbotsford folks @ Timmy's at FV Automall @ 10:30, arrive White Rock waterfront (Marine Drive) @ 12:00 Noon for lunch at one of the restaurants. Leave for Evergreen Care Home @ 1:20 for 2-hour Show & Shine (it's only a block from the waterfront). For info contact John @ jmsug@telus.net or (604)824-2382.

16TH **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 for details.

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

23RD **CHILLIWACK "VILLAGE CLASSIC" CAR SHOW**. Registration begins @ 7:00AM at the Landing Sports Center, 45530 Spadina Avenue. Entrants escorted to event venue @ 9:00AM, show begins @ 11:00AM. Information contact Desmond at events@downtownchilliwack.com or call (604)792-4576.

23RD **LAMB'S "DRUIDS & FLUIDS" RUN** – Check out LAMB's website at www.lambscarclub.com for details.

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.

JULY, 2013

13TH **KILBY HISTORIC SITE CAR SHOW**, Kilby Historic Park, Harrison Mills, B.C. Contact (604)796-9576 for information.

- 13TH** **MILL LAKE CRUISE-IN & CAR SHOW**, Mill Lake, Abbotsford. Room for 700 cars!! For info and registration contact milllakecruisein2013@enentbrite.ca
- 19TH** **ALDERGROVE FAIR DAYS CLASSIC CAR SHOW 'N SHINE**, 6:00 to 9:00PM, High School parking lot off 29th Avenue, entry is FREE, no pre-registration.
- 21ST** **MINTER GARDENS CLASSIC CAR SHOW**, Minter Gardens, 52892 Bunker Road, Rosedale (Chilliwack), B.C.

SEPTEMBER, 2013

- 8TH** **THE FVBMC'S 20TH ANNUAL HOUGEN PARK BRITISH CAR & MOTORCYCLE PICNIC**, Hougén Park, east of Abbotsford. Registrations contact Ivan Antak at (604)850-1645, or antak@uniserve.com
- 29TH** **L.A.M.B.'s 2ND ANNUAL AUTOJUMBLE**, SULLIVAN HALL, 64th Ave. & 152nd Street, Surrey. Go to 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 for additional information.*



- **FOR SALE: FOUR ROSTYLE WHEELS** for MGB, good condition, \$25. each. Contact John at jmsug@telus.net **

● **FOR SALE: 1962 AUSTIN HEALEY 3000 MK II:** 4-seater, red, black interior piped white. Chrome wire wheels. Purchased 1976, driven until 1980, then stored until 1989. Restored in

