



The Highway Hooter



The Newsletter of the Fraser Valley British Motor Club

September 2024

Volume 21

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A tie was declared for Best Picnic Display between the Hamilton-Clark picnic display with their 1972 MGB, and the Charles picnic display with their 1961 Jaguar E-Type at the FVBMC Cultus Lake Picnic.

President's Report

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

Sept to me always feels like a new beginning. Children are excited to go back to school, I'm ready to get back into a daily routine. Today I was thinking about how cars have really been a part of my life for many years. I have great memories and look back on them fondly. My cars were always fixer uppers I was always drawn to the older style vehicles and to the sparkle of chrome☺, and my pockets were never very deep. Most of the cars needed quite a bit of TLC before they were road worthy. It was always quite a labor of love, a lot of elbow grease and sometimes a few choice words to get the job done. For years I have always found that therapy for me is spending time tinkering with my cars. I really do bond with my cars and have a hard time letting them go. It's so funny as I'm always looking for that good home that will treat my car well. Tomorrow will be a bittersweet day as my 1961 Nash Metropolitan and Port-a-fold trailer will be making its journey to their new home. I'm so excited for the new owner and hope they love the car/trailer like I do but I also feel sadness that I'm sending of one of my labors of loves away. It is always hard for me to let go of a car but I try to look back at all the enjoyment I got out of it and the relationships that were built while doing it. I wonder how many of you can relate to this feeling. Well will soon be time to tuck our special cars away safely under car covers and out of the winter elements and maybe do a bit of fall and winter tinkering.

Happy tinkering and safe travels

Sheryl

Editors' Corner

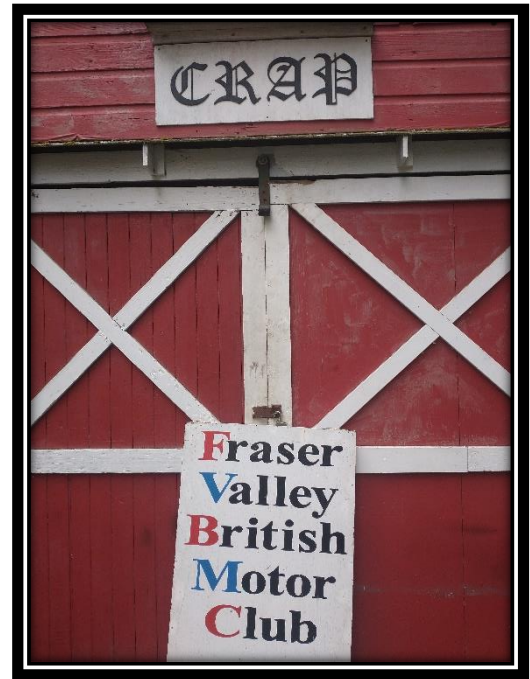
Where has summer - and indeed all of 2024- gone?

The Classic Car Show was successfully held in June. We have participated in various Car Club runs and attended our annual Picnic at Cultus Lake last weekend. The Club's Fall meeting will be taking place on Friday September 20th at the Capital Chinese Restaurant in Chilliwack. The meeting will commence at 7 pm and it is anticipated that as many members as possible will attend as we begin to prepare for future events. Our fourth Club Run is scheduled for Wednesday October 2nd with a trip out to Harrison Hot Springs. Hopefully we will be blessed with some pleasant fall weather for this final run of 2024.

The *Hooter* is always looking for input and articles from members, whether it is guesses on the Mystery car of the month, car awards for members, or experiences at car shows. Send it via email to britishmotorclub@gmail.com.

CRAP

Report from the Barn



The last Wednesday therapy meeting of the month took place at the Crow and Gate Pub in Nanaimo. Permission slips were signed and alarm clocks set. Bill McClure, Jerry Goulet and Doug Holbrow picked up a few Austin Gipsy parts from a collector on Jingle Pot road after a cracking good lunch at the C&G.

David Page picked up a 1950 Austin A40 at the auction only to discover that it has a completely updated and rebuilt drivetrain. Many thousands of Canadian dollars have been spent on this car.



Marinus Van Prattenberg bought Barry Lafbery's 1948 Rover P3 this month and brought it to the last meeting of August. A fine motor car.

