



# The Highway Hooter



The Newsletter of the Fraser Valley British Motor Club

May 2025

Volume 22

Issue No. 3

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

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Our Harj Kamo gives a lesson on paint detailing using David Coe's E-type as a donor. Sometimes it's just good to stay out of the way.

# President's Report

## Car Club Directors

**President:** Doug Holbrow

**Vice-President:** Sheryl Leins

**Recording Officer:**  
George Blane

**Treasurer / Car Website / Club Membership:** Ivan Antak

**Director at Large:**  
Bill McClure

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

**Director at Large / Car Show:** Mike McChesney

**Director at Large / Car Runs:** John Warlimont

Our spring is here and offering us lovely unsettled weather.

Kath and I took advantage of the few sunny breaks and had the Rolls Royce, the MG F and the XJ6 out on separate occasions.

Unfortunately, the MG decided to stop pumping fuel from the tank to the engine, so came home on a flat bed. It ran just fine until it didn't. BCAA came through after 10 hours. My (how did we do?) survey following their service was less than complimentary but I digress ...

The farm has been busy this month with the Lotus getting a transmission rebuild (thank-you Lee and Barry) Bill McClure's Morris ragtop received a new exhaust, carbs and wiring harness installation. Terry's foreign Le Car, after a couple of days of testing, cleaning, checking things out, fired up and ran!

Moved too! C'est formidable.

Pat Meister's Mini sputtered up my driveway with fuel and brake problems which Doug Linley and Terry Organ mended just because they were here. John Warlimont put forward his first fun run and it will be (was) fun. Thanks, John, for doing this up for us.

We're looking for volunteers for the FVCCS on June 8th. Sign up for light fun tasks. Sign up soon, sign up often.

We're also looking for small door prizes for the show. (It's a cheap bribe to get people to come back) Drop them off at the farm please.

Our second boot sale is shaping up. Lots of good stuff has showed up already. May 30 will be epic by the look of things

Drive safe everyone...

Doug

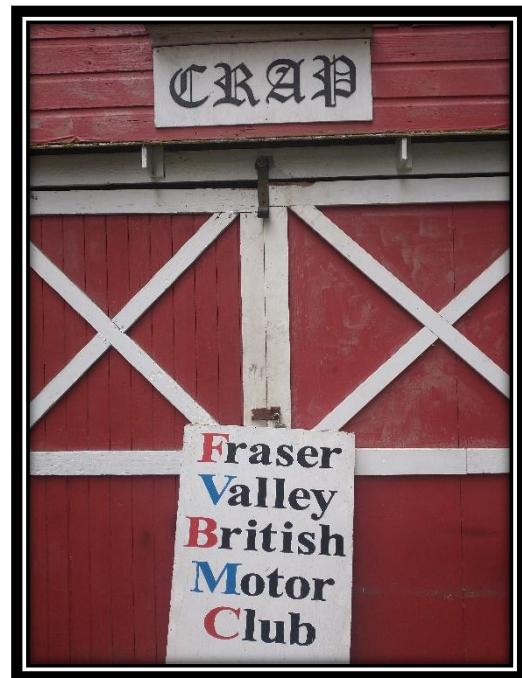
## Editors' Corner

It would appear that we not only live in the age of computers and the internet, but we also live in the age of scammers and fraudsters who employ computers and the internet. This was evident when some callous and rather dimwitted individual used the Fraser Valley Classic Car Show name to sell fake classic cars, that did not exist, to unsuspecting purchasers. Needless to say, the Classic Car Show that the Fraser Valley British Motor Club helps organize, has as its goal the raising of funds for the Chilliwack Hospital Foundation, and does not sell vehicles.

We hope this despicable act by the scammer has not discouraged you from supporting our cause to raise money for the Hospital. We hope that you will register your classic car and / or purchase a raffle ticket to win the Mini restored by Club members. We hope to see you at the show.

Go to the website [fvccs.ca](http://fvccs.ca) for more information for the June 8<sup>th</sup> event and registration.

