



# The Highway Hooter



The Newsletter of the Fraser Valley British Motor Club

April 2024

Volume 21

Issue No. 4

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

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Our past President looks at a second career in law  
enforcement in a Jaguar XJ40.

Criminals Beware!

## Car Club Directors

**President:** Sheryl  
Leins

**Vice-President:** Jim  
Robertson

**Recording Officer:**  
George Blane

**Treasurer:**  
Karen Kleiss

**Director at Large:**  
Bill McClure

**Director at Large /  
Car Show:** Bruce  
Webster

**Director at Large /  
Membership / Club  
Website:** Ivan Antak

**Director at Large /  
Librarian  
and Resources:**  
Doug Holbrow

**Director at Large /  
Car Runs:** Michael  
Hamilton-Clark

## President's Report

I have noticed with spring upon us many of our treasured vehicles that had been carefully tucked in safely during the winter months are now coming out of hibernation. They are being dusted off, tuned up, polished, and road tested for another season. There is definitely an excitement in the air at Friday mornings coffee, the buzz about upcoming events, tinkering with projects, problem solving, and marketplace deals. OH, those good deals on new projects! I do think many of the members come early on Fridays so they don't miss the home-made oatmeal raisin cookies that sometimes arrive. I'm hopefully this year we can recruit some new and younger members at some of the upcoming events by sharing stories and knowledge about our passion for cars. Safe travels to all the upcoming events.

-Sheryl Leins, FVBMC President

## Editors' Corner

It appears that we are off to a great start for the 2024 Collector Car season.

A number of members participated in Run #1 to see Ian Newby's car collection. *(How did our Run Coordinator manage to select the only beautiful day in the midst of rainy days for the Run?)*

The Fraser Valley Classic Car Show appears well under way with registrations coming in. *(Go to [www.fvccs.ca](http://www.fvccs.ca) if you have not already registered or need more information.)*

As for the **Highway Hooter**, please continue to send any suggestions, articles, and other relevant – or maybe irreverent – items to [britishmotorclub@gmail.com](mailto:britishmotorclub@gmail.com). This of course includes members' intelligent guesses as to the Mystery Car of the Month and, in particular, if you have any item that you would like to see in print on the Milestones page let us know.

Check the Club Website at [fvbmc.ca](http://fvbmc.ca)  
under Car Club Events for a Proposed  
List of Car Club Runs and Events for  
2024.

# CRAP

## Report from the Barn



Work moves outside with the CRAP MG TC. Tom Pugh lets the smoke out as he removes the paint layers.

Once the wall paper, paint, plaster and lath board were removed there were many holes in the cowl. These holes add lightness.

Layers of paint showed at least six applications over the last 77 years.



Jason Chew's recurring dream:

More Morris Minor 1000 emerge in spring. These are the coveted split window variety. So many, so little time.





Pictured here is Gord Reddy's TVR Vixen wiring harness. One of three we'll be installing over the next year or so. How hard can it be?



The Wednesday British car therapy day was moved to a road trip to Ian Newby's. Thanks to Michael Hamilton Clark's planning of our fun run, we had a delightful drive with Jerry Goulet and Bill McClure across Sumas Prairie to Aldergrove. While we were there, we spotted a genuine Jaguar C Type 3.8-litre engine with a pair of sand cast SU carbs sitting on top. The Holy Grail for Jaguar fans. Tom Pugh and I spied another "Special" in Ian's shop. This one sports a supercharged Jaguar 5.3 litre V12 and a bespoke aluminum body. Looking forward to hearing it run!



Work on Kurt's TVR Vixen has finally started. The OEM wheels are off to Nu Brite in Langley for a nice cleanup and restoration, the fuel tank is over at Chilliwack radiator shop for the same.

The passenger window has cracked and needs replacement at Brian's Auto glass and we received a pair of old Italian carbs and manifold for an anticipated conversion. The Webers are off to Pierce Manifolds in California for refit.

After a good wash and vacuum of the car, the wiring harness is coming out. Replacement from Autosparks in the UK we have on hand. Carry on British Parts has sourced all the other perished bits we need.



