



# The Highway Hooter



The Newsletter of the Fraser Valley British Motor Club

February 2024

Volume 21

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

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Bill McClure enjoys a fine cigar at the end of his Presidency.  
Thank you for steering the ship through the Covid years  
until now!

# President's Report

## 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

Well as we face the precipice of Valentine's Day, for your soul mate might I suggest going to our sponsors and look for thoughtful curated gifts. Say a carb rebuild from Island Automation. I'm sure Rhys would do a fine job for your amore. I'm sure Hilary has some sparkle items at Carry On British Parts shelves. We have more parts/services in our webpage under links.

And if your partner beats you to the suggestions and uses Allpro Lock and safe and has your house locks changed and fails to give you a key, you are on your own.

And we have our AGM at Ann Marie's on the 29, be there to vote me out.

Your servant

Bill McClure el President.

## Editors' Corner

We trust that this, the latest edition of the Highway Hooter, will be enjoyed by Club members. This edition contains further contributions by the ever-omniscient T.W. Pugh as well as the usual CRAP reports from the Barn. Please send any "Milestones" such as births, weddings, deaths, finished car restorations, awards, and other events to [britishmotorclub@gmail.com](mailto:britishmotorclub@gmail.com). In future issues we will attempt to add further sections of interest for our readers.

The Car Show Committee has done considerable work over the last months in preparing for the Fraser Valley Classic Car Show, which will be raising funds for the Fraser Valley Hospital Foundation. Please note their request for volunteers for the June 9<sup>th</sup>, 2024 Show. If you are able to assist on the day of the event, contact Michael at [hamiltonclarkrm@hotmail.com](mailto:hamiltonclarkrm@hotmail.com).

Note also the Club's Annual General Meeting to be held on February 29<sup>th</sup> at Ann Marie's restaurant in Abbotsford where the Club Executive will be named for the coming year.

As always, we remain open to any contributions that we may add to our pages.

At the Club's Annual General Meeting on February 29<sup>th</sup> at Ann Marie's Café, all positions for car club directors are open. In particular, we are looking for a new President and a new Membership Officer. Apply early to avoid disappointment! It will look great on your future resume.

# CRAP

## Report from the Barn



Lee Cunningham  
facilitates the first firing  
of Gord Reddy's 1972  
TVR Vixen



The TVR spoke for the  
first time in about six  
years. It settled down to  
an easy slow idle of  
about 650 rpm, warmed  
up and did not leak,  
catch fire or kill anyone  
that was typical of the  
TVR fashion.



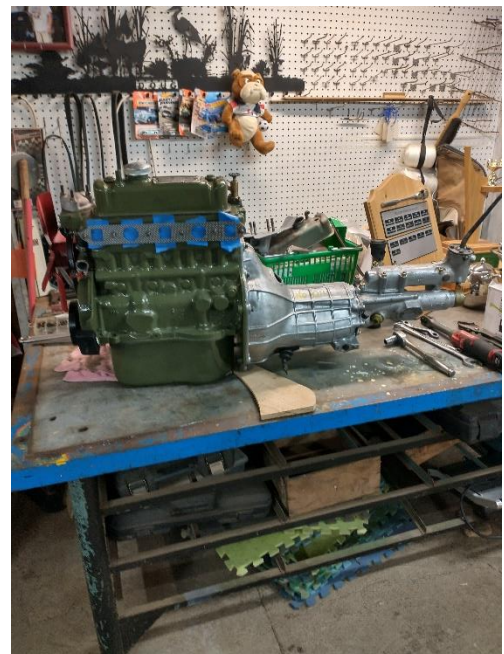
Spot the  
Problem!





Once more, logic has been thrown to the wind and a Jaguar has been delivered to the farm. Kathryn is now the proud owner of a 1996 XJ 6 Vanden Plas. It is smooth, fast and unbelievably everything still works. We'll see for how long...  
She owes the club a looney.

Bill McClure's 1275 cc motor is completed ready to fetch into the Morris Minor 1000 to test the brakes.



