



# The Highway Hooter



The Newsletter of the Fraser Valley British Motor Club

New Years Edition 2024

Volume 21

Issue No. 1

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

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**Santa pays a visit to the farm!**

## Car Club Directors

**President:** Bill  
McClure

**Vice-President:** Jim  
Robertson

**Recording Officer:**  
George Blane

**Treasurer:**  
Karen Kleiss

**Director at Large /  
Membership:**  
Sheryl Leins

**Director at Large /  
Car Run  
Coordinator:**  
Michael Hamilton-  
Clark

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

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

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

# President's Report

Reminder that all club membership dues are due January 1<sup>st</sup>.

Pay at the Barn or visit <https://fvbmc.ca/join/> to find out how to pay online.

Remember the joint LAMB and FVBMC Winter Feast to be held on January 13<sup>th</sup>, 2024 in Langley.

Also, the FVBMC Winter meeting and AGM will take place on February 29<sup>th</sup>, 2024. Nominations and election of the Club Executive will take place at the AGM.

## Editors' Corner

Happy New Year and welcome to the Highway Hooter New Year's edition.

We hope that as you enjoy what Santa may have brought you and recuperate from your Christmas and New Year Feasts that you will have time to peruse these pages.

Thank you to those members who have contributed their efforts to the Hooter. Pictures and articles sent to [britishmotorclub@gmail.com](mailto:britishmotorclub@gmail.com) are most welcome. In particular we would like to mention the return of T.W. Pugh to the Hooter's pages with his timely, insightful and instructional articles. Please read the update on the Fraser Valley Classic Car Show to be held next June 9<sup>th</sup>, 2024.

We have had very little response to the "Mystery Car". Please send in your guesses. Remember an oil change hangs in the balance.





# CRAP

## Report from the Barn



This fall started off with a number of vehicular maladies. Who would have guessed?



Sheryl's new Morris suffered a replacement of cooling hoses, thermostat, water pump, motor mounts, and an ignition problem



Doug Linley brought in his MGB for a transmission swap and fluid change.



Gary Trinder brought in his Morris Minor for an oil leak solution.

Jason Chew will be fetching the steering rack and front bearings out of Mr. Linley's Mini.



Doug's Land Rover near completion. Just 200+ nuts and bolts that hold everything together to go!

Tom and Doug continue working on the '47 MG TC. Fitting the doors is a simple three-dimensional puzzle that tests the mettle of men. Jason points out a missed piece of the puzzle.

Unknown to us, the door hinges we had are incorrect. Happily, they are a common Land Rover part by the looks of things. 1/15th the price!



Additional parking has been installed at the farm. Now everyone can really park like they are at a 80% off sale at Princess Auto.





Can anyone see the slight adjustment needed to this TR6 motor?

Pictured here is the Burlen supplied SU conversion for Jaguar E types. It's a complete kit with everything you need to lighten your wallet. Power increase from the stock Zenith set up is profound. Even with fuels that are enhanced with ethanol, the fuel of Satan.

Picture courtesy of Island Automotion.



Here's a top tip from Bence while working on his MG midget brakes. Cover the shoes with masking tape to keep your greasy finger prints off of them.

Helps later on when you try to stop!