We completed the Brake master cylinder swap out on John Webster's XJS and sorted the fuel gauge problem too.



Tom Pugh and Doug finally received the missing hydragas unit from Rimmer Bros. in the UK and were able to hook everything up ready to the pressurization process to begin.

Angie and Kevin Letaxier brought their '88 Jaguar XJS C up for a power steering pump swap out. Took a bit more time than planned. To remove the pump the coolant expansion tank has to come out. It's full of rust holes of course.

One patch repair later.

Things fall back together. Looking at the engine bay makes one want to volunteer for this or buy a Jaguar just for the ease of maintenance.

I'm "tin pot kidding"...



2024- Run # 3 Manning Park, Wednesday, 14 August

After several dull days, the forecast for the day was for an overcast start with clearing to sun and clouds, and this proved to be the case. As 12 cars gathered for the 10:30am start from Car Park # 7 on the UFV Chilliwack campus it was getting brighter and the consensus was it was that it was worth while having decided to come along. The route out of town was via Chilliwack River Road, Airport Road, Broadway, and on to Fairfield Island to the Scouts Hall for a re-group – nobody had got lost en-route and one more car was there waiting to join. Whilst the drive east through the Island was full of pretty peeps of the properties across the slough, the mountains over to the right were still a bit hazy and Mt. Cheam had it's hat on. Getting out onto H/way 9 was not too difficult and then it was over the bridge and round Agassiz to go off east along H/way 7 for a steady cruise at 90kph for a while. Looping off to join H/way 1 into Hope was easily achieved – not much traffic, and we arrived at Dairy Queen at 11:50am with some blue sky.

We set off again at 12:10pm and up to 6th Avenue to join Old Hope-Princeton Way and then onto H/way 3 with its 100kph speed limit, down to 50kph on several of the quite steep bends. It was mostly uphill with scenic views onto the Skagit and the Similkameen rivers, on over the crest of the Allison Pass at 1,342m and along to Manning Park Lodge to arrive with at 1:10hrs and 133km from the start. The car park was not that full and we were able to all park in line for a nice photo. The weather had cleared to be blue sky with some clouds and for the picnic lunch chairs were set up around a bench in a shady area. Though burrows were in evidence, no chipmunks were to be seen... perhaps they came out afterwards to search for crumbs? As was the habit for the return journey, cars set off in ones and twos leaving around 2:15pm. No reports came in of any problems, so all were taken to have arrived home without incident.

Michael Hamilton-Clark

Run Co-ordinator

Photos by Michael Hamilton-Clark
and Shirley McCullough





3 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Re-Group at Scouts Hall, Fairfield Island



4 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Going East on Fairfield Island



6 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Crossing Agassiz Bridge



6 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Skirting Agassiz to join H/way 7