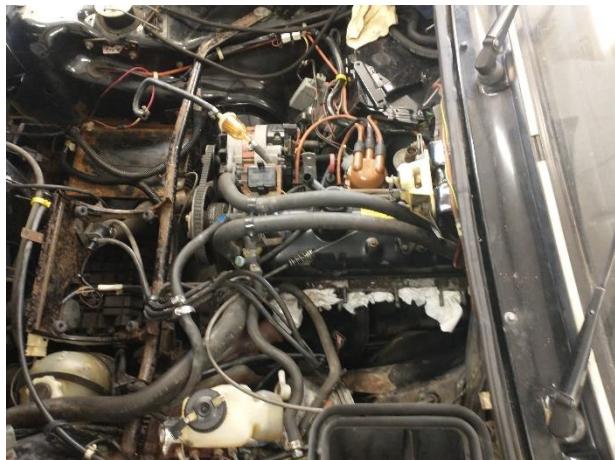
# CRAP Report from the Barn



Our very own Harj Kamo volunteered to detail the Mini convertible we're offering as a raffle car. All proceeds are going to the Chilliwack hospital via the Fraser Health Foundation.

The car looks like new again thanks to Harj's skill at detailing. Ten hours of being more fussy than Doug Linley.

Duke lended a hand by sniffing Harj's pockets for potential treats.



English and French Mini automobiles up and running. Terry and Doug L. Spent a day sorting things out.

R5 had to have the starter removed. But first the carb, then the intake and exhaust manifolds have to be removed to get access. Oh yes, partially drain the cooling system. So French!

Pat's Mini needed a service and brake adjustment. Then a bonnet latch, then an alternator, then an ignition switch, then a replacement ignition wire, then some grease fittings. Now it's all better. Just brake shoes, half shafts, tyres, kingpins, wheel bearings, wheel cylinders and drums to go.



Laurie Rae's MGB GT sold and with help from the good John Warlimont, delivered to the new owner. A heaping truckload of parts made it to the farm for the boot sale too.



LAMB put in another great first of season show on Easter Sunday. Fort Langley is the perfect setting. Highlights were a pristine Panther J72, a Jaguar C type, an MG ZTT and a Plus 8 Morgan and a brace of Morris Travellers.



We have had the opportunity to display Harj Kamo's detailing skill at a dozen events this month. The Mini drew lots of attention and ticket sales!





We held our first regular meeting in many years at the Abbotsford Mason Hall. Thanks to all who showed up!

We displayed our raffle car at the Chilliwack food truck festival on a sunny Saturday and sold many tickets for our local hospital charity.

*2<sup>nd</sup> Annual FVBMCA Boot Sale for Friday May 30th. Set up 6-9:00am Sale 9-12 noon.*

*Once again, we'll be hosting the FVBMCA boot sale (second annual) at the farm.*

*4176 Seldon Road*

*Abbotsford BC*

*V2S7T4*

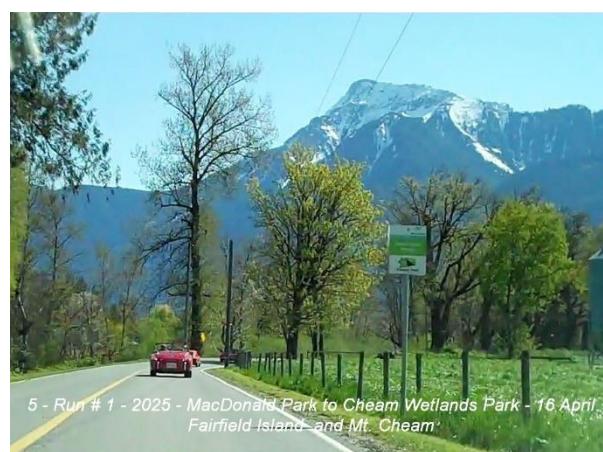
*Our usual Friday coffee will include wee pot luck snacks with the regular vats of coffee on this day.*

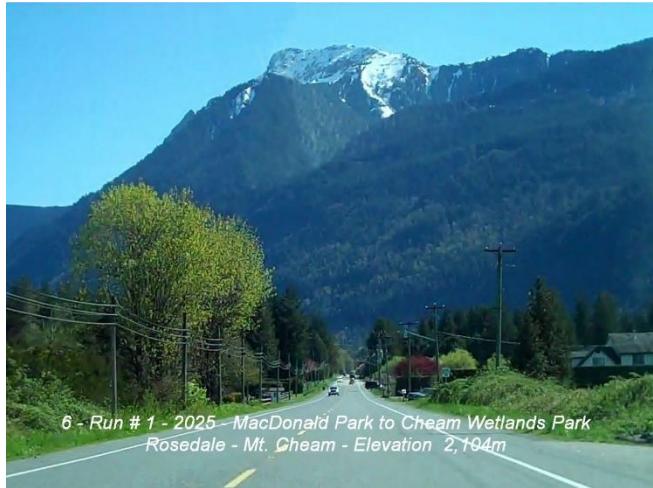
*So, start digging through your old oily bits and make a list of things you might need to take home.*