David Page obtained a 1962 Morris Minor 1000 roadster at the beginning of April and he brought it over for a good looking over.

We released Doug Linley for the critique and he confirmed his suspicion, it's rubbish. The rust beetles had been through the chassis with their usual vigor and everything mechanical and cosmetic needed fettling. The engine did turn over but...

David picked it up for the final journey and with a flurry of rattling chains and tie down straps, the cat urine infused classis left the farm.



## **2024 Run # 1 – To see Ian Newby's Car Collection in Aldergrove and on for a Picnic Lunch in Campbell Valley Regional Park - Wednesday, 10 April**

We were lucky with the weather – after a wet spell, the weather forecast was for a sunny day starting around 5° and up to 16° and that was what we got – though those in Hope advised a start of only a 2°, so up with the roof... By 10:30am we had six vehicles lined up in Chilliwack and ready to go along with one who dropped by to say “Hi” but not coming on the Run. By now the chill was out of the air and it was pleasant run over to Yarrow and Majuba Hill and Campbell Road to Horgan Park to meet up with four more vehicles. The cavalcade of 10 set off at 11.15am. Cole Road was closed so we had to go west on Wells Line and then down past Birchwood Dairy to Whatcom and south to join Vye. Then it was west and over the new overpass (a most welcome item!) and, after a pull-over to re-group, to continue on Huntingdon and No. 8 Road to H/way 13 and north to Aldergrove. We arrived at just on Noon as planned at Ian's place at 3474 -262 Street and found parking.

Ian and his wife Doreen bade us all welcome. We went into Ian's working area and saw the progress on his latest project – a MG-TF recently brought in from Hawaii and which has required some quite extensive work on both body and engine; he is determined all will be done in time for the Fort Langley St. George's Day show on April 21<sup>st</sup>. Then it was on to the hangers where the majority of his 40 various vehicles comprising Jaguars, MG's and a number of one-off's are under cover – see photos and attached list for more details. With so much to see, the allotted hour was not enough to do justice to the collection and Ian said we'd be welcome to come back sometime for a longer browse around.....

Three vehicles elected not to continue on for lunch and the remaining seven set off at 1:15pm, reaching the Park around 1:40pm via 256 Street and 0 Avenue. The access to the planned Old Orchard parking area was shut for some reason, so we went round to another parking and had to walk back for a few minutes. The Old Orchard area had a nice large covered area with barbeque tables and benches which we had to ourselves and the pit toilet was in good condition. Once the picnic lunch was over people started to leave around 2:30pm to find their own ways home.

The round trip for the Chilliwack contingent was around 180km. There were no vehicle breakdowns or missed turns and it was really pleasant to feel some heat in the sun and to see the way the Spring greenery was coming in. All-in-all a good first Run of the year.

Michael Hamilton-Clark

Runs Coordinator





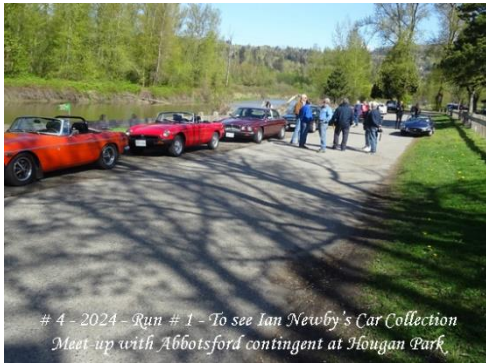
#1 - 2024 Run # 1 - To see Ian Newby's Car Collection  
The Chilliwack start line-up



#2 - 2024 Run # 1 - To see Ian Newby's Car Collection  
Getting under way



#3 - 2024 - Run # 2 - To see Ian Newby's Car Collection  
En route to Yarrow



#4 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
Meet up with Abbotsford contingent at Horgan Park,



#5 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
Leaving Horgan Park



#5 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
Cole Road - Abbotsford



#7 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
On the Ladang Road



#8 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
Line-up on arrival



#9 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
Work in Progress



#10 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
Other work in progress



#11 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
The 1969 MGC tri-SV Carb, 4 speed with Overdrive