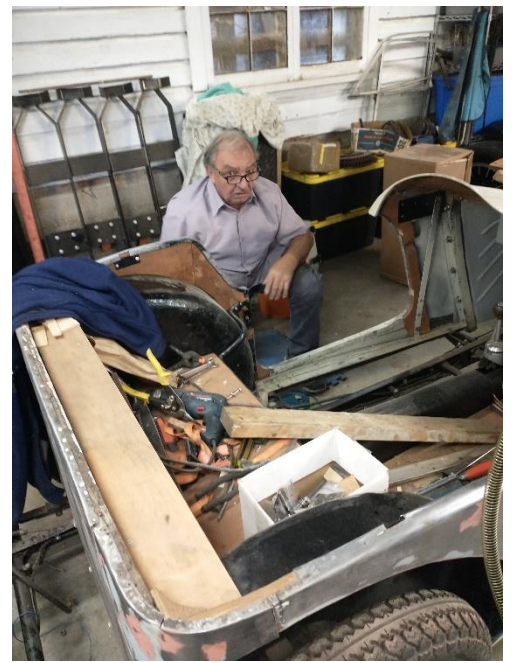




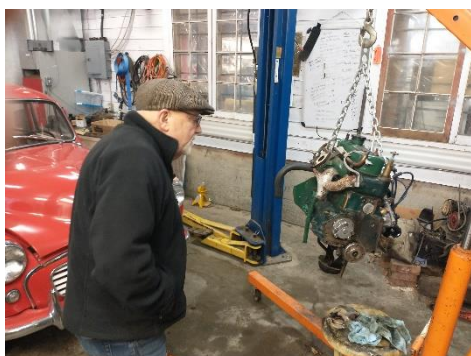


Jason Chew and Terry Organ fetched out the motor from Gary Trinder's Morris. Jason is pictured here about to lift the thing out by hand. It's wee.

John Webster finished off the door fitting on the '47 TC.



Problems of the world solved every Friday at 9:00am.



Sizing up the enormity of the bodge on Gary's Morris.





Jerry Parkhill's Jaguar arrives back at the farm in running condition. Thanks to the good people at Helmut's service. The anti-theft protocols in the car were daunting!



Jerry's car returns and two old friends meet again by the horse stable.



# CRAP Christmas Coffee

December 22nd was our annual CRAP Christmas coffee. We enjoyed the company of 51 people over the course of the day and they in turn enjoyed some decent fare and libation.

Our thanks to Doug Charles who provided a wonderful single malt to toast the King and British engineering.

Colin Chew won the highest coin on the scratch and win tickets provided and Terry Organ graciously provided rides to all who needed one.

Just in case anyone is curious, we consumed 36 samosas, 28 scotch eggs, 48 sausage rolls and a couple of gallons of cookies, chocolates, treats and short breads. Oh and 150 cups of coffee, two liters of eggnog and 1 liter of Dairyland 18% coffee cream (the good stuff).

On behalf of Kathryn and myself, a heartfelt thanks for the gift certificate and happy holiday wishes!

Happy 2024 to all of you!





## A PROGRESS REPORT ON MY LATEST PROJECT

WORDS AND PHOTOS BY TWPUGH

MANY OF YOU WILL BE SURPRISED TO LEARN THAT I HAVE BEEN QUIETLY WORKING ON THIS PROJECT FOR MANY YEARS. IT IS SLOW GOING AND I HAVE BEEN AT IT OFF AND ON FOR QUITE SOME TIME. THIS IS WHERE IT STANDS AS OF NOW.



I FIRST GOT THE CAR AT ABOUT THE TURN OF THE CENTURY. (THAT SOUNDS ODD DOES IT NOT?) THE MG TC CAME IN A BOX AND WAS COMPLETELY DISASSEMBLED. I EXCITEDLY GOT THE BOX HOME AND PROCEEDED TO INSPECT ALL THE BITS WITHIN.

THIS WOULD BE A HUGE TASK. FIRST STEP WAS TO CLEAN ALL THE PARTS AND LAY THEM OUT IN SOME SORT OF LOGICAL ORDER.

WITH THE HELP OF A GOOD INSTRUCTION MANUAL I BEGAN WITH THE CHASSIS. AS THE CAR WAS IN BITS IT WAS A FAIRLY SIMPLE TASK TO PAINT THE FRAME RAILS INDIVIDUALLY. ONCE DRY AND USING THE CROSS MEMBERS I RATHER QUICKLY HAD THE COMPLETE CHASSIS READY TO ACCEPT THE RUNNING GEAR.

PUTTING THE ENGINE TOGETHER WAS NOT TOO DIFFICULT AS I HAD DONE THIS SORT OF THING BEFORE. THE KEY IS TO TAKE YOUR TIME. I DEBATED WHETHER TO PAINT IT BEFORE OR AFTER ASSEMBLY. I ELECTED TO PAINT ALL OF THE COMPONENTS INDIVIDUALLY BEFORE HAND. THIS WOULD MAKE IT EASIER TO NEATLY PAINT EVERYTHING IN THE VARIOUS COLOURS REQUIRED FOR A PROPER REPRESENTATION OF THE ORIGINAL AS IT LEFT THE ABINGDON FACTORY A VERY LONG TIME AGO.