*Rain or shine. Bring your gamp, brollie, bumpershoot, "Red 'N' Yella" as well as wellies just in case!*

# 2025 Car Run #1 – To Cheam Wetlands – Wednesday, 16<sup>th</sup> April

Our first Club run of the year took place April 16th starting at MacDonald Park and ending at Cheam Wetlands. The day started rather windy and cool but the Sun arrived and made for a pleasant run. There were 12 cars participating and all safely took part in the run with no breakdowns or lost vehicles. Pictures of the run submitted by Michael Hamilton Clark are attached below.





6 - Run # 1 - 2025 - MacDonald Park to Cheam Wetlands Park  
Rosedale - Mt. Cheam - Elevation 2,104m



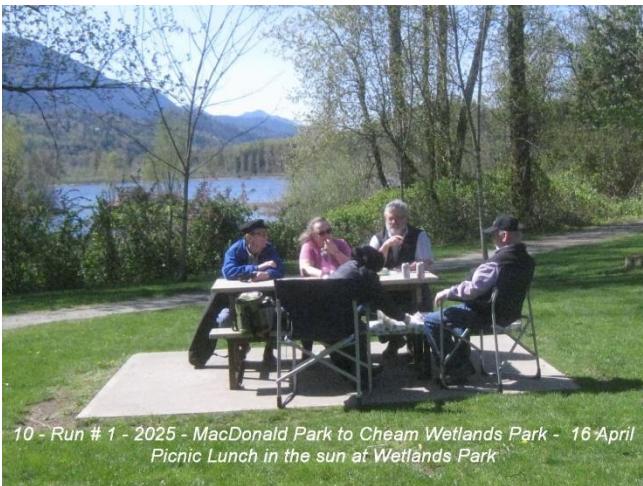
7 - Run # 1 - 2025 - MacDonald Park to Cheam Wetlands Park  
Eight of the vehicles at the Wetlands Park



8 - Run # 1 - 2025 - MacDonald Park to Cheam Wetlands Park - 16 April  
Parking in the shade for some at Wetland Park



8 - Run # 1 - 2025 - MacDonald Park to Cheam Wetlands Park - 16 April  
Picnic in the sun at Wetlands Park



10 - Run # 1 - 2025 - MacDonald Park to Cheam Wetlands Park - 16 April  
Picnic Lunch in the sun at Wetlands Park



11 - Run # 1 - 2025 - MacDonald Park to Cheam Wetlands Park - April 16  
Picnic in the sun at Wetlands Park

## 50 YEARS

*an unauthorized autobiography of fifty years of MGB ownership*

### PART ONE

#### THE SEVENTIES-1974 to 1976

**WORDS AND PHOTOS BY TOM W. PUGH**

*(Contrary to popular demand I have come out of retirement with another helping of C.R.A.F.)*



Fifty years ago I was a young single fellow living the dream in Quebec City. I was gainfully employed in a good job with a bright future. I was driving about in a new 1973 Datsun 240Z. It was moss green with a tan interior; it was the nicest car I had had to that point. I bought it at a discount price as an end of the year model before the new 260Z came out. Before that I had a Toyota Corolla. Nice though it was, it was not in the same league as the Z.

You may think all was well in my world, but you would be very much mistaken.

Let me go back a bit to fill in the blanks. A year earlier I had sold my 1969 British Racing Green MGB with overdrive and wire wheels. I had bought it for \$1500 the summer before. My job took me away from the south shore near Montreal to the northern wasteland known as Sept Isle, Quebec. My MGB would be totally inappropriate in that environment. Since I had two cars at the time, my Toyota Corolla would be my wheels of choice for the next while. Sure, I could have stored the MGB and recommissioned it at a later date but a buddy of mine really liked the car and offered me a good price saying he would take good care of it. The deal was done and I moved north. I didn't think any more about it, well not for a while anyway.

