



# THE HIGHWAY HOOPER

THE NEWSLETTER OF THE FRASER VALLEY BRITISH MOTOR CLUB

\* JANUARY, 2012 \* VOLUME 18 \* ISSUE NO. 1 \*

## 1973 TRIUMPH GT6 MK III



IN 1963, GIOVANNI MICHELOTTI WAS COMMISSIONED BY STANDARD-TRIUMPH TO DESIGN A GT VERSION OF THEIR RECENTLY-INTRODUCED SPITFIRE 4. THE DESIGN WAS A SUCCESS, BUT THE EXTRA WEIGHT LEFT THE CAR UNDERPOWERED UNTIL THE 1966 MODEL YEAR, WHEN IT WAS FINALLY INTRODUCED TO THE PUBLIC WITH A 2-LITRE, SIX-CYLINDER ENGINE (95 BHP), STRONGER VITESSE GEARBOX AND OPTIONAL OVERDRIVE. EARLY CARS INHERITED THE FRIGHTENING SWING AXLE SETUP OF THE EARLY SPIT, BUT THIS WAS RE-ENGINEERED FOR THE MK II AND MK III.



## **EDITOR'S CORNER**



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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.**



**1954 AUSTIN HEALEY "HUNDRED" (BN1). AVAILABLE AT H&H AUCTIONS, UK, ON FEBRUARY 16/2012. ESTIMATED £40,000-50,000. INNIT BEAUTIFUL??**

# THE FRASER VALLEY BRITISH MOTOR CLUB'S ANNUAL BANQUET

NOVEMBER 19, 2011

*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 (for which many expressed thanks!!), but a hilarious routine was put on by a local troupe with a great send-up of the BBC television show "Top Gear", appropriately*



*named....well, you can see for yourselves! I may be wrong, but I'm sure these guys are, or were, Brit car owners.*

*As always, the food was excellent and the auction generated a few bucks for the*



*Food Bank.*

*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!!*

*DOUG LINLEY, first recipient of the new "Running on Fumes Award"*





**BARRY** again, picking up the  
*"Broken Wrench" Award*

**MIKE MIDDLETON**, our  
new *"Member of the  
Year"*, and rightly so!!



**BARRY LAFBERY**, *very well-deserved first recipient  
of the new "Restoration and Historian of the Year"*



**JOHN WARLIMONT** was voted our *"Driver of the Year"*, but wasn't able to make the banquet so a contract has been placed on his head. Anyone spotting him please bring him to a meeting so we can present him ~~with the bill for the banquet....oops, I mean, his trophy!!~~

**THE CLUB'S CONGRATULATIONS TO ALL OF THE WINNERS!!**

## CAMILLA-Part Sixteen

### WE TURN THE SPANNERS AROUND

By T.W.Pugh

At the start of a project, any project really, when all is fresh and new, and everyone is full of brutally ignorant enthusiasm, the catch phrase is, "How Bad Can It Be?" Invariably, and before very long, one finds out. "What Have I Gotten Myself Into?" or "Please Make It Go Away!" become catch phrases. "C.R.A.P." has successfully managed to dance around and avoid them all. I suggest blinkered philistine pig ignorance.

It has been a long time coming, but we have finally "Turned the Spanners Around". For those not familiar with the expression, it signifies that the worst of the project is behind us. Generally speaking, we are at the point of "re-assembly", and there shouldn't be any more nasty surprises. Fingers crossed.



Back at "C.R.A.P. Central" we have a multitude of treasures not limited only to the pleasures of four wheels. We harbour all manner of hardware in the form of club trophies. The most important being, "Member of the Year". We share that award as a group, and are most proud to display it. The shelf in our "not so secret" hideout also holds the "Broken Wrench" award and the "Fun Run" trophy. They all must be returned at the end of the year for the next group of poor misguided saps to claim.

Having said that, it is time to get back to work. Progress on Camilla is a bit slow during the colder months, but we assemble at the barn on a dull day in March to do a few jobs on the old girl.