This month's schedule at the farm includes completion of the '58 Land Rover, hooking up the modified shift linkage on the Parkhill's 420 G, rear brakes discs on a Jaguar XJ 6, body back on Gord's TVR and a hydraulic service on a second TVR. Where are they all coming from?

After a couple of Fridays off with snow a water problem we are back to normal. Well, a bit...



This bodged pump and well casing will soon be replaced with a new well and pump. Hurray!

This head gasket came from Sheryl's Morris.  
Can you spot the defect?



The last photo is an original Austin Mini rim next to a couple Jeep Cherokee ones. What a difference between aluminum and pressed steel!



# Winter Feast

This year we held a winter gathering with our friends from the LAMB club. They set up everything and we ate the food. With well over 70 people attending the conversation was lovely to say the least. The 50/50 draw was \$250 to the winner and Larry Spouler did another great trivia contest on movies and music...



# FVCCS Volunteers Wanted

To all Club members,

We need your help for a great cause.

The annual Fraser Valley Classic Car Show is due to be held this year on Sunday, 9 June at the area as before around parking lot # 7 in the University of the Fraser Valley grounds down near the Vedder River in Sardis. Our show will be raising funds again for the Fraser Health Hospital Foundation.

As our Club is the prime organizer, Club members are needed to form teams to help in setting up the site, arranging the parking of the expected 130 to 150 participating cars and for site cleanup at the end of the show. Our set-up and parking teams would need to be on site by 7:00am. Cleanup begins after 3:30. We may have the parking team do some site prep the day before the show.

Team 1: A 4-person team is required to assist in site set-up involving erecting tents and installing boundary ropes, which activities should be completed by 8:00am.

Team 2: A 12-person team is required to install signage for directing arriving show cars and positioning them in the area designated for their Classes, these being pre-1940, 1940's, 1950's on to 1990's. Arrivals are expected to be completed by 10:00am. 2 team members would be required to stay on until 11:00am to deal with late arrivals.

Team 3: Cleanup would require a 4-person team to help take down the signs, boundary rope fencing, garbage pick-up on the field, and pack-up tents, tables, and chairs.

These teams are essential for the speedy set up, effective parking arrangements and take-down needed to ensure the success of the Show. It would be great if you could advise if you are able to participate in one or more of the teams.

If you can help, please contact Michael Hamilton-Clark at [hamiltonclarkrm@hotmail.com](mailto:hamiltonclarkrm@hotmail.com) and advise which Team or Teams you wish to join.



## IN THE WEEDS

### PART 11

Words and photos by T. W. Pugh

Let me start this episode off with a Mini and a MINI. They are always crowd favourites and never fail to bring a smile to the face of anyone who sees one. Everybody loves them.



Here is an interesting comparison of the two generations. One is rather small, yet really quite roomy, while the other is even smaller. They both have spirited performance, get excellent gas mileage and are great fun to drive. Some people believe that the new MINI is not British, arguing that it is of German/BMW design. That is true, but the car is built in England and that qualifies as British. I must point out that the designer of the original Mini for BMC, Alec Issigonis, was born in Smyrna, Turkey, the product of a Greek father and a Bavarian mother. He moved to England as a child. Does that make the original Mini Turkish?







This seemingly "abandoned in a field" Mini photo was taken years ago in Mission. It might look reasonably good from a distance but a closer inspection reveals otherwise. Seats don't look too bad.



This nest of Minis is just across the pasture from the shots of the blue Countryman/delivery. Here is a nice and tidy collection. Cars awaiting adoption. Lots of spares. How can you not want to take one home. This location has long since disappeared, but I believe some of this cache has remained local.



These two are miles apart, both in state of repair and geographically. The Morris Minor woody was spotted in England somewhere, I forget the exact location, while the Hillman delivery was, and I believe still is, in Mission.



We move now to Arnold. Arnold "Who"?, you might ask. Arnold is not a "Who", but a "Where". This early seventies MGB/GT was spotted there a few years back. The car was a going concern with current plates when I first stumbled upon it. Sometime later it was up on blocks with the wheels off. It sat like that for quite awhile. A "For Sale" sign appeared on the house, and it disappeared. The car, not the house.