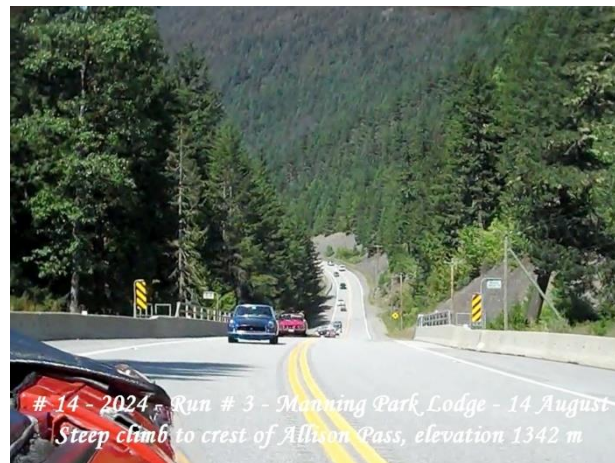
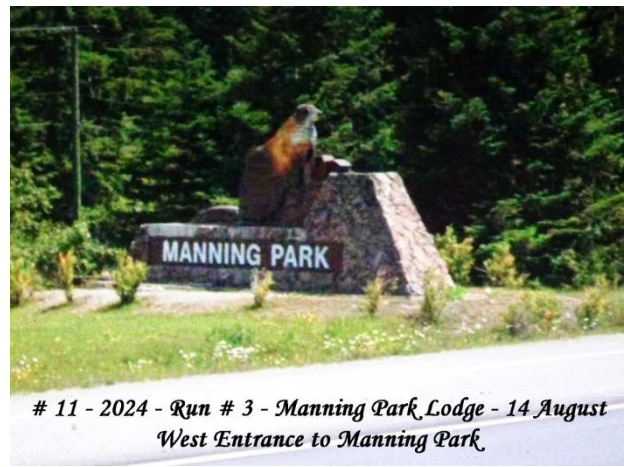
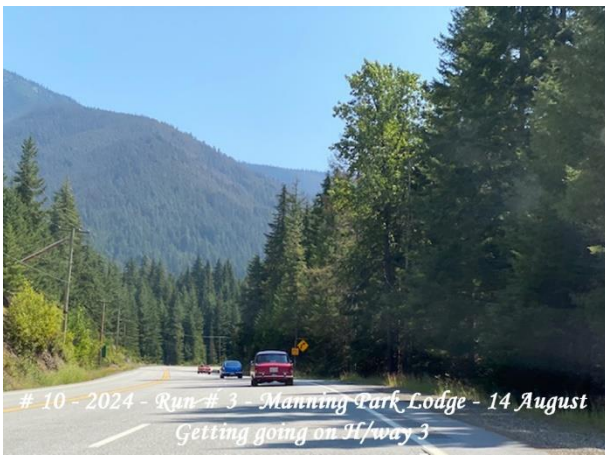
7 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Pit Stop at Hope Dairy Queen



8 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Pit Stop at Hope Dairy Queen



9 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Pit Stop - Hope Dairy Queen





*# 16 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Picnic lunch*



*# 17 - 2024 - Run # 3 - Manning Park Lodge - 14 August
Picnic Lunch*



*#18 - 2024 - Run # 3 - Manning Park Lodge - 14 August
On the way back home on H/way 3 mostly downhill...*

FVBMC Cultus Lake Picnic

The first annual FVBMC Club picnic was held in September 1993. Since that point in time the picnic has been held annually on the Sunday following the Labour Day holiday. This year the 31st Annual Picnic – “Brits by the Lake” was held at the Cultus Lake Main Beach on Sunday September 8th, with thanks to Larry Payeur who organized the event. The dash plaque featured the 1959 Triumph Pennant which was raffled off at last year’s picnic and has been since restored by Mark Collet. The car -of course -made its appearance at this year’s picnic.



Twenty-eight cars made an appearance, with MG’s, Jaguars and Triumphs predominating as well as a couple of misplaced orphans in the shape of a 1968 Ford Mustang and a 1950 M-38 Jeep. As the result of a vehicle accident which partially closed the road to Cultus, some of the cars were forced to take a detour to get to the Lake. The accident also caused a power outage which eventually resulted in the closure of the washrooms and the excitement of standing in line for the use of the single porta-pottie.

In spite of this, the day was pleasant with conversations among participants and the eventual awarding of the coveted Best Picnic Trophy. This prize is given to the Best Picnic display with the only criterion that all the supplies should be brought in your Car. The judges had an impossible task in deciding between the two participants who did bring a picnic display. Therefore, a tie was declared between the Hamilton-Clark picnic display with their 1972 MGB, and the Charles picnic display with their 1961 Jaguar E-Type. They each get to possess the trophy for 6 months.



Percy's Got a Broken Windshield

This is Part One of what will be a two-part chronicle of the saga of replacing Percy's broken windshield. Part Two will cover receipt and installation of the replacement windshield. I originally wrote this article for the Rover Car Club of Canada's Roverview newsletter, but have modified it for the Highway Hooter.

Percy, the Reynolds' Rover P5, 3-Litre, got his name from the February 2021 Mars Rover, "Perseverance".

On May 2, 2024 I was driving Percy on the Lougheed Highway (BC #7) from Maple Ridge into Mission for cheap gas (no transit taxes in Mission, hence gas is approx. 17 cents per litre cheaper). Driving around the speed limit of 80kmh (50 mph) there was a dump truck with pup trailer coming in the opposite direction. As it passed me, there was a loud bang in front of me and what I saw gave me a sinking feeling in my stomach: A golf ball-sized divot at the bottom of the windshield close to the centre, surrounded by starring (cracks), at all points of the compass (see photos). Two went up the windshield to the top. The longest of the other cracks was about 6 to 8 inches. Thankfully none of the damage was in front of me, so I could still drive. Some small shards of glass came off on the inside of the glass and settled on the interior trim by the clock.