SUSPENSION ASSEMBLY WAS A SIMPLE MATTER OF USING THE MANUAL AND PROCEEDING ONE STEP AT A TIME.

IT WAS ABOUT HERE THAT I TEMPORARILY LOST, NOT INTEREST, BUT MOMENTUM, WITH THE BUILD. IT WAS PUT ASIDE AND SAT IDLE FOR SOME TIME. NO EXCUSE REALLY.

FINALLY I WAS ABLE TO REKINDLE THE ENTHUSIASM REQUIRED TO GET ON WITH IT. HERE ARE A FEW MORE "PROGRESS REPORT" PHOTOS.



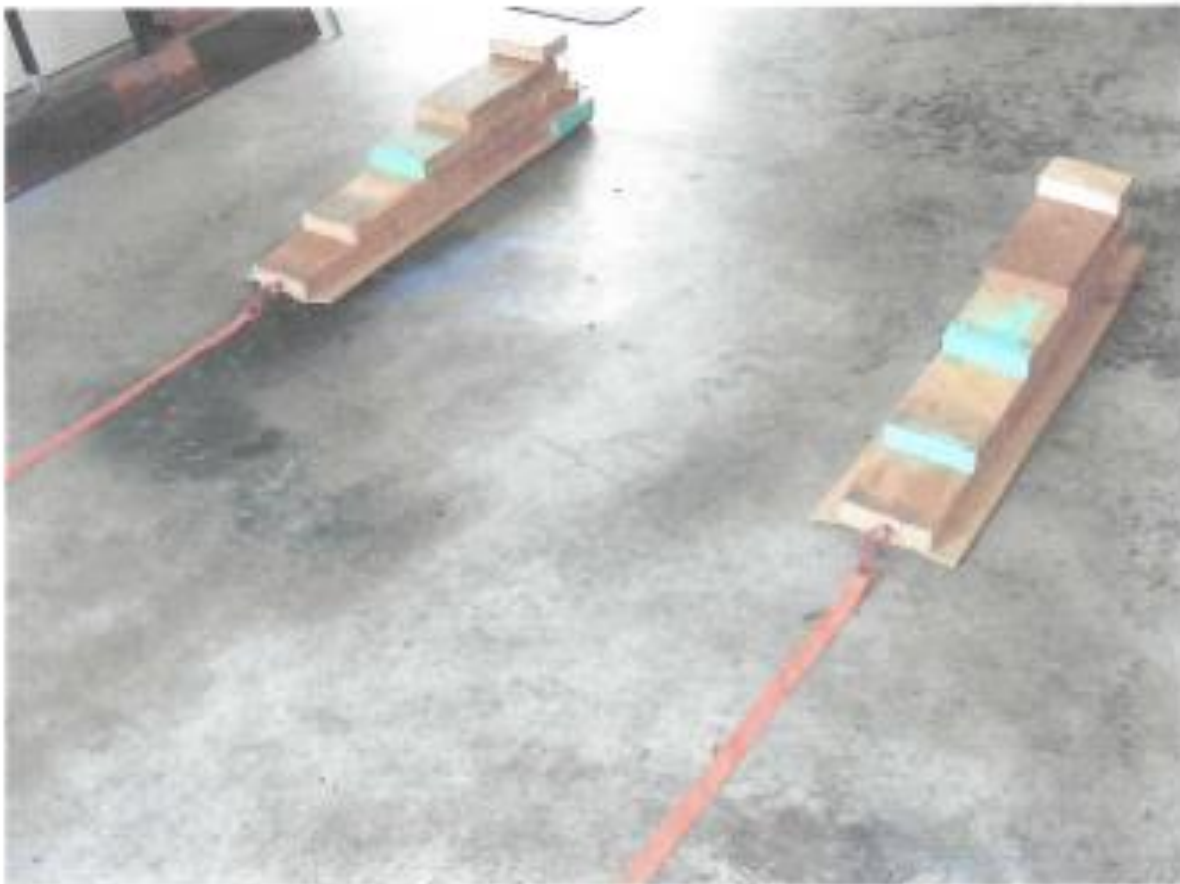


## **RUN AWAY RAMPS**

Words and photos by T.W. Pugh

ARE YOU TIRED AND SNAGGED OUT AFTER CHASING YOUR RAMPS ALL OVER THE GARAGE/SHOP/DRIVEWAY WITH YOUR BRITISH CAR? I KNOW I WAS, SO DECIDED TO DO SOMETHING ABOUT IT. I SHALL NOW SHARE WITH YOU, IN WORDS AND PHOTOS, HOW I PUT AN END TO THE MADNESS.

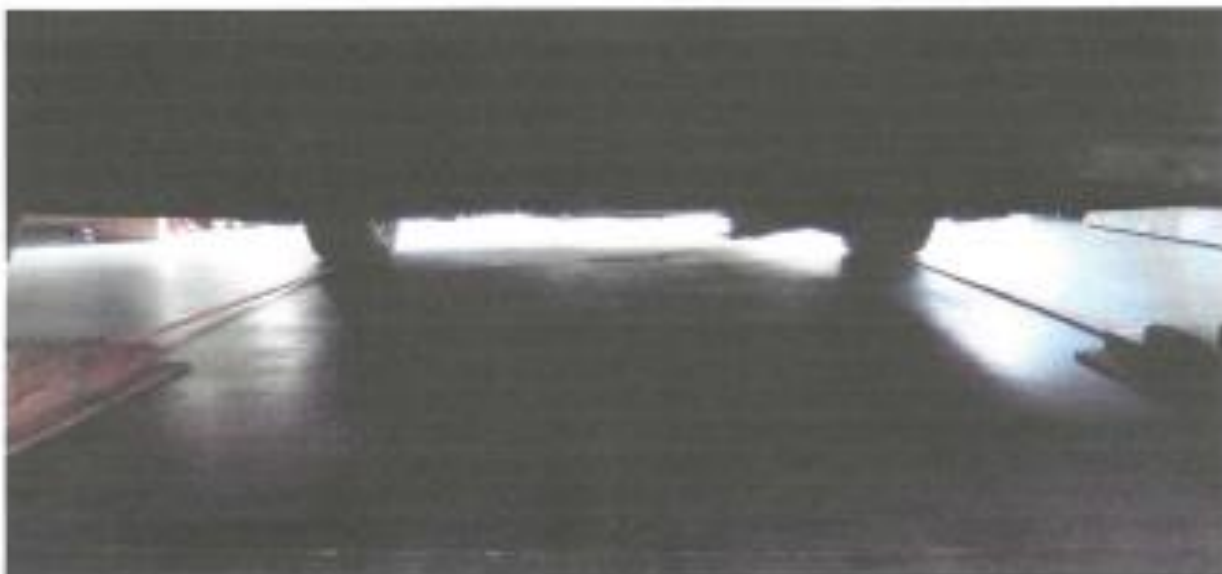