My posting up the river lasted about eight months. I applied for, and earned a transfer to the airport in Quebec City. Finally back to civilization. I very much enjoyed my time in Sept Isle, even if the winter was a bit nippy. During the summer, September Islands, as the non-locals called it, was the end of the road on the north side of the Gulf of the St. Lawrence River. In winter a guy could go many miles further east to Magpie, Havre St. Pierre and beyond by crossing the ice bridge over the Moisie River. My Corolla with four studded snow tires served me well on these adventures.

My clever plan once reestablished in the Provincial capital involved trading my well loved, and travelled, Corolla for something more sporting. This is when the 240Z entered the picture. Leading edge technology wrapped in a glorious shapely body. The Sports/GT car of the future. What a car.

The bloom on the proverbial rose began to fade quickly. Not long after collecting the Z from the dealer the driver side window winder fell off. Not a big deal really, I just put it back on refitting the special pin that had fallen away. Not too long after the exhaust pipe separated itself from the manifold. It was a Saturday afternoon and I would not be able to visit the dealer until Monday. It was a noisy weekend. All was put right at no expense to me but my confidence in the Z was shaken.

It was now spring of 1974 and the weather was turning for the better. I began to miss my old MGB roadster. There were several British Leyland dealers in the Quebec City/Lewis area, I made a point of visiting them on a regular basis.

Remember the good old days when we had a nice selection of sportscars to choose from? We could visit the dealers show rooms and buy all sorts of wonderful cars. There were MGs, Triumphs, Jaguars, Jensen Healeys, Lotus, TVRs, Morgans, and a few more I have maybe forgotten, if you lean towards the English cars. There were Fords and Alfa Romeos from Italy. Germany offered BMWs and Porsches. Sweden sent us some interesting Volvos and Saabs. Even the French were in on the show with Renaults, Peugeots and Citroens. The Land of the Rising Sun was getting their ducks in a row with Datsuns, Toyotas, Hondas, Mazdas and Subarus.

Breaking down the options I narrowed it down to a couple of choices. Number one would always be the MGB. The Fiat 124 Spyder was an attractive car. The other Fiat, the X1/9 was an interesting car with the mid-engine and stowaway roof panel. There was an overlap in that the 850 Spyder was still available in limited numbers. The Fiat 124 Sports Coupe was always on my list, if I were looking to buy a closed car. The Alfa Romeo Spyder, similar to the car that appeared in the movie "The Graduate" was a great looking car and made a big impression on me, but it was pricey. The BMW 2002 was high on my list but again, not an open car. Porsche was right out because of the price.

British Leyland had several options; both the MG Midget and the Triumph Spitfire were on the small side, while the Triumph TR6 was about a thousand dollars more than the B. The E-Type Jaguar, one of the most beautiful cars ever made, was a bit too rich for my pocket book. Jensen-Healey was in the game along with Lotus, Morgan and TVR but at the time no one had any cars available. Maybe I just didn't look hard enough.

All this to say that all I was really interested in was an MGB roadster. The dealer across the river from my home-base of Quebec City had a good selection of Bs. I dropped in to nose about at least once a week in the spring of 1974. There was a vendor in Quebec City proper but for some forgotten reason I was not very keen to deal with them.

I worked it down to one of two MGBs, the Burgundy or the Harvest Gold. I admit to having a bit of a preference for the Burgundy car. The problem was that it had a small tear in the soft top. Nothing too serious and the dealer did say he would repair it. When all was said and done, I choose the Harvest Gold car. In retrospect I made the perfect choice, it grew on me as time went on. Now fifty years later I could not imagine having a B roadster in any other colour.

I do have one regret. Parked right next to my car was an MGB/GT also in Harvest Gold. I wish I had bought the pair. They looked great parked side by side. I could not afford to have them both, nor did I have anywhere to keep a second car, but I did seriously consider it.

The choice was finally made and all that remained was to work out a deal. The final result was that I traded my 1973 240Z with about 10,000 miles straight across for the new 1974 MGB. MSRP for the B was \$4120, no cash changed hands. The odd thing about all this was that since the modern Datsun was introduced in 1970 a lot of people were turning away from old school British cars in favour of the new generation of sports cars. Contrary to the popular trend I was going against the grain.