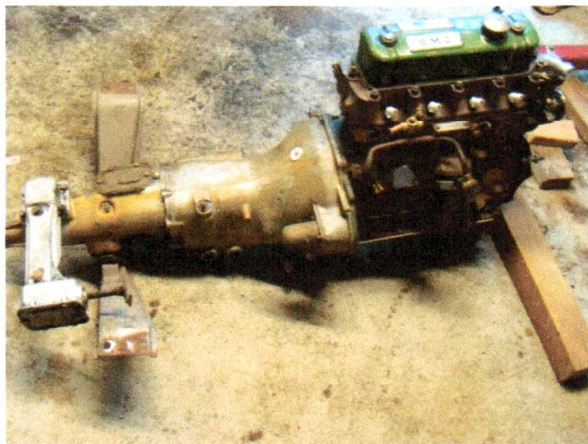
Today our plan is to reunite the engine with the gearbox. This may sound straight forward and it really is, assuming one has the proper apparatus. The proper device being the "clutch alignment tool". I volunteered the use of my own personal hardware, but as luck would have it, it was not long enough. We tried Ivan's, but it was not up to the job either, it was too fat. Camilla seemed disappointed. What to do?

We had a tete-a-tete and came up with a clever plan. We would turn Camilla's engine on its nose and with the clutch cover bolts finger tight, introduce the transmission from above. Slowly and surely we hoped to be able to fit the transmission main shaft into the pilot bushing in the middle of the crank shaft, thus aligning the two assemblies. We would carefully separate the two, tighten the six clutch cover bolts to the proper torque setting, whereby holding the pressure plate in position. Then bolt it back together, job done.



This all worked remarkably well, it took us but two goes to get it right. With all being lined up properly, we set about sorting out the bolts that mated the bell housing to the rear engine plate. There are many possible combinations of bolt length and size, dependant on orientation and what they are intended to hold together. We had to determine washer combinations; locking, flat, or none required. All very tricky, but without too much trouble we figured it out. It would be very unlikely that the two would separate mid-flight.

That was quite enough for one day, so we relaxed on the comfy chairs to contemplate the days' triumph.



We assemble at the barn in a fortnight with the goal of fitting the engine/transmission assembly into Camilla. If we complete this task today, we will be well and truly on our way, but there are many obstacles in our path intent on thwarting our plans.

The re-introduction of the “power unit” into the chassis will be more difficult than the removal. Gravity will not be on our side as it was months ago when the unit was removed. It will have to go in from below and raised up to meet the attachment points on the underside.

I briefly thought of taking the whole thing to New Zealand and doing the job there upside down, but I remembered when I was there last year that would not be the case. I discussed this in a previous chapter saying that I had not needed to grow my toes nails long in order to get a grip on the earth's crust for fear of falling out into space. I may have been misled by the expression “down under”. It was made up for with seeing the Southern Cross for the first time.

The first step is to get Camilla into the shop as she had been wintering in a tent outdoors. We fitted her freshly painted Old English White wheels with brand new tires and pushed and pulled her inside. Doug's battery operated winch once again proved useful.

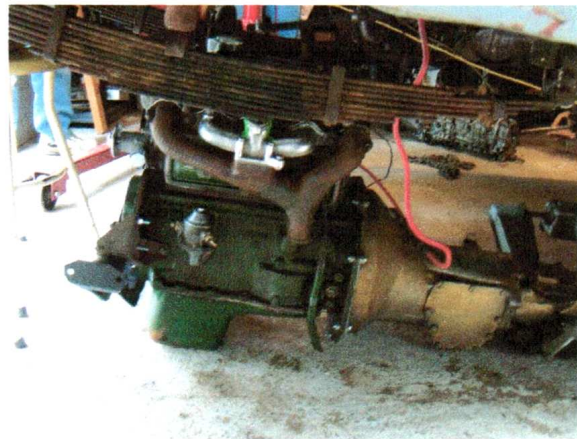
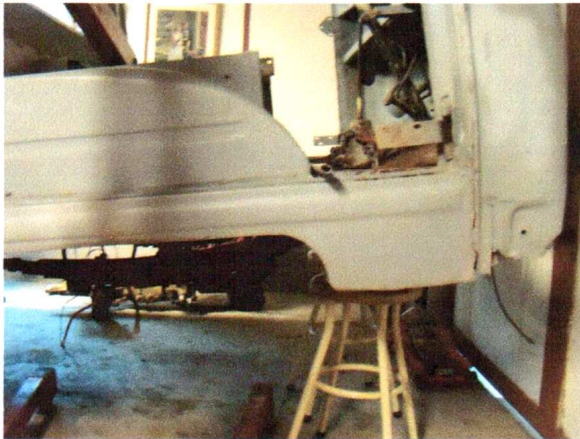


At this point we have to take a step back and remove the solid front axle that we had temporarily fitted. We needed it in place for mobility to coax Camilla into the shop. Now that she was in with the door securely closed behind her, it would have to come off. She will have to be raised as high off the floor as we dare to enable power unit installation. We erect a makeshift rest with kitchen stools and bits of lumber.