#12 - 2024 - Run # 1 - To see Ian Newby's Car Collection  
The hangar with mostly Jaguars







**Most of Ian Newby's Car Collection as of 10 April 2024  
(excluding foreign makes and military vehicles)**

1932 Stutz Special powered by quad carb Paxton supercharged Jaquar V12 "Jaggerwock"  
1934 Austin 7 Ruby LHD sold new in Victoria  
1934 MG PA Roadster  
1947 Triumph (pre Renown) saloon  
1951 Jaguar Mark VII ex Geneva/Hamburg show car. RHD converted to LHD in Germany Owned since 1962  
1651 Leyland RTL double Decker bus  
1951 MG TD "Old 709", used back in the day for hillclimbs.  
1953 MG TD "Ols Bill" full race specs., owned since 1963  
1955 Jaguar MkVII M four speed manual  
1955MG TF1500 "Surfer Girl" ex Honolulu  
1958 Austin-Healey Sprite ex Art Bayne Racing  
1958 Jaguar D-Type ex Jim Rattenbury/Starr Calvert.  
1963 MGB roadster  
1968 MGBGT  
1968 MGCGT automatic  
1969 MGC Roadster tri SU carb/4 speed with o/d  
1970 Jensen Interceptor MK II 383  
1973 Jensen Interceptor MK iii 440  
1973 Pather Westwinds Jaguar SS100 roadster 4.2 Webers  
1974 MGB Roadster  
1975 Jensen Interceptor Mk IV 440  
1976 Jensen Interceptor Mk IV Convertible  
1986 Jaguar Hess & Eisenhart XJS convertible Kiesler five speed manual V12  
1986 Jaguar XJ6 by Pather Westwinds for Harrod's Dodi Al Fayed (Princess Diana's boyfriend) One of One  
1986 Jaguar XJS Cabriolet  
1987 Jaguar XJ6  
1987 Jaguar XJS pre-production prototype convertible  
1989 XJS Convertible V12  
1991 Daimler Double Six ex Royal Family  
1991 Jaguar XJ40  
1996 Jaguar XJS Convertible 6 cyl  
1996 Jaguar XK8 FHC pre-production test car  
1997 Jaguar XK8 Paramount convertible  
1999 Jaguar S-Type V8  
2001 Jaguar X-Type 2.5 California spec.  
2001 Jaguar X-Type 3.0 Mexico spec.  
2002 Jaguar 3.0 Sportwagon  
2005 Jaguar XJ8L Vandenplas  
2009 Jaguar XF V8  
2010 Jaguar XF B8  
2019 Jaguar XJL Supercharged Vandenplas

## **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.

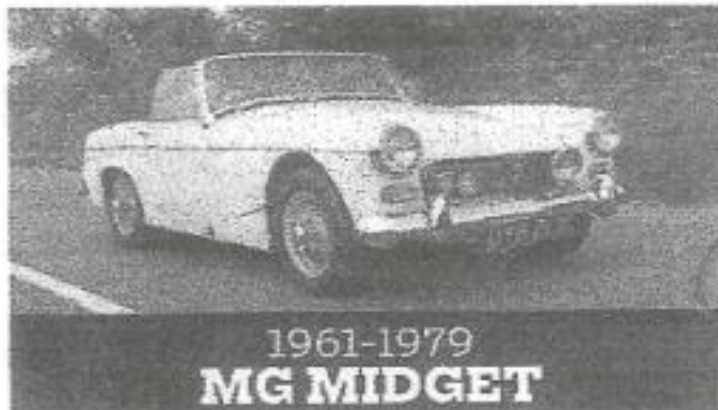
The best thing is that you don't have to drive fast to enjoy the Midget. The cars are so diminutive, and Mother Nature is so close, that any speed feels double what you are actually doing. The short wheelbase means slick handling, making twisty A and B roads a total blast.

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.