June 18<sup>th</sup> was arranged as pickup day for my new MGB. The dealer had to perform the obligatory pre-delivery inspection. The day before I went for a long drive in the Z, just to say goodbye. During that last run I seriously considered backing out of the deal. What have I done, I love this car.

The joyous day dawned bright and sunny and I had the day off. The Zcar started up immediately, as it always did, and we set out across the river to collect the new car. Why do I always feel bad when I trade in a car? Maybe that's why in my later years I tend to keep cars for a long time. In addition I do not speak badly of a car if it is in earshot.

Upon arrival the B was ready to go. The insurance people were called to do the registration and insurance change over and the license plates were moved. Every February Quebec issued new plates. In 1974 the colour was black-on-yellow. They suited the car well. I have those plates and us them for exhibitional purposes from time to time.

All that remained before heading out onto this new adventure was to put the top down. Following the instructions in the owner's manual to the letter the operation was painstakingly performed. A great deal of care and attention is required to do it right. (My 1969 MGB had a different roof set up therefore I had to familiarize myself with the new procedure). The salesman was not of much help and I suspect the damage to the burgundy car was the result of poor top stowing. I have seen many cases over the years of taking short cuts and it does not end well. My car still sports the original factory soft top proving proper care pays benefits. It is in excellent condition. The rear and side plastic windows have been replaced. After about ten years they had yellowed and were hard to see out of. I removed the complete soft top assembly and had an upholstery shop sew in new windows.

Arriving home via the long way around my new B ownership is off to a flying start. The window winder did not fall off nor did the exhaust system. Fine British engineering and assembly. It is not generally known but the MG factory in Abingdon-on-Thames was the jewel in the British Leyland crown. There was never a work stoppage caused by the MG employees. They did stop production on occasion but the cause was external due to a lack of parts to build new MGs.

It was now time to make the car my own by changing a few things. The first modification was to get rid of the Sabrina bumper guards. Awful things. My car was built in January 1974 which makes it one of the first Sabrina cars. According to numbers I have seen, my car is about the 1,400th produced with these bumper guards. The huge overriders were mandated by government decree for crash protection. They are supposed to protect the car in the event of a 5 MPH crash into something solid. I never tested them as I removed all four and fitted a set of chrome overriders with the rubber inserts to the front of the car. The rear would go without until the following summer. I don't recall why. Not only did this bumper guard removal make a vast improvement in the aesthetics of the car, it lightened things by maybe fifty pounds per end. At the time I did not realize I was using the tried and true method developed by Lotus founder Colin Chapman, "Simplify and Add Lightness". The discarded bits sat in a box in the garage for several years and eventually disappeared.

Up next was to replace the original Dunlop Gold Seal rim protectors. I had a set of Michelin XZXs one size wider fitted along with a set of chrome wheel rings. Total cost of said equipment was just shy of \$150.00. (I have kept all receipts and have documented all costs so I speak from written records not memory). The handling improvement was transformational and the appearance improved by getting rid of the skinny white walls. It gave the car a more purposeful stance.

Following that was a set of Marchal S.E.N. pencil beam driving lights. Let's not quibble about the fact that the tires and lights are French. The pair of lamps cost \$49.20 including switch and wiring. The "on/off" switch was fitted in the console near the ashtray, you might say the switch fell easily to hand. The lights are on the car to this day and work well, though I have relocated the switch.

Another minor alteration was the installation of an electric fuel pump cut-off switch, which serves as an anti-theft device. The theory being that the would-be thief could successfully drive away but the fuel in the carb bowls would soon run out. The car will cough and sputter to a halt. At this point our friend would swear an oath at all things British, Joseph Lucas in particular, followed by Skinners Union, and leave the scene muttering to himself. I have tested the system myself on several occasions, both on purpose and through forgetfulness, range is about three quarters of a mile.

I bought and screwed on a leather shift knob with the MG insignia. I bought the knob along with a couple of decals and a leather key fob from AMCO, remember them, for \$12.55. An added benefit of replacing the stock shift knob was the discovery of a rather nice looking rubber bellow under the vinyl gear shift gator. Much better looking and far more sporty. One had only to remove the four screws on the chrome plate around the gear stick and pull off the offending cover. I still have it in a box with various other rejected bits and pieces.