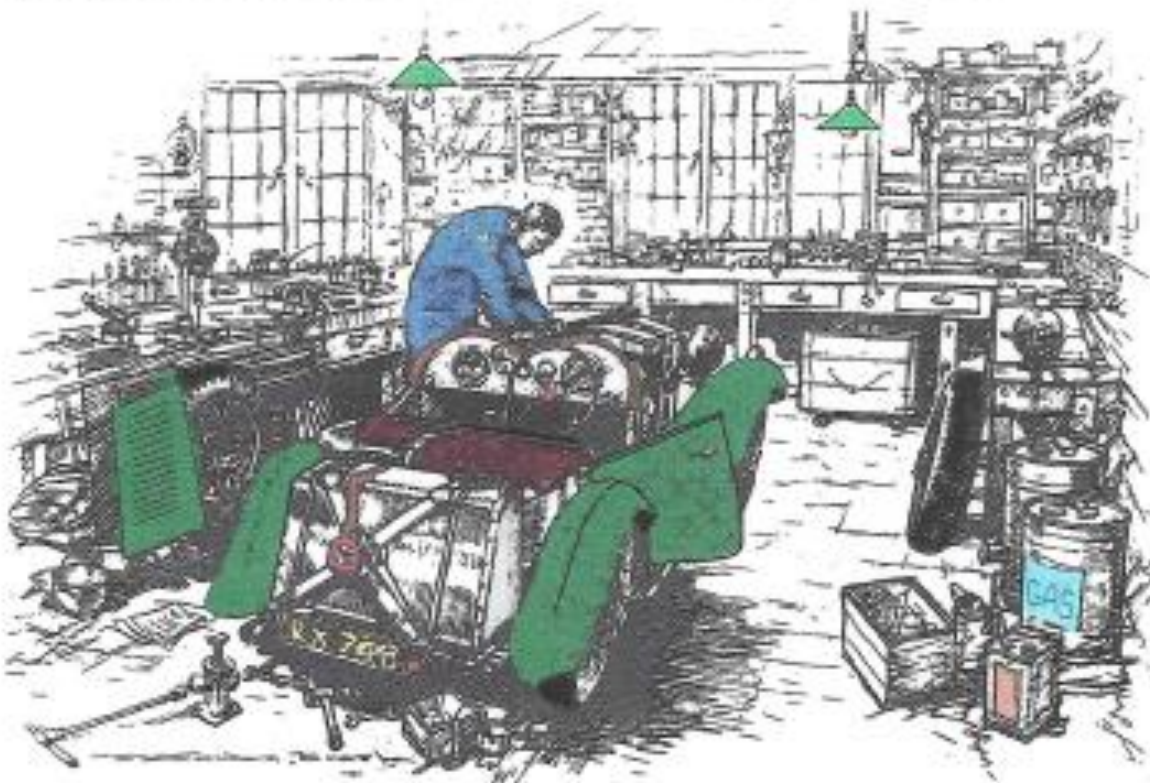
Here is another GT from the same period. It is a Triumph GT6 in primrose. Very nice. This car was out on a farm in Greendale. I never saw it on the road but it was often seen at this location. One day as I drove past the area I was greeted with a rather disturbing sight. The barn next to the enclosure that the Triumph called home had burned to the ground. This open shed was very close by and did not escape the inferno. I never saw the car again. I don't know whether or not it was consumed. We can only hope the latter.

Overleaf left, you will find a hobby farm setting north of Mission up towards Slave Lake. What a nice display of tat scattered about. The photo on the right zooms in to reveal an early MG Midget, or possibly an Austin-Healey Sprite. Too far away and wrong angle to tell. The open bonnet suggests work is underway, but little has changed over the years, just more stuff has piled up.