FIRST UP WAS TO ACQUIRE A SET OF CHEAP HOLDDOWN STRAPS. ONES FROM THE DOLLAR STORE ARE PERFECTLY GOOD AS YOU ARE JUST GOING TO DRIVE OVER THEM ANYWAY. ORDINARY ROPE WILL WORK AS WELL, BUT THE STRAPS LAY FLAT.



ATTACH THE HOOK ENDS OF THE STRAPS TO YOUR RAMPS BY ANY MEANS POSSIBLE. IN THIS CASE MY RAMPS ARE MADE OF WOOD AND HOMEMADE, SO I USED AN GOOD SIZED EYE HOOK WITH A SCREW END. NEXT ARRANGE THE RAMPS ON YOUR SLIPPERY GARAGE/SHOP/DRIVEWAY WHEEL TRACK WIDTH APART. STRETCH THE CARGO STRAPS BACK FROM THE RAMPS WHEEL WIDTH WIDE. NOTE THAT THE STRAPS NEED TO BE AT LEAST AS LONG AS YOUR CAR. THE FOLLOWING PHOTOS WILL EXPLAIN. SLOWLY DRIVE YOUR CAR FORWARD ONTO THE EXTENDED STRAPS. ONCE THE FRONT WHEELS CONTACT THE EDGE OF THE SLIDBY RAMPS THE REAR WHEELS SHOULD BE ON THE STRAPS. THIS WILL ENABLE YOU TO SMOOTHLY DRIVE UP ONTO THEM WHILE HELD FIRMLY IN PLACE.