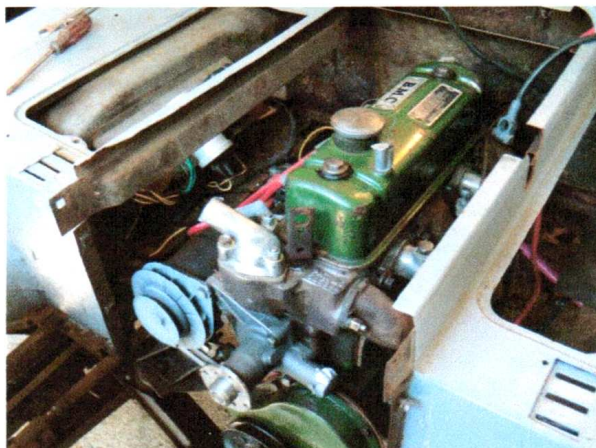
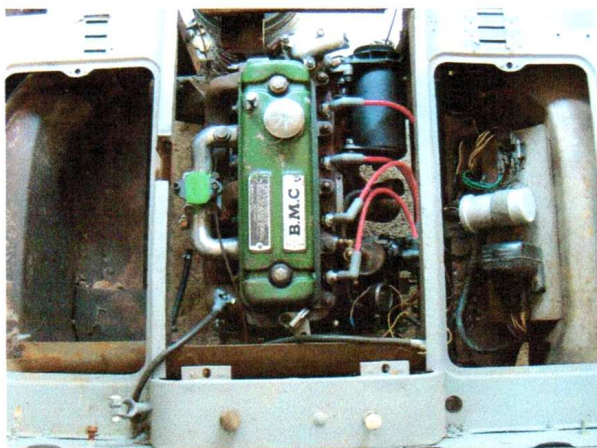
Another job that needed doing was fabricating a rear transmission mount. The old one was beyond hope and a new one was a bit pricey. We found a tire behind the barn and it was perfect. Behold the final result.



Now the real fun could begin. With brute force we managed to monkey the engine/transmission assembly into position on the floor beneath the supported hulk, aka Camilla. We carefully observed the Golden Rule of not allowing more than two pieces of "C.R.A.P." under Camilla at one time. If she did fall from her perch, the remaining two would be able to raise a glass in their honour and finish the scotch.



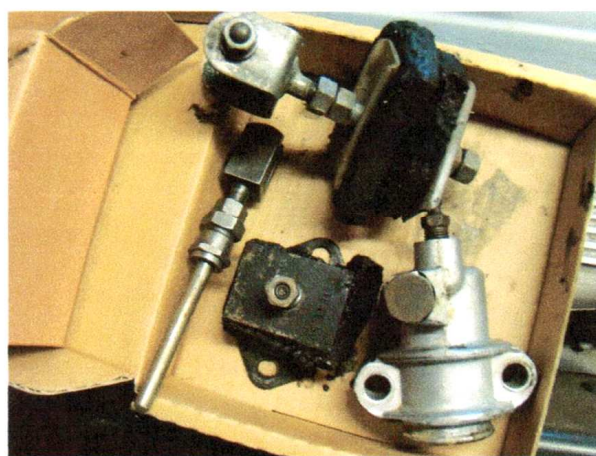
With much pushing, pulling, shoving, straining and uttering of words we did not learn on our mothers' knees, we finally got the \*\*\*\*\* bolted in place. The engine hoist being the main tool but the Deere yet again proved very handy indeed for that last quarter inch of adjustment needed.



That is enough for one day. We retire to the depths of the shop to rejoice in our success.



Now that Camilla has a bit of “go”, we must see to it that she has an equal amount of “stop“. A brake rebuild is in order. Doug has acquired all the bits needed, including shoes, wheel cylinders and a master cylinder. A good number of parts are either MGA or MGB which is of great benefit as they are plentiful and relatively cheap, notwithstanding our home-made, custom-built transmission mount.



All this “GO” and “STOP” rambling nonsense may lead you to believe that we have pushed Camilla’s performance envelop, but in spite of all that, she will still be stationery.