Once home, after getting what has turned out to be a very expensive tank of gas (at least for the insurance company and, presumably me through my insurance premium at this year's renewal), the spectre of finding a replacement windshield raised its ugly head. I contacted 14 individuals or companies, here in Canada, in the U.S. and in the UK. RCCC contacts were first on the list, none able to help but several fell into the "I know off..." category. One of the problems I had to face is that I live on Canada's west coast and would be faced with the major cost of packing and shipping. One mid-USA RCCC member had a P5 windshield, but was keeping it for his own P5 restoration. Another east coast member had several, but all were damaged, and shipping would be a problem: Wadhams (Rover parts supplier in the UK), no longer had any stock and were no longer taking orders because of problems they were having with their supplier (I was given the suppliers email address; it didn't work and calls to Wadhams for the company's name went unanswered).

I contacted two US custom-windshield makers and was given two quotes, one for 4,000.00 USD and the other for 5,000.00 USD, but that didn't include my cost of getting the dimensions of the windshield drawn and sent to them. Vern Lucas, an RCCC member living in the Okanagan, suggested I try Pilkington Glass in England. Good idea! That suggestion shortened the rest of the sourcing journey.

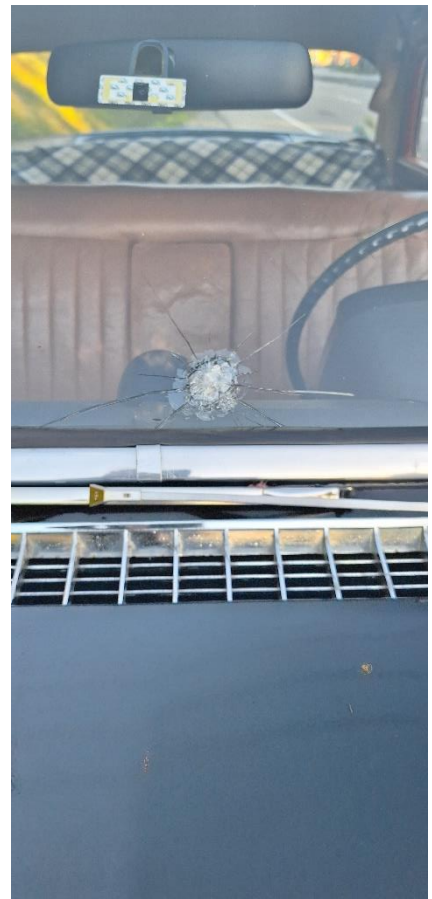
The bottom line is that I have ordered the windshield from Pilkington (they have hundreds of windshield patterns and all I had to do was to give them the appropriate year and

model of P5 and send the payment to them!) The start-to-this-point dealings with Pilkington were peppered with trips and falls, a few of which required me to make several 2:00 a.m. phone calls to the sales person at Pilkington (she is 8-hours ahead of me, but only works from 9 to 3, her time); I found that while I could receive her emails, she couldn't receive my emails (from telus.net) which wasted a few weeks while that got sorted out – it still isn't, but she does get my messages when I send them by Google Email.

Specifics for your pondering: The windshield costs 480.00 GBP, plus the shipping estimate is 1,600.00 GBP! The estimated time from payment to delivery is 15 weeks. I expect to hear that the windshield has been delivered to the installer during the week of October 7th, 2024.

So, there is Part One, with some of its painful steps. Part Two will be in a Hooter sometime after October, 2024. Then I will explain some of the one-step-forward-and-two-steps-back processes I had to endure to find someone who would install the windshield, plus go over whatever occurs between now and then.

Walter. August 2024.



Our 1984 & 1970 Jaguars: Gary & Lynne O'Keefe

We bought our 1984 Jaguar V12 VDP in August of 1988. It was four years old, but in 1984 it sold from the showroom at MCL Motors in Vancouver for the same amount as we sold our home that year!

