

Louise took the car to the ABFM in Vancouver (see above) and it worked just fine over the mountains. Also attending the ABFM were Bruce and Donna Stevenson, Gary Turner, Irene Simpson and Sandy and John Gallant. John's midget had some issues so decided not to risk getting stuck on the mountain and took the other British Racing Green car. A Power point presentation of pictures will be sent out separately. The Miata was a bit out of place especially when parked near something like this nice white XK120. or Louise's MGA.



The rain held off until just when the show was finished and the selection of old and new British iron is astounding.

### Projects continued;

HI JOHN !!

I have been talking with Bill Sinclair on a regular basis awhile ago as he was trying to give me guidance on what to do with the problems on my 1975 SPITFIRE 1500. I am the one who for some idiotic reason, decided to lean on the radiator with my left hand after much frustration while looking for the obvious things that could be causing me all my grief !!

Well I guess my " Lil Spit " figured it was time to teach me a lesson on the DO & DON"TS when working on a running vehicle !! So, it decided to give my left thumb, a " LOVE BITE" on the outside edge. Well she did a pretty good job ! It took 4 stitches to close it up, but the worst part was the six "FREEZING" needles in the side of the thumb to prepare it for the stitches! Then here comes the nurse with another syringe of good ole "TETANUS SHOT" to finish me off . I know that I was very

lucky , as it could of been my whole thumb as an " H'orderve" I hear that Bill has told this story to some of the members, of from what I've heard , got a great laugh as to my blunder. To top it all off, I left my stitches in to long and got infection in it and had to go on antibiotics for 10 days to get rid of the bugs!!

Anyway the actual reason I am contacting you, is to find out what time the crew from " OBCC " will be arriving in Rock Creek, as I was told it would be ok for us to join in on the run to meet with you.

Sincerely Yours

Moe ( Dumb Thumb) Schaeffer  
250-442-2430, Grand Forks

## The projects by the prezzzzzzzzzzzz

It is surprising how much gets done when you commit to something; these monthly articles have got me going on stuff that has sat around for years. Since the last month I have ordered parts from Victoria British for project 1 and 3, also installed the 17" tires on project 2.

### PROJECT 1

I finely pulled out the frame and got it sand blasted , welded the new bottom plate for the 2 1/4" exhaust and fit the 3.4 engine mounts, since the shocks will run inside the A arms, relocation of the rear sway bar was needed. I sent the A arms to my friend Lynn Fletcher to have the aluminum shock brackets and sway bar plates welded in place. Leo Martyn drove from Edmonton to fit up the proto type rear hub for the disc brakes now axle inventing. A R200 3.5 differential is under strong consideration, so the axles



will have to wait till a decision is made.



## PROJECT 2

i got the adapter plates for the 17" wheels and painted them with POR15. Took off the 15" Yokohama AVS tires and rims, I would recommend these tires to any one, they made the TR6 handle like a true sports car, braking was also improved with 10k miles on them the wear is



minimal, at no time did the tires let me down on the trip to New Mexico.

I installed the 17" tires and rims. The 15" tire upgrade was unreal but the 17" with the suspension and brake upgrades done last year really take the car to a new level. Bell housing and FI parts are still in the engineering stage.



## PROJECT 3

The only thing that got done on the B was parts were ordered from Victoria British, I will start the install for next month.

A little side job, Last week I installed an IROC 5spd in a Chev. powered Bill Guzman kit MGB. What a difference gears make. We went from a 390 1<sup>st</sup> to a 295 and from .79 O/D to a .63. The transmission swap changed the whole personality of the car. If there is enough interest I will get the owner to write an article on that project. That's it for now see ya next month.

Bill Sinclair

# Champagne Run

VP Nick did a great job of the run again this year. Joined by a few British cars from the Vernon area we traveled north on secondary roads to Armstrong then did a tour of rural Vernon at the foot of Silver Star mountain. We saw some great scenery and at least on driveway that most of our cars would have trouble getting up. A large mansion at the top went unnoticed as we were all wondering what happens to this guys car in the winter. We ended up at Nick



& Angelia's for a great brunch including, of course, champagne. Attendance wasn't great for such a nice event. Maybe the Saturday date made it hard for people to get out. Only 4

club members showed up, one from Kelowna and three from Vernon. You guys missed a very nice run on a great Okanagan day. Maybe the Father's day run will get more folks out.