A radio and antenna was installed but proved to be a poor combination. There is regret as well over the location of the antenna. It probably should have been placed further back on the rear wing to allow for the retractable type. Too late now, the hole is drilled. After a few different radio installations I decided it was all a waste of time and money and pulled the whole thing out. I would much rather listen to the sound of the engine and exhaust note. With the top down you can't hear the radio anyway. The antenna remains.

Turning to the service side of things, my first at 1,000 miles was due a month after delivery. Cost for an oil and filter change was \$4.85. The 3,000 mile service was \$12.96. The 6,000 mile service revealed a head gasket leak, a

poor 6-volt battery, and a wearing throttle cable, all was remedied and cost \$26.86. All three of these visits were during the first summer. I returned to the dealer to keep the warranty, 12 months/12,000 miles, valid.

Autumn was fast approaching and it was time to put the car away until spring. I was living in Quebec City but my mom and dad still lived in St. Johns, Quebec where I grew up. I put the B in their garage for the winter. It was big enough for both my parents' car and mine. The garage was not heated but had a concrete floor and kept the car out of the elements. This would be its hiding place for several winters until my dad retired and my parents sold everything and moved to B.C. Mileage at the end of this first driving season was 7,403.

Nineteen-seventy-five opens with the purchase of a Robert Bentley Repair Manual. Back then the book cost a ten dollar bill. Today that manual is a bit dog-eared and greasy. It has proven invaluable on more than one occasion.

This years' equipment addition was a chrome luggage rack at a cost of \$41.04. The most distressing part was mustering up the courage to drill four 7/16" holes in a perfectly good boot lid. My buddy Roger had a similar rack on his 1971 Blaze MGB. I very carefully measured and remeasured the hole locations so as to not foul things up.

The rear was completed with two bumperettes to replace the huge rubber over-riders which I had removed soon after getting the car the summer before.

One day I was nosing about on the Plains of Abraham in Quebec City and it began to shower. The sky looked rather ominous as I came upon an MGB with U.S. plates with the roof down. There was no one around as the rain increased in intensity. Without a second thought I set about erecting the hood and rolling up the windows. The task was quickly done, I have experience with these things. Our visitor's interior was saved. I can imagine the owner returning to his car expecting to find a swimming pool. They puzzle to this day swearing that the hood was down when they left the car.

Maintenance was routine except for a fan belt and a washer pump. The 12,000 mile service saw the replacement of the throttle cable again, and a set of disc pads.

The car was returned to the shed in October with 14,686 miles on the clock.

The motoring season of '76 began in April. On one journey of about 180 miles back to Quebec City the fan belt broke enroute. As luck would have it I just happened to have a 10-speed bicycle lashed to a rack on the rear bumper. After figuring out what was going on I cycled to the next exit and found a garage. In those days such places existed and a guy could get a new fan belt of the proper length with the old one in hand. It was not a GM part but would work nicely. I always carry a tool box in the boot and was soon ready to continue.

The only major addition saw the installation of a fourpoint rollbar, mostly for esthetics but there is a certain element of safety involved. I fitted it myself and the hole drilling was much easier than with the luggage rack. There were more of them, 12 in all, but they would all be hidden under carpeting. The roll bar cost just over \$100.00.

This would be a big mileage year. My dad retired that fall and a move to B.C. was in the cards. Being a youngish single guy I decided that I would move west as well. I had been out on several occasions and liked the idea. With that in mind I applied for a lateral transfer to a west coast airport. The plan was that I would convoy out to B.C. with mom and dad and leave the B in their care until my move was approved.

During the drive we travelled line-a-stern from Guelph, Ontario where we joined forces. The route planned was to head for Windsor and cross into the U.S. at Detroit. We motored west dipping a bit south. It was October and we thought it best to run further south where it might be a bit warmer hopefully avoiding too much poor weather. The trip was enjoyable and without drama. My mom played musical chairs hopping back and forth from riding shotgun with my dad in their car to with me in the B. We arrived safely on the west coast.

The plan was to leave my car in the underground parking lot in the care of my aunt in Port Coquitlam. Once my mom and dad had set up home the B would be moved to join them. The drive west complete I flew back to Quebec City to await my transfer. Mileage for the year 9,114.