# ***"THAT'S NEARLY A MILLION QUID!!"***

*That was the response from a Brit friend of mine when I told him an Austin-Healey had sold at the Bonham's Auction at Brooklands in December for £843,000. OK, they're great cars – most of them, anyway – but over \$1 Million CDN? So before you go rushing off to borrow against your BJ8 to buy BCRIC shares, let's have a look at this million-dollar Healey.*

*And while we're at it, we'll discover the true meaning of "provenance", and how it applies to collector cars.....*



*Yechh, you say! Looks like junk, you say! Well, that's the neat thing about it – it sorta IS junk, but very historic junk!!*

*How many of you are familiar with the disaster at the LeMans 24HR race in 1955? Still the worst accident in motor racing history, with somewhere between 75 and 84 people killed, depending on which account you read. Mike Hawthorn (who would go on to become World Driving champion in 1958) was passing along the pit straight during the race in a D-Type Jaguar when he veered quickly to the right for a pit stop. Lance Macklin's car, following, was cut off by this maneuver and veered left to avoid an accident. Pierre Levegh, driving a Mercedes 300SLR, was approaching at very high speed and ran up over the top of the left side of Macklin's car, launching the Mercedes into the crowd in a fireball. The race*

*continued, as officials were afraid of not being able to get emergency vehicles to the track to carry away the dead and injured victims if they stopped the event.*

*You've probably guessed, if you didn't already know. The car which is the subject of this article, an early prototype Austin Healey 100S, Chassis SPL226/B, registered NOJ 393, was the car driven by Macklin.*



*Here it is on the track earlier in the race. And the picture below shows it parked along the pit wall after the accident, before being impounded by French authorities for the subsequent investigation.*

#### **HISTORY:**

*As part of his original Austin-Healey Hundred production agreement with Leonard Lord of the British Motor Corporation, specialist constructor Donald Healey had undertaken to produce four Special Test Cars for racing and record breaking. They had to look exactly like the production vehicles, but there was little time to modify the Austin A90-derived 4-cylinder engine for use in them before the works racing program would commence. These Special Test Cars were bodied in aluminum, and the engines were modified more for endurance than outright power.*



*Chassis SPL226/B was one of these, and was set up as a spare car for the 1953 LeMans race. However, because one of the actual race cars (SPL 224/B) was damaged in a road accident, all of the scrutineer-approved parts were transferred to SPL226/B, which then then ran in the race, finishing 14<sup>th</sup> overall, third in class.*

***For the 1954 World Championship-opening Sebring 12-Hours, in Florida, USA, the lone Works Austin-Healey Special Test Car was co-driven by Lance Macklin and George Huntoon. They brought it home into a magnificent third place overall, beaten only by the pure-blood sports-racing prototype OSCA of Stirling Moss/Bill Lloyd and a Works V6-engined Lancia D24! This Austin-Healey Special Test Car won its class handsomely, and the marque's model name deservedly became '100S' – for 'Sebring'. Which Austin-Healey was it that won? You guessed it – SPL 226/B!***



***1955 LE MANS: SPL 226/B JUST AFTER BEING STRUCK BY THE LEVEGH MERCEDES, WHICH IS AIRBORNE. HAWTHORN'S JAGUAR IS ON THE LEFT.***



***PARTS OF THE MERCEDES FLY INTO THE CROWD. THE MACKLIN HEALEY, WITH ITS BONNET LIFTED BY THE IMPACT, IS STILL HEADING FOR TRACKSIDE, ABOUT TO BE PASSED BY ANOTHER MERCEDES.***

***The car was then prepared as one of two for the 1954 Carrera PanAmericana, to be driven by Macklin. Its sister car, SPL 224/B, was driven by Carroll Shelby and destroyed in an accident. SPL 226/B fared little better, retiring early with ignition issues.***

***With its ignition system revived, SPL 226/B was then taken to the inaugural Bahamas Speed Week in Nassau - December 10-12, 1954 – in which Macklin drove it to finish sixth in the 100-mile Bahamas Cup before being placed 25th in***

**the 200-mile Nassau Trophy. In the shorter event, this Austin-Healey was headed only by two 4.5-litre Ferrari 375 V12s, a 3-litre Ferrari 750 Monza, Porsche 550 and Maserati A6GCS.**

**Subsequently, Macklin, the factory team's prime driver, in conjunction with the French Austin importer AFIVA, persuaded the Le Mans-organisers (ACO) to accept a private Austin-Healey entry under his name. This was to be, in effect, a quasi-works entry, and the car selected for the event was 'NOJ 393'/'SPL 226/B', ready for its second outing at Le Mans.**