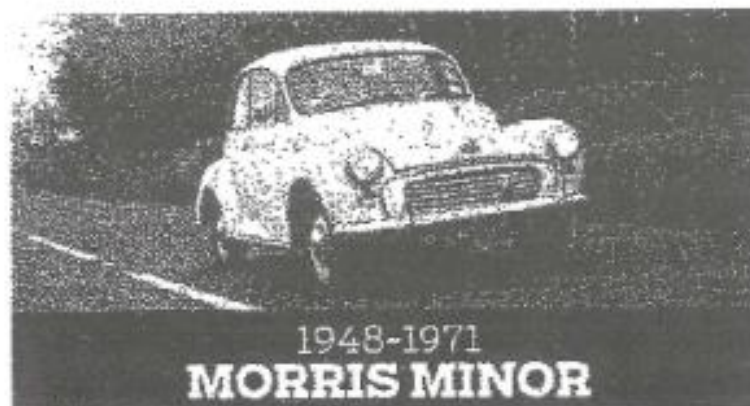
How can any car that blows raspberries when you change gear not be fun? Minors are more like pets than vehicles, with a warmth and friendliness that just makes everyone grin. They do things simply, but they do them well.

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 transnions 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 MGill, 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.

# Milestones

## In Memoriam



## Other Milestones

Walter Reynolds- May 19<sup>th</sup> will be the 13<sup>th</sup> anniversary of owning ex-Lafbery Rover P5

### *Notable British Car Anniversaries in 2024:*

70 years: Jensen 541, MG Magnette

60 Years: Sunbeam Tiger, Mini Moke, Ford Corsair

50 Years: Caterham Super 7

Send any milestone that you would like to see in  
The Hooter to [britishmotorclub@gmail.com](mailto:britishmotorclub@gmail.com).

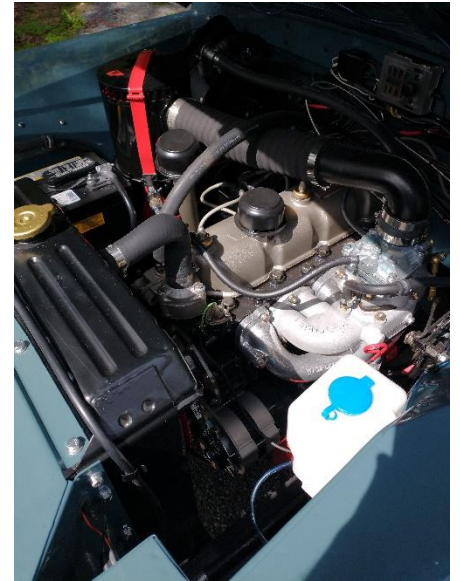


# Facts, Foibles, Fables, and Fancies

Terry Organ restored this 1965 Land Rover Series 2A over the last 18 months.

He has performed all the mechanical, cosmetic (he did all the paintwork in house!) and interior work himself. It was a frame off restoration. He also put an overdrive unit too for relaxed highway attempts.

Pictured here on his first trip out to the farm. Just 6 miles in the clock ...

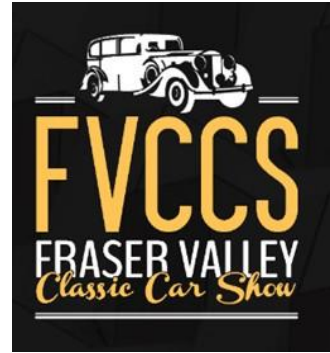


The Before Picture



It never ceases to amaze us at the interests- other than British Cars of course- that our club members possess. Walter Reynolds has published a murder mystery volume titled *The Little Alfriston Murders*. It is available on Amazon and is worth the read.

Good news! We are back.



We hope you will be too.

The **Fraser Valley British Motor Club** in partnership with the **University of the Fraser Valley** and the **Fraser Valley Health Care Foundation** with **Sarah Toop Realtor Group** as presenting sponsor are pleased to announce the return of the **Fraser Valley Classic Car Show**. This highly popular event is held to raise funds for the **Chilliwack General Hospital**.