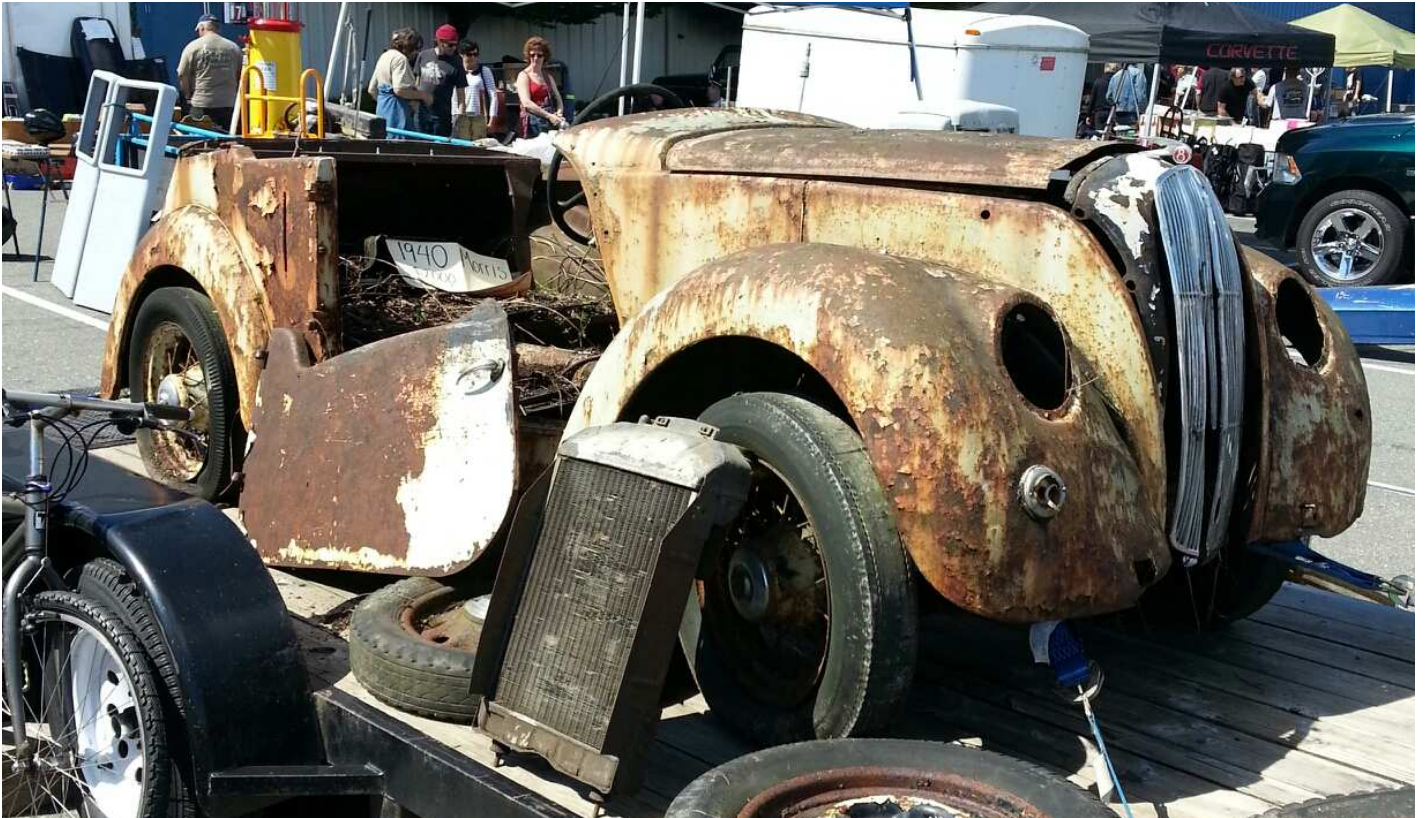
1989 and driven only occasionally since. Has both soft and hard tops. Needs some work; e.g. speedo and overdrive not currently working. Five extra wheels, manual, etc. Currently at Key Imports for servicing. Asking \$45,000. Contact Ted Goddard at egoddard@smartt.com



● **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: 1937 ROLLS ROYCE 25/30 SIX-LIGHT SALOON:** RHD, alloy coachwork by Thrupp & Maberley, featured on Page 223 of Dalton's book "Elegant Rolls Royce". Intended to be owner-driven, hence no passenger divider. Factory sunroof, central oiling, functional trafficators, wheel wrench & jack, tools. Wood and leather in good condition. Original full wheel covers and full fitted luggage. Purchased new by Major Beaumont from Jack Barclay's Limited, London. Title transferred to James Henderson in the '50s, whose daughter married Martin Attlee, son of Clement Attlee (British PM 1945-51). Vehicle was kept at Fordell Castle in Scotland before coming to Canada. Acquired by the present Owner 37 years ago, now offered for sale due to the Owner's retirement. Asking price is \$35,000 US. E-mail edonby@shaw.ca or call Ed Wong at (604)581-0680






NOT A CLASSIFIED AD....but I spotted this 1940 Morris Eight Series "E" Tourer at the Swap Meet at Tradex on Friday the 24th. Owner was asking \$2,000, but stupidly I forgot to catch the phone number. Engine and driveline are in place, but the frame is frighteningly corroded. Has both wire AND disc wheels. **The picture below is Mike Saunders' well known Series "E" Tourer, fully restored, just to put things in perspective.....**

I'll try and track the guy down if anyone's interested, but I'd bet it'll be measured up for a "Chebbie Small Block" before the year's up. There's already a hot rodded Series "E" saloon running around; it's been seen at the ABFM, of all places.





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11TH 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 1st, 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

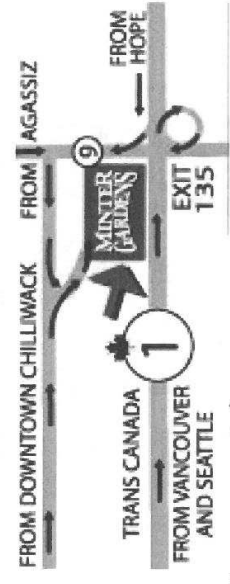
For questions related to Minter Gardens or for general event information, please contact Erin by phone at 604.792.3799, or via email at mail@mintergardens.com

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



Minter Gardens

52892 Bunker Rd.
Rosedale, BC
V0X 1X1
Admin Phone: 604.792.3799
Fax: 604.792.8893
Web: 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!