**CLOSE-UP OF DAMAGE. NOTE THE STEERING WHEEL - COMPARE TO PICTURE BELOW**

**Lance Macklin kept 'NOJ 393' well in contention during his opening race-stint, but as the first round of scheduled pit stops fell due he was in the process of being lapped by the leading group of more powerful and faster sports-prototype cars from Jaguar and Mercedes-Benz. Coming into the pit straight, he swerved to avoid Mike Hawthorn's heavily-braking D-Type Jaguar as it veered across his path to make its refueling stop. The Austin-Healey was then struck from behind by the veteran French driver Pierre Levegh in his works-entered Mercedes-Benz 300SLR sports-prototype.**

**The Mercedes struck SPL 226/B's left-rear corner, rode up over the left-rear wheel and crashed down upon the top of the track's left-side retaining bank, where it disintegrated. Flying debris causing mayhem amongst the packed spectators standing behind that retaining bank. Meanwhile, SPL 226/B spun to the right of the roadway, bouncing off the pit-counter wall before slewing to a**



**halt on the other side of the track. Macklin escaped without physical injury, but the magnitude of the disaster within the spectator area was to trigger enormous ramifications that would change the entire face of international motor sport.**

*Switzerland banned circuit racing within its borders, a number of high profile events were cancelled, while major safety requirements emerged, closing many of the public-road race circuits which had been so widely used until that time.*

*This car, SPL 226/B, was then impounded by the Le Mans police authority, pending a full inquiry into the accident presided over by Judge Zadoc-Kahn. His inquiry took time, and it was not until September, 1956 that the Donald Healey Motor Company was able to negotiate release of their damaged car. Upon its return to The Cape, Warwick, they found that the worst damage was confined to the left rear and left-hand side, the heavy impact against the pit wall having affected the same bodywork area as was struck by the Mercedes.*

*By that time the Healey company was deeply committed to selling the latest Austin-Healey 100-Six model, having been introduced to the market in August 1956, and were keen to sell the repaired 'NOJ 393' to clear the deck. Even then, the car was as advanced, and as fully-developed, as any 100S in terms of works Le Mans specification. It is interesting to note, however, that today the left-hand side front wing, door, and rear wing are steel, whereas the rest of the body is aluminum. The school of thought is that by late '56/early '57 the Donald Healey Motor Co. had exhausted their stock of alloy 100S panels and replaced the damaged wings and door with standard steel panels prior to selling the car into the privateer world.*

*The car was then purchased from Healey by David Buxton, of Derby. He was an emerging club racing driver at that time, and after racing 'NOJ 393' only briefly would go on to found the Team Elite organization, racing Lotus Elite GT cars very widely and with considerable success – including Le Mans.*