**When:** June 9<sup>th</sup>, 2024

**Where:** UFV Campus, Chilliwack.

**What:** For vehicles with collector car status.

**Who:** Everyone is invited. Have a car, bring it to show. Don't have a car, come and enjoy the amazing collection of classics.

Some of the event features:

- Awards for class winners and best in show,
- Prize draws,
- A raffle for a collector car,
- Entertainment,
- Food,

**How:** **Registration is now open!** Go to [fvccs.ca](https://fvccs.ca) for more information.

**Also,** our event hotel is the **Coast Chilliwack Hotel**.

Hope to see you there and help us support a great cause.





# ENTER TO WIN A 1962 MGB

IN SUPPORT OF  
CHILLIWACK GENERAL HOSPITAL



## 1962 MGB

Four-speed c/w overdrive  
appears to be rust-free, and in good  
mechanical shape with all things  
mechanical checked over and  
replaced as needed. No soft top but a  
tonneau cover is included

Won in "as is" condition"

Delivery is offered to a distance of  
100 KM or a ferry crossing to  
Vancouver Island



**TICKETS: 1 FOR \$5 3 FOR \$10 7 FOR \$20**  
**Draw Date: June 9, 2024**

Purchase online by visiting [fvccs.rafflenexus.com](https://fvccs.rafflenexus.com), and  
scan the QR code, or during the FVCCS on June 9th at  
UFV Education Park in Chilliwack



BC GAMING LICENCE #150135 | KNOW YOUR LIMIT, PLAY WITHIN IT  
ODDS BASED ON THE NUMBER OF TICKETS SOLD  
TICKET PURCHASERS MUST BE 19 YEARS OF AGE OR OLDER

# Upcoming Car Events

## 2024 MAY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3 Coffee and Cars / Abbotsford KMS Tools	4
5 DW Poppy Highschool Meet / OEDD Fort Langley / OBCC British Cars at Sumerhill Winery	6	7	8	9	10 Coffee and Cars / Abbotsford KMS Tools	11
12	13	14	15 FVBMC Car Run / Bubba Caffeine and Gasoline	16	17 Coffee and Cars / Abbotsford KMS Tools	18 Vancouver ABFM Classic Cars and Motorcycles at VanDusen Botanical Gardens
19	20	21	22	23	24 Coffee and Cars / Abbotsford KMS Tools	25
26	27	28	29 Bubba Caffeine and Gasoline	30	31 Coffee and Cars and British Boot Sale / Abbotsford KMS Tools	

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- Club members meet on a regular basis for “Coffee and Cars” every Friday morning at 4176 Seldon Road, Abbotsford. All members are welcome to attend to either solicit or offer advice regarding British vehicles.
- Abbotsford KMS Tools Every Friday.
- DW Poppy Highschool Meet- May 5<sup>th</sup>- Langley.
- OECC Fort Langley Run- May 5<sup>th</sup>- Details on [www.fvbma.ca](http://www.fvbma.ca) General Events tab.
- OBCC British Cars at Sumerhill Winery- May 5<sup>th</sup>- Registration on [www.fvbmca.ca](http://www.fvbmca.ca) General Events tab.
- FVBMC Car Run- May 15<sup>th</sup>- Details on [www.fvbmc.ca](http://www.fvbmc.ca) Car Club Events tab.
- Bubba Caffeine and Gasoline- Every Second Wednesday Starting on the 15<sup>th</sup>, North Parallel Road, Abbotsford, BC by Co-Op.
- Vancouver ABFM Classic Cars and Motorcycles at VanDusen Botanical Gardens- May 18<sup>th</sup>.
- British Car Boot Sale- May 31<sup>st</sup> at 9am-12pm- Holbrow Farm Barn- Bring items you want to sell at swap meet. Contact Doug if you have questions.