The drawing below has nothing to do with "In The Weeds". It is just really cool and says a lot about what we do with our cars. We may not all have tall-wheeled, classic MGs, but it doesn't matter. Whatever we tinker with is worth everything to us. We are all in this together. I find the background detail here very interesting. All the old tools, equipment, mystery drawers, and bits and pieces laying about. It brilliantly portrays a by gone era. I can sit back looking at this "piece of historical art" and imagine the things that went on, and hopefully still do, in this shed. If the walls could talk I could listen all day long.



Here are a few photos just to fill in this blank space. I, like nature, can not abide a void.





# Milestones

## In Memoriam

John Wood

Peter Heaster

Keith Sparkes

## Other Milestones

Duke turns 2 years old!

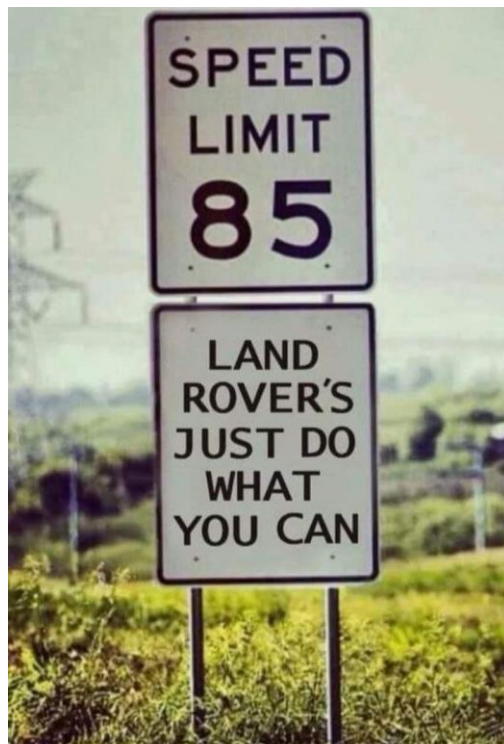
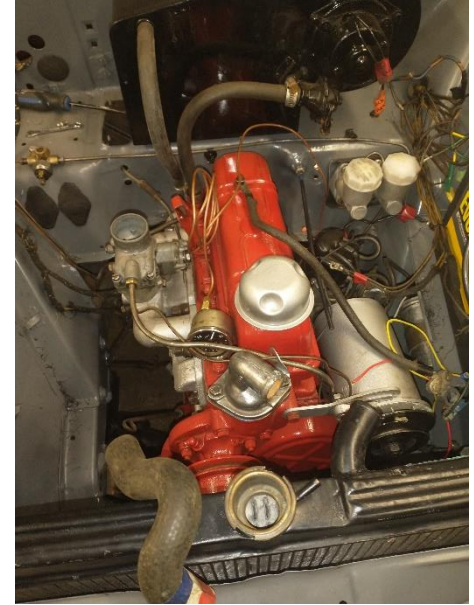


# Facts, Foibles, Fables, and Fancies



A visit to le Frere's Collet ...

Mark's projects all in the works... The Lotus 7 (Westfield) the Triumph Pennant (now running) and the rather dark Austin Healey Bugeye Sprite upside down.



# Upcoming Car Events


## 2024 FEBRUARY

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



# 2025 MARCH

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

# 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).**

## Fiberglass body For Sale

It was professionally made in England to fit a lengthened GT6/Spitfire chassis but, decided that it was just as easy to modify a Spitfire chassis to period 'twin tube' style and retain the Triumph front crossmember, suspension and steering. The body is styled after the period Ferrari, Maserati, HWM and Frazer Nash cars of about 1950. It could also be used to build a "Stovebolt Special" if you have a spare V8 lying around.

Body has been professionally modified to accommodate a longer six cylinder engine and added a door for the driver! Wheelbase is 8 feet approx.

The body has had a huge amount of work done to finish the edges etc so that it will be almost impossible to tell it is not aluminium-the bonnet is aluminium-the grill is not for sale! Body only I am asking \$3500 obo (It cost a lot more than that)!

David Birchall 604-948-987



# 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)

## 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

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# 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!

Walter Reynolds won the New Years edition of the Mystery Car by a quarter hour! Walter will be receiving a free oil change at the farm at his convenience. The last mystery car was a Triumph Bond Equipe GT4S.