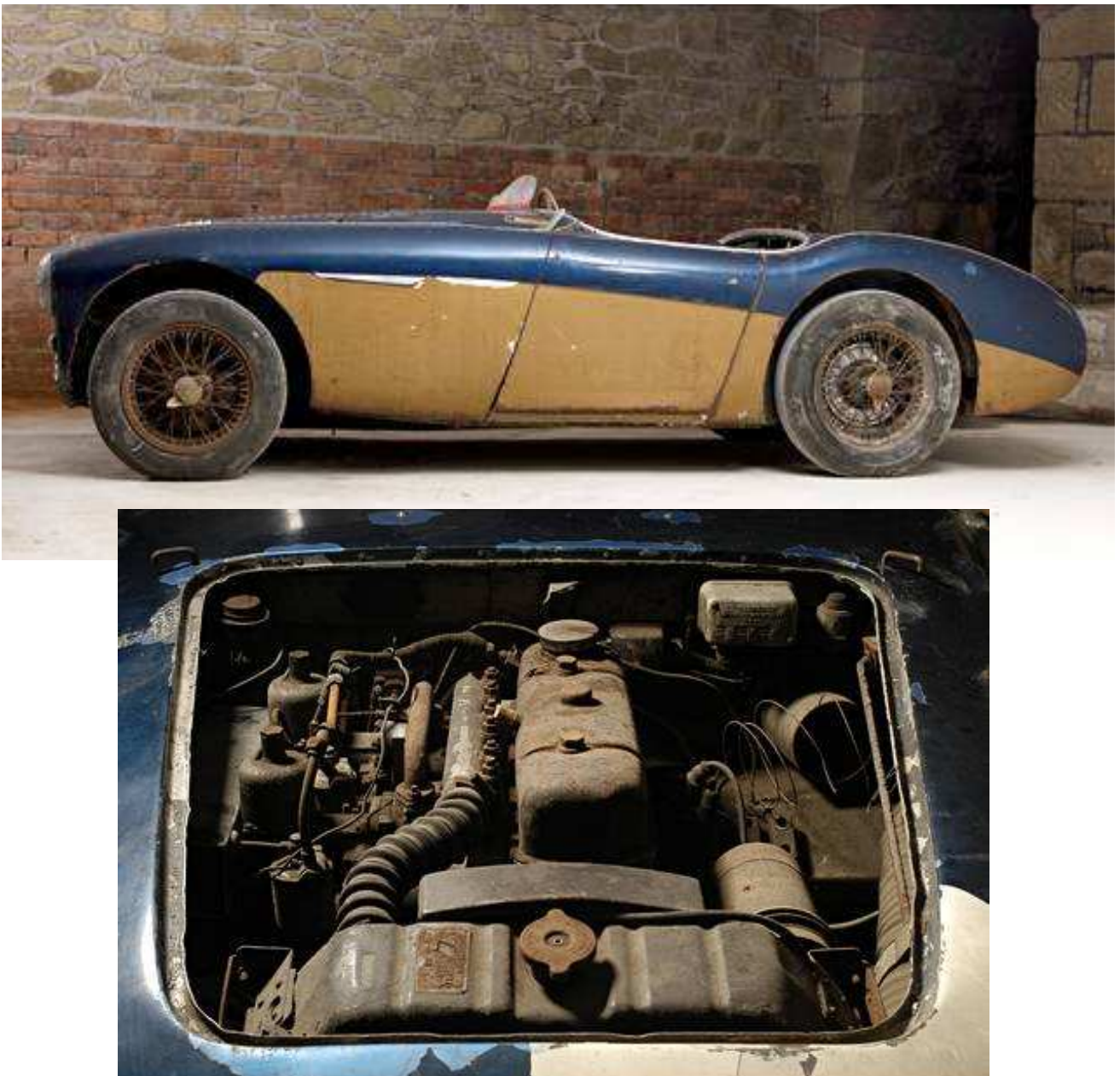
*The aging car subsequently passed through several hands until it was bought in the 1960s by Healey exponent Ron Kirkham, of Oldham, Lancashire who kept it for the next few years. Ultimately, in 1969, it was acquired by the last Owner in the same condition in which it was offered for auction in December, 2011; the engine at that time was seized. He had been to see the car and was told it had already been sold for £150, but as the purchaser had not yet paid, he persuaded the seller to let him have it for a fiver more! He bought it initially in partnership with others, then bought out their shares – but the extremely modest overall cost reflected the car's condition and the fact that it was, in effect, merely a sixteen-year-old obsolete racer. The car was put away and not touched until offered for auction in December, 2011.*

*Upon examination, SPL 226/B's left-rear wing, left-side door and front wing are all production steel panels, which would have replaced the Birmabright alloy originals in the Healey factory's post-Le Mans repair. While the right-side door*

***hinges are of the original 1953 Special Test Car design, the replacement left-side door features the later production design hinges – entirely consistent with the 1956-57 repair by which time the original type hinges had become unavailable. The intricately lattice-framed scuttle structure is original 1953 Special Test Car design.***

***There you have it - the Austin Healey which gave the famous, and extremely rare, 100'S' model its name, was raced at Sebring, in Mexico, Nassau, and twice at LeMans, triggering the worst racing accident in history. That's provenance!!***

***It's also one helluva investment. Bought for £155, sold for £843,000 42 years on. What's that, a 20+% annual return or so? Who needs a government pension?***



## *November's Mystery Car was the ASTON MARTIN MGB PROTOTYPE*



*When Aston Martin put forth a bid to purchase MG in 1980, they prepared their vision of what the MGB should evolve into - this car was the result. Registered DOL341V, this was a Russet Brown standard MGB registered by BL in February, 1980, then sold to Astons. Aston designer William Towns did the concept and a small team was given the car to build (or rather,*

*convert) the Aston version in just six days. They did it in seven, but the purchase deal fell through. This car is presently available for sale in Essex in the UK, asking price £29,995 (CAD\$47,000). TOM PUGH was the first in on this one, but Brian Dawkins and Larry Payeur weren't far behind!!*

## **THIS MONTH'S MYSTERY CAR** (continuing the theme....)



## ***AND YOU THOUGHT YOUR LIFE WAS CRAP.....***



*IVAN ANTAK OF "CRAP" SENT ALONG THESE TWO PICTURES OF CRAP'S LATEST ACQUISITIONS. THE ONLY COMMENT INCLUDED OBVIOUSLY DEALT WITH THE PICTURE ON THE LEFT, TO WIT: "ANOTHER PICTURE OF A BRITISH MADE VEHICLE WHICH WAS GIVEN TO CRAP FOR A SYMPATHETIC RESTORATION. AGAIN, DOUG HAS THE DETAILS. WE DO NOT THINK A COMPLETE BODY OFF RESTORATION WILL BE NECESSARY."*

