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## Car show all about Brits

British car enthusiast Kerry Turner relives his teenaged years whenever he drives his '63 Morris Minor to shows.

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Langley Advance

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British steel invaded the grounds of Fort Langley Community Hall Sunday.

The Langley Area Mostly British Motoring Club (LAMB) held its annual St. George's Day car show, with 70 British cars and trucks of all makes and colours parked in front of the 79-year-old hall.

One of those vehicles, a '63 Morris Minor, belongs to Fort Langley resident Kerry Turner.

The car is a nod to Turner's teenaged years - he owned a '52 convertible Morris Minor in high school.

The two-door model he owns today - equipped with an MG Midget motor - was planted in a backyard before being acquired by Turner.

Following in his dad's tire tracks, Turner's son drove the Morris Minor during his high school days.

"Then it went in the garage for 15, 20 years. I decided I was either going to throw it away or rebuild it," Turner said. "So we rebuilt it."

Turner always had an affinity for British cars. His dad drove an Austin A40.

"It's been a part of my life, all along," Turner said.

The Morris Minor, according to Turner, was the first car from Britain manufactured from an assembly line.

"Before that, and still today, cars are built by hand in Britain," Turner said.

Back in its heyday, the Morris Minor was an "everyman's car," Turner said.

"It was used for country rides and family outings," he said.

These days, the Morris Minor Turner owns is outfitted with a vintage licence plate, which means it is insured in such a way that it can only be driven to car shows.

And while it is rarely driven, the car hasn't escaped the odd mishap. At last year's LAMB



CREDIT: Troy Landreville/Langley Advance  
Fort Langley resident Kerry Turner brought his 1963 Morris Minor to Sunday's car show on the grounds of Fort Langley Community Hall.

show in Fort Langley, Turner scraped the front left side of the car against a post.

"I was backing out, and there were all kinds of people around, so I wasn't watching the left front, I was more concerned about people behind me, and I just scraped it," Turner remembered. "It cost an amazing amount of money to fix it. You wouldn't believe it."

This year, to avoid any fender benders, Turner arrived at the show very early.

Turner said the car is "pretty much finished" when it comes to any more modifications.

"I've added a brake booster so it stops," Turner said. "One of the Morris Minor faults was its braking system wasn't the greatest, believe me. It had tiny little brake shoes, so the contact surface was really minimal. But it's improved now."

The Morris Minor is one of two vintage British vehicles in Turner's possession. His newest project, a 1950 MG TD, will likely be on the road in May, but the paint job will have to wait.

"I ran out of money," Turner said with a laugh.

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Sunday's show was one of LAMBS' signature events, and is tied to the celebrations of St George, patron saint of England, known for his epic battle with a dragon.

Hundreds of visitors perused the collection of vehicles that included a 2010 Lotus Elise, 1952 Bristol 400, Morris Minors, and a few unique entries such as a London taxi, British troop carrier, and 1951 Land Rover.

The Langley Museum of Flight put a Sopwith Camel biplane on display.

The LAMBS car club gets together at Willowbrook Lanes, meeting on the second Thursday of every month.

"It is a group of people who have cars of all different makes," Turner noted. "It's not a high profile, high intensity kind of club. There is a structure to our meetings but most of the time we are talking about cars, problems we are having, looking for such-and-such. A lot of sharing goes on."

Visit [www.lambscarclub.com](http://www.lambscarclub.com).

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