HOW BRILLIANT IS THAT? PLEASE NOTE THAT THIS IS A VERY DANGEROUS OPERATION AND SHOULD ONLY BE ATTEMPTED IN A CONTROLLED ENVIRONMENT BY A PROFESSIONAL. (IN THIS CASE, A MORON IN THE SNEB ALONE WILL SUFFICE).





# The 2024 Fraser Valley Classic Car Show

In response to canvassing by Bruce Webster, Member at Large for Car Shows, an Organizing Committee was formed for the 2024 Show. The members are Bruce Webster, Michael Hamilton-Clark, Mike McChesney, Laurie Rae and John Webster. The first meeting was held on 26 September 2023. Regular monthly meetings have been continued with members reporting their progress for items on the Job List and discussions for further action. Two major jobs in which Bruce was the lead have been completed: Securing a Presenting Sponsor and permission to use the UFV Chilliwack Campus area used in previous Shows. He has also secured catering arrangements and garbage collection/disposal. Laurie has been busy on number of fronts such as organizing St. John's Ambulance, Porta Potties, the Marching Band and two car dealerships for displays. Mike has taken on Registrar and Registration activities. John has been busy sourcing someone to provide and run the P/A system and incidental music. Michael H-C managed to arrange for getting the FVCCS website returned to Club control and Bruce's son Dan Webster has put in some sterling work on re-populating the site for the 2024 Show. Doug Holbrow has confirmed that tents and a genset that were provided through him can be made available and be taken to and from the Show site.

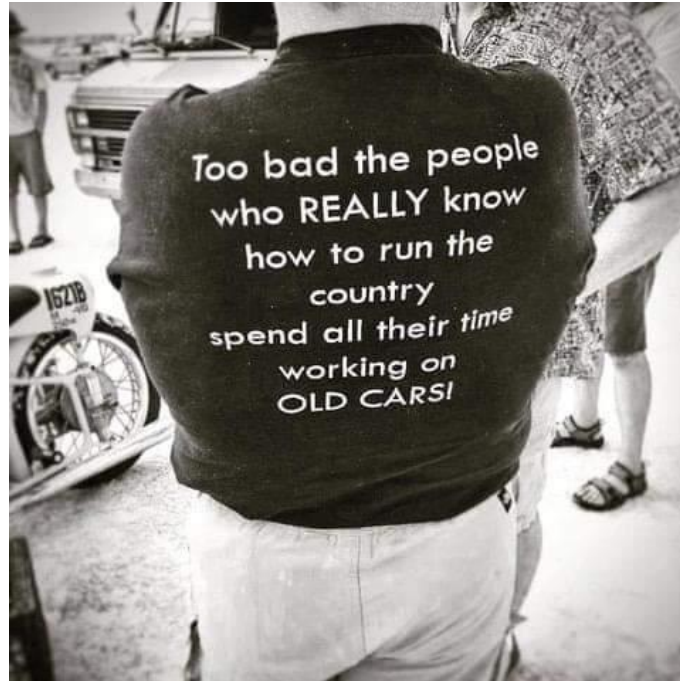
Sarah Toop of Sarah Toop Real Estate Group, attended the 28 November meeting and handed over her Presenting Sponsor's cheque for \$5,000. We also have Simpson Auto as a Bronze \$250 Sponsor and two Supporters with Gift certificates. So, with \$558 in the bank from the 2022 Show, there is now some \$5,800 in the bank account, well and enough to meet Show set-up expenses.

One of the targets was to have the Registration Form sorted out by 31 December. With some concentrated work and Dan Webster's help on Google Sheets this is set to be achieved and Registration will be able to be put in hand early in the New Year.