*THE PHOTO BELOW IS, OF COURSE, HRH CHARLES, PRINCE OF WHALES, AS ANNOUNCED IN THE NOVEMBER HOOTER. CHARLES IS A JAGUAR MK IX, WHICH IS A JAGUAR MK VII WITH II MORE MISTAKES, PLUS DISC BRAKES. PAX ROMANA!*



*(AS IN REAL LIFE, CHARLES IS SO MUCH PRETTIER THAN HIS MATE)*

# 2011 Club Executive & Appointed Positions

## EXECUTIVE

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

## APPOINTED POSITIONS

<b>NEWSLETTER EDITOR:</b>	<i>GLENN LATHROP</i>
<b>LIBRARIAN:</b>	<i>TOM PUGH</i>
<b>SCRAPBOOK:</b>	<i>LAURIE RAE</i>
<b>COMMUNICATIONS/ HISTORIAN:</b>	<i>JERRY PARKHILL</i>
<b>EVENTS COORDINATOR:</b>	<i>BOB STEWART</i>
<b>REGALIA:</b>	<i>SUE PARKHILL</i>
<b>DOOR PRIZE:</b>	<i>MIKE MIDDLETON</i>
<b>CLUB ASSETS MANAGER:</b>	<i>GEORGE BULL</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:**

**Club E-mail Address:**

**Highway Hooter E-mail Address:**

[www.britishcarclub.ca](http://www.britishcarclub.ca)

[fvbmc@live.ca](mailto:fvbmc@live.ca)

[boswell12@shaw.ca](mailto:boswell12@shaw.ca)

## Club Chat

**PLEASE NOTE: MEMBERSHIP RENEWALS ARE 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 **John Sugden, 45401 Wells Road, Chilliwack, B.C. V2R 1H3.**

- If you would like to plan a 'Monthly Run' or have any good suggestions for one, contact Bob Stewart at (604) 795-5054, or e-mail [annmarie64@shaw.ca](mailto:annmarie64@shaw.ca).
- Some 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 |   |

# 2012 Events Calendar

*It's early days yet, but we'll try and stay on top of these as much as possible!!*

## FEBRUARY

17<sup>TH</sup>

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

## MARCH

16<sup>TH</sup>

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

## APRIL

15<sup>TH</sup>

7<sup>TH</sup> ANNUAL RESTORATION FAIR & SWAP MEET, HERITAGE ACRES, LOCHSIDE DRIVE, CENTRAL SAANICH. Info Robert Atkins (250)544-1702, or [rtatkins@shaw.ca](mailto:rtatkins@shaw.ca)

20<sup>TH</sup>

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

22<sup>ND</sup>

**ST GEORGE'S DAY MOTORING SHOW, FORT LANGLEY. LANGLEY AREA BRITISH MOTORING CLUB, Info at [www.lambscarclub.com](http://www.lambscarclub.com)**

## MAY

18<sup>TH</sup>

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

19<sup>TH</sup>

2010 VANCOUVER ALL BRITISH FIELD MEET, VAN DUSEN BOTANICAL GARDENS, 37<sup>TH</sup> & OAK, VANCOUVER. Tribute to Lotus cars & Norton motorcycles. Register at [www.westemdriver.com/abfm](http://www.westemdriver.com/abfm)

20<sup>TH</sup>

2012 ALL BRITISH RUN, VANCOUVER TO WHISTLER. Info at [www.westemdriver.com/?page\\_id=1240](http://www.westemdriver.com/?page_id=1240)


### REMINDER:

*Please inform the editor if there are any errors or omissions in the above; or if you have any info on events that other members might be interested in that are not listed.*

## CLASSIFIEDS

### Cars & Parts FOR SALE & WANTED:

- **FOR SALE: 1963 ROVER P5** 3-litre, runs, spares and extra windshield included. Call: Ellenore or Gerry at (604) 792-6501, leave message if not there.