We were on our way to Gary's parents for lunch and as we passed a car dealership he unexpectedly turned into the car lot, saying he saw something interesting. As we hadn't talked about changing cars, I was surprised, but interested in knowing what had caught his eye. We were stunned by the sight of a beautiful 1984 Jaguar Sedan in Sage Green with a Doeskin interior. We fell in love with it.

As we had arrived with our two daughters, Michelle & Monique, the sales manager was insistent on giving us a lecture about the ins and outs of owning an XJ12 Jaguar, and that it would be costly to run and maintain. Undaunted, we traded our car in on the spot, bought the Jaguar and carried on to Gary's parents' home!

This was going to be our family car and Gary's daily driver for work between 1988 and his retirement in 1999. Each time we talked about upgrading a car, we didn't want to sell the Jaguar, as it had always been so good to us, so we upgraded our second car. This went on for approximately another ten years and several upgrades, until both gas tanks failed in the Jaguar. We had to decide whether it was time to move it on or if it was worth investing the money into repairs on a 25+ year old car.

In 2010, Lynne researched our 1984 Jaguar and found that two hundred fifty-four XJ12 4-door sedans were built for Canada only. This seemed such a low production number that we decided to do the repairs and then join a British car club.

In 2011, we joined the Fraser Valley British Motor Club. We learned about the 12-cylinder engine and how to do some of the ongoing maintenance ourselves. In the process, we also learned about the Concours d'Elegance events sanctioned by the Jaguar Clubs of North America (JCNA) and decided to show our beautiful Jaguar for the first time in 2014 at the CXKJR/CCMGC, Vancouver Jag Club's Heritage Classic Field Meet in Langley. That year, our 1984 Jaguar came in second in her class in the JCNA Northwest Region Concours standings, with a score of 9.986 out of 10. We were thrilled!

It was during this event that we met Dr. Gregory Andrachuk, Professor Emeritus from the University of Victoria, who thanked us for bringing our Jaguar to the Concours show.

We had a professional sign made up for us, at a cost of about \$250.00, naming the make and model, as well as the production number of our 1984 Jaguar. Gregory asked if he could give us some constructive criticism about showing our car and we said "absolutely". He then explained that our sign was wrong! He advised us that there were 159 XJ12 Jaguars built only for Canada for the 1984 market. Lynne had mistakenly looked at the production in 1984 that would have been for the 1985 market.

Gregory showed us the 1983 production numbers for the 1984 year and there were only 159 made! At that time, Jaguar had only manufactured 157 and needed two additional cars to complete the order of 159. He then explained that our Jaguar was built in December 1983, (which the inside door plate affirmed) and was one of only two cars that were taken off the Daimler (Double Six) line to make up the Jaguar order. It was rebadged as a Jaguar XJ12, when in reality, it was a V12 VDP! It has the Daimler "Doeskin" interior. He also confirmed this with the vin# on the windshield designating it as an XJ12 and the vin# in the engine



1984 Jaguar V12 VDP.

O'Keefe's Jaguars continued

compartment designating it as a Daimler Double 6! We never knew any of this during all of the years that we had owned it.

JCNA Judge Les Garbutt brought us a membership application and we joined the CXKJR/CCMGC Vancouver Jag/MG Club and JCNA that day in 2014 and continue our membership to date. We also joined the Victoria Jaguar Club as Associate members on January 1, 2015, and continue to be members.

Each year we attend JCNA Concours d'Elegance Events at Jaguars on the Island (Victoria Club), Jaguars on the Green (Seattle Club) and the Heritage Classic Field Meet (Vancouver Jaguar/MG Club). Before each event we spend 4-5 days preparing the Jaguar before we leave, as well as both of us detail every nook and cranny in/on the Jaguar for 2 ½ to 3 hours on the field before "rags down".

We find that a Judged Concours is an excellent way to have our Jaguar's imperfections, if any, identified. Over the years entering it in Concours events, if the Judges can find any imperfections that warrant a deduction in points, we have been able to address the problem/s immediately before the next Concours event. During the "off" season we have tackled more serious issues.