# 2024 JUNE

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7 Coffee and Cars / Abbotsford KMS Tools	8
9 Fraser Valley Classic Car Show	10	11	12 Bubba Caffeine and Gasoline	13	14 Coffee and Cars / Abbotsford KMS Tools	15
16	17	18	19	20	21 Coffee and Cars / Abbotsford KMS Tools	22
23	24	25	26 Bubba Caffeine and Gasoline	27	28 Coffee and Cars / Abbotsford KMS Tools	29
30						

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- Abbotsford KMS Tools Every Friday.
- Bubba Caffeine and Gasoline- Every Second Wednesday Starting on the 15<sup>th</sup>, North Parallel Road, Abbotsford, BC by Co-Op.
- Fraser Valley Classic Car Show is on June 9<sup>th</sup> at Chilliwack UFV campus. Go to fvccs.ca for more information and to register.

# Buy and Sell

**The Fraser Valley British Motor Club takes no responsibility for the selling of cars, parts or accessories. Any disputes or negotiations are between the buyer and seller.**

**To list items on the Buy and Sell page please send the description of the item and contact information to [britishmotorclub@gmail.com](mailto:britishmotorclub@gmail.com).**

## **1980 Triumph Spitfire**

Full tonneau, half tonneau, hard top, overdrive, luggage rack.

California car, absolutely no rust

Same owner for the last 28 years

Recent paint, tires, brakes, twin carb conversion, fuel tank, cooling system, ignition, totally new interior, newer top, rear leaf spring upgrade etc.

77,000 original miles from new. Near perfect.

Drive anywhere.

Asking \$18,500 obo.

Kim

604-852-1321





**Here is a short list of some good parts for sale from the bug eye parts not needed.**

Fully rebuilt fuel pump. New valves and gaskets inside \$25.00

1.25 inch S.U. carbs. complete with all linkage , intake and some heat shielding \$325.00

1098 cc Austin motor, comes with spare block, your choice of oil canister, pressure plate and clutch disc. As shown Ran about 18 months ago \$225.00.

Triple wiper post cable with wheel boxes, cable tube covers, and spacers. \$25.00

Contact Larry at [spoulers@telus.net](mailto:spoulers@telus.net)



### **MGB driveshaft**

Fits 3 gear synchro with banjo rear end.

\$25

### **5 steel wheels for MG Midget Mk2, AH Sprite MK3.**

\$200

### **BMC / British Leyland 1275 'A' block engine and rib cage transmission**

Removed years ago from a 1972 MG Midget. Car was being driven at time. Has been stored inside, has carbs with it. Will need refurbishing or full rebuild.

\$600



### **Pair of rear leaf springs fits, MG Midget Mk2 MK3, AH MK3 MK4.**

These are a BMC / British Leyland part not reproduction.



### **Datsun 210 5 speed transmission. Type 60.**

Comes with matching 4 speed for extra parts, adaptor to fit BMC A series engine and Riverside clutch.

\$1500

Contact [bhmc@telus.net](mailto:bhmc@telus.net) about advertisements on this page.



### **1949 Triumph Mayflower**

Ran when parked.

OBO



Contact Linda Spouler, President of LAMB.

# Advertisements



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**Contact**

**+1 (250) 479 5482**

[\*\*info@sucarburetors.com\*\*](mailto:info@sucarburetors.com)



# Mystery Car of the Month



Name the company and the model of this fine motorcar.

**Send your guess to [britishmotorclub@gmail.com](mailto:britishmotorclub@gmail.com).  
First correct answer receives an oil change at the  
Farm. You bring the oil and filter!**

Congratulations to Walter Reynolds for correctly identifying the mystery car, which was a 1956 Paramount "Sport."

The Paramount Car Company was founded by W.A. Hudson and S. Underwood in Derbyshire, England. Two models of the car were produced, the 4-Seat Roadster and the Deluxe Drophead Coupe. They were powered by a Ford 1172 cc, 10hp engine. Due to financial difficulties, the company was sold twice; and the last owner moved the factory to Leighton Buzzard, Berkshire. That owner brought out a hardtop version of the car powered by a Ford Consul 1508 cc engine. The cars were manufactured between 1950 and 1956. Total car production was between 72 and 76 examples.