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

**FRED KEY**  
Tel.: (604) 853-5171  
Fax: (604) 853-5169  
Email: [stoopidfast@hotmail.com](mailto:stoopidfast@hotmail.com)

EXPERT FOREIGN AND DOMESTIC SERVICE

- **WANTED: FOR TR8** - set of good useable seats in tan corduroy fabric, fuel injection 3.5L V8 airbox assembly; along with any other bits you might have *and we might take a liking to!* Contact the C.R.A.P. BOYS via Tom Pugh, e-mail @ [t.pugh@telus.net](mailto:t.pugh@telus.net) Also **1974 TRIUMPH SPITFIRE** parts, too many to list.

- **FOR SALE: 1998 CHEVROLET SILVERADO** 2500 Ext. cab, long box, 176,000 km., VGC inside and out, no accidents, non-smoker owner, no pets, local truck. Custom aluminum

rack & toolbox, many extras, service records available. For info & pic's [jhplittle@shaw.ca](mailto:jhplittle@shaw.ca)

- **FOR SALE: JAGUAR XJ6/12 AND XJS parts** for sale. Exhaust/ fuel tanks/ heads/ V12 motor rebuilt, most body parts from 2 available donor cars, starters etc. Call for details- Doug at (604) 859-6354.
- **FOR SALE: 2009 Two-Wheel Car Towing Dolly:** With auxiliary lights for vehicle included. It has about 5,000 kms. On it and has brand new uprated tires and clinches. Electric brakes too!! Looking to get \$1,500 or best offer. **ALSO FOR SALE: 1995 Range Rover Country Classic:** 230,000 km., Complete new brakes, new fuel tank & pump, rebuilt ZF 4-speed, shock & spring conversion, 4-bbl. carb conversion, newer tyres & battery. Frame is very good but steel panels starting to rust. Usual electrical refinements, most working. Air cared, but should really be considered for parts. \$1,200 OBO. Call Doug Holbrow 778-245-4960.
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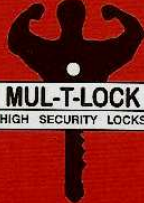
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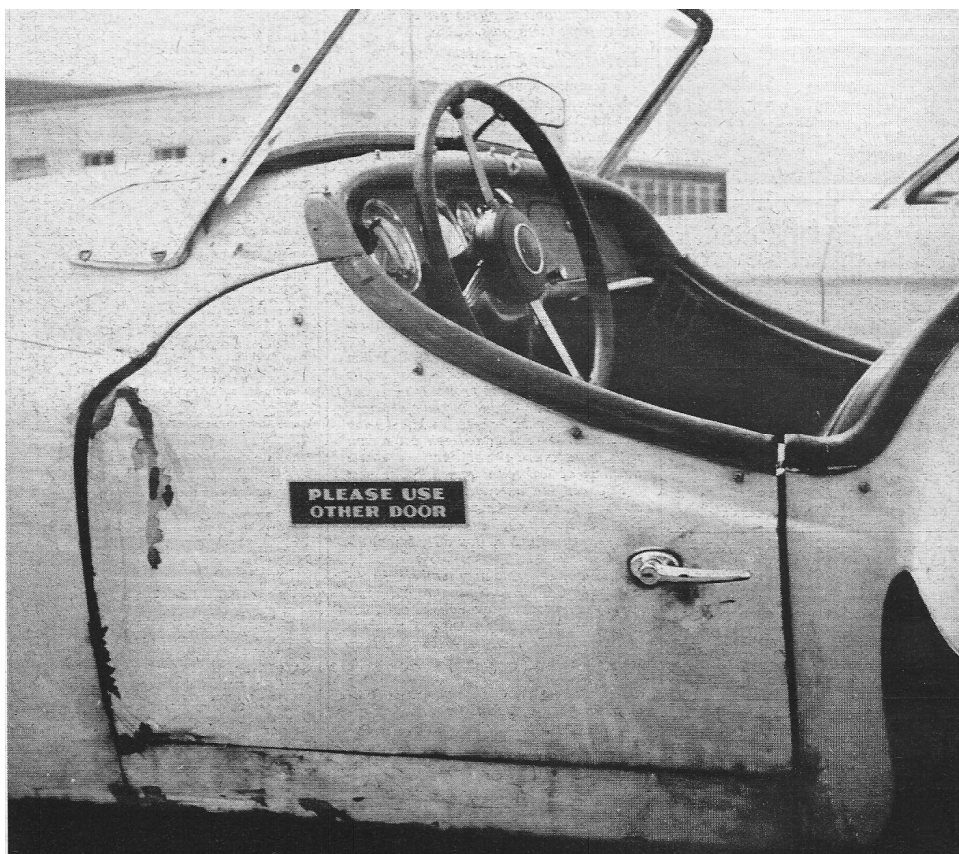
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