We have shown our beautiful 1984 Jaguar V12 VDP in nineteen Concours d'Elegance events, with the following JCNA placements:

2014: 2nd in the Northwest Region - score of 9.968
2015: 2nd in the North America Championship - score of 9.99567
2016: 1st in the North America Championship - score of 9.99610
2018: 1st in the North America Championship - score of 9.99533
2019: 1st in the North America Championship - score of 9.99967
2022: 1st in the North America Championship - score of 9.99633
2023: 1st in the North America Championship - a perfect score of 10.0000.

In 2023, we attended three JCNA Concours events, in two countries, with different judges, attaining a perfect score of 10.0000 at all three events. We are delighted to have achieved this honour.

We have chosen to preserve our 1984 Jaguar V12 VDP for others to enjoy. It is a way of keeping living history, so younger people can appreciate luxury vehicles from the past decades.

OUR 1970 Jaguar E-Type Series II 4.2 OTS

Gary was born in Canada but raised in England and when he saw his first E-Type, he concluded that only people that were well off could afford one (it cost an average of three years of wages). He hoped that when he grew up, he would be able to own one too.

The first time that I saw an E-Type, I fell in love with it and hoped that in my future life, having one would really be the "icing on the cake". Over the years, we realized that Gary couldn't fit into a Series I, so we knew it would have to be a Series II and a roadster. The only colour we could imagine it being was British Racing Green.

After we were married about twenty years, Gary came home from work one day with a Haynes Repair Manual (for a Series 2 E-Type Open Two-Seater) that he'd bought at a garage sale. I thought it was great and said to him that we would need it someday!



Gary & Lynne with their 1st place North American Championship award.

Continued in page 20

O'Keefe's Jaguars continued

I thought it was great and said to him that we would need it someday!

Many years later we saw the perfect Jaguar E-Type on a Fraser Valley British Motor Club Run. While we were admiring this beautiful Jaguar, I asked the owner if he already had a list of people who wanted to buy his car and if he didn't, would he make a list and put our name on the top of it? He smiled and said he'd had the XKE for many years and that he would never sell his stunningly beautiful Jaguar. We went home, feeling that was the closest thing that was going to happen to us regarding the perfect Jaguar E-Type in our life. We never talked about it again.

Then, three years later in 2015 on our 37th Wedding Anniversary Day, the owner called and asked us if we were still interested in buying his Jaguar. Gary said that we could be there within an hour, so we drove to his house and bought our perfect 1970 E-Type Jaguar Series 2 Roadster Open Two-Seater which was painted British Racing Green! Including the Suede Green interior, everything was original as stated on the Heritage Certificate from Jaguar. A dream come true!



1970 E-Type Series 2.

We showed our 1970 Jaguar E-Type in 2017 when the restoration was nearly finished. We placed 2nd at Jaguars on the Island with a score of 93.89, 1st at Jaguars on the Green with a score 98.44 and 2nd at the Heritage Classic Field with a score of 99.26.

Then it was back to the restoration shop to finish. Unfortunately, there was so much damage done to our Jaguar before it was finished that we literally had to start over again in 2018. It is now being meticulously restored at a different shop & we can see progress every week.

It's nearly ready to come out of the shop and we will have the sheer pleasure of driving it again. We would also like to show the E-Type in Concours d'Elegance events again in the future.

We have met so many other Jaguar enthusiasts that have become great friends over the years. We would particularly like to thank Gregory for both his encyclopedia of knowledge and his friendship, as well as so many others (you know who you are) for giving us good information on showing a vehicle. We also want to thank the Judges involved at these events. It's a big job to judge each car and they have always been very pleasant doing it. And thanks to Carole Borgens, our JCNA Northwest Regional Director for her friendship and mentorship as well.

Editor's note: When we found out that Gary and Lynne had obtained three perfect 10 scores in 2023 JCNA North America Concours for their Jaguar XJ12 VDP, we asked them to share their story. Congratulations to them both for the incredible accomplishment. ■

Milestones

In Memoriam

Frank Leathey passed away on Wednesday, August 28th.

Our condolences to Glynnis and their family. Frank joined the FVBMC a few years back and was an active participant in Friday coffee meetings and Club events. He will be sadly missed by all of us.