# Milestones

## In Memoriam

One of our founding members has passed away. Barry Lafbery left us on the morning April 29th 2025

Barry and Shirley immigrated from the UK to Canada to raise their family. Eventually settling in Chilliwack, Barry was a long-time member of the Rover Car Club of Canada and if the Fraser Valley British Motor Club.

His wealth of knowledge help and advice on all things automotive and British will be sorely missed.



## Other Milestones

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



# Fact, Foibles, Fables, Fancies, and Fanfare



A contender for the  
“I've gone too far to stop now!” Trophy.

A new category at the FVCCS Car Show that will be held at  
UFV Chilliwack on June 8<sup>th</sup>.

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

# Upcoming Car Club Events

The following lists Car Club Events and possible dates for Club Car Runs:

Holiday or Event	Date in 2025
<b>Possible Car Run</b>	<b>Wednesday April 9</b>
Good Friday	Friday April 18
Easter Monday	Monday April 21
St. George's Day	Wednesday April 23
<b>Possible Car Run</b>	<b>Wednesday May 14</b>
Victoria Day	Monday May 19
<b>FV Classic Car Show</b>	<b>Sunday June 8</b>
Chilliwack Car Show	Sunday June 22
Canada Day	Tuesday July 1
<b>Fun Run</b>	<b>Sometime in July</b>
BC Day	Monday August 4
<b>Possible Car Run</b>	<b>Wednesday August 13</b>
Labour Day	Monday September 1
<b>Cultus Lake Picnic</b>	<b>Sunday September 8</b>
<b>Possible Car Run</b>	<b>Wednesday October 1</b>
Thanksgiving	Monday October 13

2nd annual FVBC Boot Sale for Friday May 30th. Set up 6-9:00am Sale 9-12 noon. We'll be hosting the FVBC boot sale at the farm.

4176 Seldon Road  
Abbotsford BC  
V2S7T4

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.

# Upcoming Car Events

## May 2025

- Collector Car Cruise and Mother's Day Breakfast Buffet, May 11<sup>th</sup> at 2513 W Railway St, Abbotsford from 10am – 1pm. The cost is \$18 per person, children under 8 eat for free.
- Vancouver's *All British Field Meet (ABFM)* will be held May 17<sup>th</sup> at VanDusen Botanical Garden. Visit [westerndriver.com](http://westerndriver.com) to register.
- FVBCMC Boot Sale will be held on Friday, May 30<sup>th</sup> at the Barn on 4176 Seldon Road in Abbotsford. Set up will be from 6-9am and sales will be from 9-12pm.

## June 2025

- Old English Car Club *British Invasion Car Show* will be held on June 7 at Douglas Park in Langley from 10am – 3pm.
- Fraser Valley British Motor Club's *Fraser Valley Classic Car Show* will be held on June 8<sup>th</sup> at UFV Chilliwack. Registration open now! Visit [www.fvccs.ca](http://www.fvccs.ca) for more details. (This is the best show! Come early and stay late!)
- Old Car Sunday in the Park, June 15<sup>th</sup>, Fraser River Heritage Park, Mission, BC. Car show entry starts at 7am. Open to the public from 10:30am – 3:30pm.
- 20<sup>th</sup> Annual Village Classic Car Show in Chilliwack on June 20<sup>th</sup> from 10am – 3pm.

## July 2025

- The 2<sup>nd</sup> Annual Mission Mountain Show and Shine will be on July 6<sup>th</sup> from 9:30am-3pm at 30292 Malquist Ave. in Mission.

# 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).

## 1959 MGA – A Timeless Classic

Step back in time with this stunning 1959 MGA, a true icon of British motoring heritage. This beautifully restored roadster is the perfect blend of vintage charm and spirited performance, ready to turn heads wherever the road takes you.

### Key Features:

- Model: 1959 MGA 1600 Roadster
- Condition: Meticulously restored, inside and out
- Engine: 1.6L 4-cylinder, runs strong and smooth
- Transmission: 4-speed manual, precise and engaging
- Color: Classic British Robin Egg blue with a tan leather interior
- Mileage: 2455 miles
- **Includes:** New leather Soft top roof and zippered Tonneau cover. Mud & Snow tires on vintaged spoked rims, Luggage rack, Windows when roof is on

Extra set of spoked racing rims, 4 Chrome Overriders/guards for bumpers, side mirror, licence plate, light, paint samples, photo album of restoration pictures, 2 manuals

This MGA has been lovingly cared for, unfortunately back problems have made it difficult for me to drive the car.