On the day of the Show – Sunday 9 June 2024 – help will be required on a number of fronts for installation of tents, rope fencing and vehicle positioning. Members who would like to help should please contact Bruce Webster on [bruce.webster@gmail.com](mailto:bruce.webster@gmail.com) or Michael H-C at [hamiltonclarkrm@hotmail.com](mailto:hamiltonclarkrm@hotmail.com).



# Facts, Foibles, Fables, and Fancies



## THE FOUR STAGES OF LIFE

1. You believe in Santa Claus
2. You don't believe in Santa Claus
3. You are Santa Claus
4. You look like Santa Claus



# Upcoming Car Events

## 2024 JANUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 Cox Memorial Whimper Wonderland Run	2	3	4	5 Coffee and Cars	6
7	8	9	10	11	12 Coffee and Cars	13 LAMB Winter Feast
14	15	16	17	18	19 Coffee and Cars	20
21	22	23	24	25	26 Coffee and Cars	27
28	29	30	31			

- 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.
- This year’s event will start at around 11am from the Chevron Station, at 8<sup>th</sup> Avenue and 176<sup>th</sup> Street (Highway 15), in South Surrey. Drivers gather from about 10.30am to inspect the various hats worn, and there is a prize for the best hat, chosen by the organizers. Preregistration is required to allow us to give a number to the pub, so please email Anne Tilbury on [eeaytee@gmail.com](mailto:eeaytee@gmail.com), indicating make and model of your car, and the number of people for lunch. If you need more information, please contact Peter Tilbury on 604.889.5067, by text or phone call.
- We will be joining LAMB on January 13, 2024 for a Winter Feast.

# 2024 FEBRUARY

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
					Coffee and Cars	
4	5	6	7	8	9	10
					Coffee and Cars	
11	12	13	14	15	16	17
					Coffee and Cars	
18	19	20	21	22	23	24
					Coffee and Cars	
25	26	27	28	29		
				AGM Winter Meeting		

- 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.
- AGM Winter Meeting is on February 29<sup>th</sup> at Ann Marie’s Café from 6pm-8pm. Nominations and election of the Club Executive will take place at the AGM.



# Buy and Sell

## Wanted Ford Cortina 4 Speed Transmission Bellhousing Complete

Contact Doug at (604)557-3769

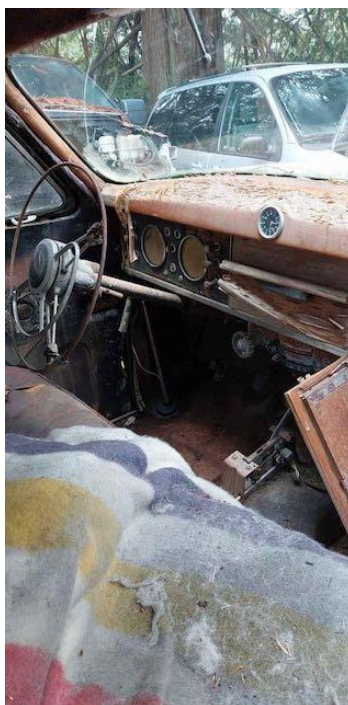
## Looking for Spitfire Pedals Box Assembly

Contact Kevin Moore at (604)997-1835.

## Two Rover P4s are up for grabs near Lund BC

The white one is a '57.... probably a 90, with overdrive. The multi-colour one is apparently a '53. The engine on the '57 may be salvageable, doors, boots and bonnets seem OK. Some chrome trim and glass all looking good. Possibly some salvageable undercarriage parts.

Contact Bill at [wbforst@gmail.com](mailto:wbforst@gmail.com)



# Advertisements



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

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

## Carry On British Parts Inc.

Carry-On Parts can help with other Marks 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\*\*](mailto:Sales@carryonbritishparts.com)



## 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](mailto:britishmotorclub@gmail.com).  
First correct answer receives an oil change at the Farm. You bring the oil and filter!

No guesses were made for the last issues mystery car. It was a 1967 Fergerson Super Sport. It was designed Ex-Avro Arrow engineers and built in England.