Charmaine Enns passed away last month after a brief battle with cancer. Charmaine and her husband Bud (Michael) were the original founding members of the Fraser Valley British Motor Club. They moved to Kelowna and stayed active in the Triumph Club.

Other Milestones

Two years since the passing of Queen Elizabeth on September 8th, 2022.

Send any milestone that you would like to see in The Hooter to britishmotorclub@gmail.com.



Facts, Foibles, Fables, Fancies, and Fanfare

The 53rd annual Heritage Classic Car Show at Douglas Park in Langley on August 24th was a very soggy event. It poured from 8am until around noon. Despite the miserable weather, Simon Osborne says “Winning first place in my class with my 1966 MGB Roadster made it all worthwhile.”



Let us know when you win an
award. We want to celebrate you
with some fanfare!

Upcoming Car Events

2024 SEPTEMBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4 Bubba Caffeine and Gasoline	5	6 Coffee and Cars	7
8 FVBMC Cultus Lake Picnic	9	10	11	12	13 Coffee and Cars	14
15	16	17	18 Bubba Caffeine and Gasoline	19	20 Coffee and Cars / Quarterly FVBMC Meeting	21
22	23	24	25	26	27 Coffee and Cars	28
29	30					

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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.
- Bubba Caffeine and Gasoline- Every Second Wednesday, North Parallel Road, Abbotsford, BC by Co-Op.
- FVBMC Cultus Lake Picnic, September 8th, 9am-1pm. The featured cars this year are British Saloons.
- Quarterly Meeting for the FVBMC Members, September 20th at 7pm at the Capitol Chinese Restaurant at 45776 Kipp Ave Chilliwack, BC.
 - People attending can order directly off of the menu as there is a huge variety of dishes to offer. There will be a formal proper meeting after everyone has dined.

2024 OCTOBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1 LAMB Club Run to Lund	2 FVBMC Car Run #4	3	4 Coffee and Cars	5
6	7	8	9	10	11 Coffee and Cars	12
13	14	15	16	17	18 Coffee and Cars	19
20	21	22	23	24	25 Coffee and Cars	26
27	28	29	30	31		

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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.
- LAMB Clubs Run to Lund, October 1st. Contact LAMB or John Walkden for more information.
- FVBMC Car Run #4 to Harrison Hot Springs, October 2nd. Go to www.fvbmc.ca closer to the date for details.

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.

For Sale 2001 Jaguar XKR convertible

Supercharged V8, automatic transmission.

All the usual refinements. PS, PW, PB, Keyless remote , power top and antenna.

Silver over black

18200 km and in excellent condition.

80% left on tyres and brakes.

Recent major service.

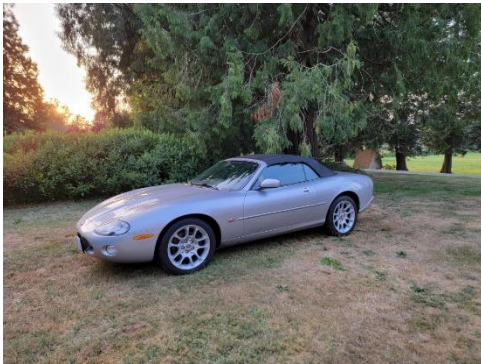
Everything works , no codes.

Health issues forces sale of cherished Jaguar.

A fine and swift motor car.

\$15,500.

Call for details. Serious offers only please.
604-864-628



1966 MGB

In good condition, with regular and tonneau top

Garage-kept for over 44 years

Moving, must sell, \$8,000 or best offer.

Chilliwack area

hooge@telus.net



Advertisements



ALLPRO Lock and Safe

24/7 Emergency Service Available

Langley/Surrey/White Rock [**\(604\) 533-1003**](tel:6045331003)

Abbotsford/Mission [**\(604\) 855-8890**](tel:6048558890)

Chilliwack [**\(604\) 858-0003**](tel:6048580003)

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Island Automotion Ltd.

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.
First correct answer receives an oil change at the
Farm. You bring the oil and filter!

David Simpson won last month's mystery car! It was a Riversimple Rasa, 2015 model, electric car. Riversimple is a United Kingdom based car manufacture that is pioneering the next generation of zero emission vehicles. They use hydrogen, not batteries and emit nothing but water.