The car is a joy to drive and a must see.

Asking \$35000.00  
Will consider a reasonable offer

Messages: 604-853-1555  
Email: [harper10000@gmail.com](mailto:harper10000@gmail.com)



## **1988 Jaguar XJ S For Sale From Estate**

Recent paint, new interior, new fuel tank. Recent brakes.

Just serviced.

Not perfect, but a good start for twelve cylinder motoring. An appreciating classic

\$5000 obo

Doug  
604-557-3769



## **MGB for Sale**

John Sugden, former Club member and Treasurer of FVBMC has his MGB for sale.

He can be contacted at John Sugden, St. Albert,  
AB 780 460 5492 [jmsug@telus.net](mailto:jmsug@telus.net)



## 1980 MG B

Original owner

66,000 km documented from new

Summer driven only, time warp condition

Original paint, interior, and top.

Single SU HS6 conversion replacing the hateful misery that Zenith Stromberg offered.

Properly maintained. Collector plates.

\$15,000

Brian

604-746-5556



# Advertisements



## ALLPRO Lock and Safe

**24/7 Emergency Service Available**

Langley/Surrey/White Rock **(604) 533-1003**

Abbotsford/Mission **(604) 855-8890**

Chilliwack **(604) 858-0003**

## Carry On British Parts Inc.

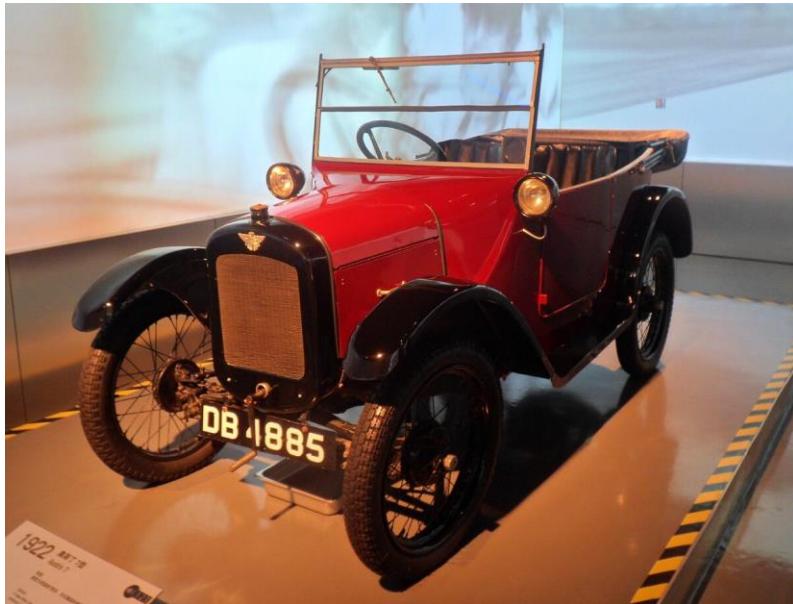
Carry-On Parts can help with other Marques from American Muscle to European Imports. Our friendly Sales Team is here to help you with all your automotive needs. Give us a ring or drop us an email.

**(604)835-3769**

**Sales@carryonbritishparts.com**



# Mystery Car of the Month



Name the company and the model of this fine motorcar.

*Hint: Bits and pieces of this mystery car will be available for purchase on the May 30<sup>th</sup> Boot sale at the farm.*

**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!**

Harj Kamo won last months mystery car! It was a Heinkel Trojan Bubble Car.

The Heinkel Trojan started life as a microcar designed by Heinkel Flugzeugwerke of aircraft fame in Germany under the name Heinkel Kabine. It was manufactured there between 1956 and 1958 before production was transferred under license to Dundalk Engineering Company in Ireland in 1958. However, the license was withdrawn shortly afterwards due to poor quality control. Production restarted in 1960, again under license, under the Trojan 200 name by Trojan Cars Ltd. in the UK, and continued until 1966.