



The Highway Hooter



The Newsletter of the Fraser Valley British Motor Club

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Road Map

Message from Car Club President P. 2

Editors Message P. 2

CRAP Report from the Barn P. 3

Christmas at the Barn P. 8

2026 FVCCS P. 10

Drives and Events P. 11

Milestones P. 14

Facts, Foibles, Fables, and Fancies
P. 16

Upcoming Events P. 18

Buy and Sell P. 19

Advertisements P. 20

Mystery Car P. 22



Happy New Year, everyone!

As we roll into 2026, the British Motor Club is shaking off the holiday crumbs, warming up the engines, and looking forward to another year of good roads, good stories, and good company.

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

President's Report

As our selective days of driving due to weather sets in, a few things are getting "shufftied" around at the farm.

-Doug Linley wants me to move the fence posts and the chipper for parking convenience.

-Le Frere's Collet have taken over the completion of Kurt Lochen's TVR Vixen 1600.

-Terry Organ has fetched his Silver Shadow home for a wee bit of hydraulic fettling.

-The Renault R10 has been sold and delivered as well as the Alfa Romeo Milano.

-The Parkhill's XJ6 has suffered having the HVAC system being repaired.

-Our Saab raffle car has taken up perching on the lift while we service everything and swap out the water pump.

-All of this allows me to place all my cars inside for the winter months. Hurray!

Now, don't forget the fuel stabilizer for the winter and a nice car cover to comfort your classic when the weather is cold!

Thanks to all who attended our quarterly dinner meeting and remember, election of officers is coming up, in January. All positions are up, especially President!

Drive safe

Editors' Corner

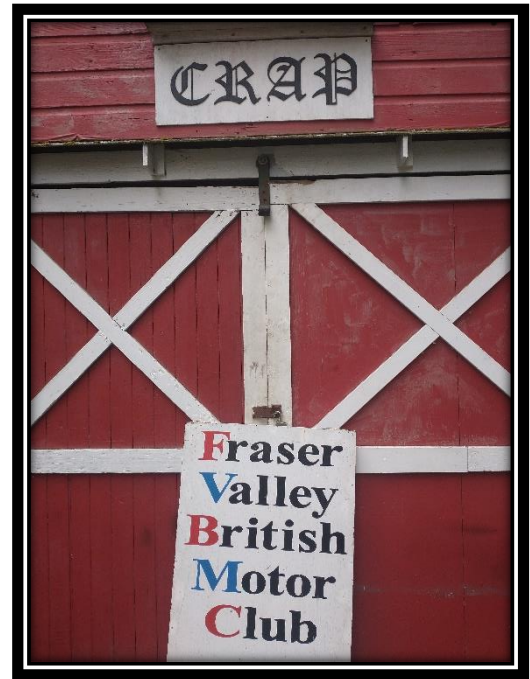
As we enter 2026, it is interesting to note the manner in which car clubs use their vehicles and car shows for charities. In a recent Vancouver *Sun* article (Dec. 5, 2025) Alyn Edwards cites a figure of \$7.2 million annually contributed nation- wide by Car Collector owners to charities. As noted elsewhere in this edition of the *Highway Hooter*, the Fraser Valley British Motor Club was recently congratulated for providing just under \$50,000 since 2022 in our fundraising for the Fraser Health Care Foundation and the Chilliwack Hospital. That is something of which we can be proud.

All the Best and Happy Driving in the New Year!

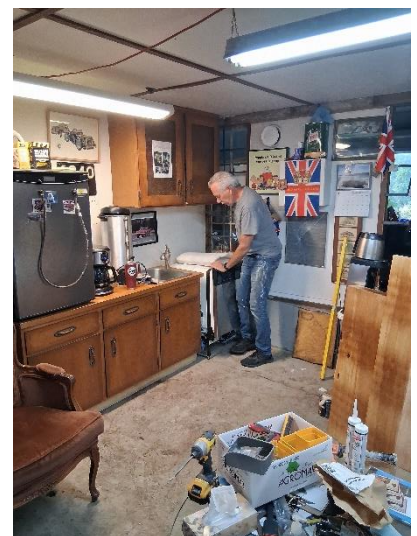
Membership renewals are underway — a gentle nudge to those who meant to do it in December but were distracted by shortbread.

CRAP

Report from the Barn



Steve and Jim have completed the CRAP kitchen renovations. The comfy chair room has never looked better.



Our very own Richard Collet modified the front apron on their 1948 MG TC . This of course was an accidental miscommunication between Richard and the ignition system. The car fired up, into life, while in gear and bruised the shop they work in. Looks like it is polishing out ...



Repairs completed to the '48 MG TC front apron...



Young Bill McClure's Morris convertible is coming together nicely. Jerry has completed all the electrical hook up and has the trafficators working properly.

We fitted the boot lid and the newly recommissioned heater system.

Soon it will be throwing heat like a West Highland terrier breathing on your neck.

Only the glass, doors, hood, bonnet and fluids to go!



Terry Organ has fetched out the rear suspension and diff on his Silver Shadow. Getting ready to re&re the hydraulics. All this working off of the floor.



The last two, sort of active members, of the original Classic Restoration and Preservation group have really made headway on the '47 MG.

This long-time project might actually speak this spring!

Tom stands proud here gawpin' at his handiwork...och aye!



A 5 speed transaxel arrived for the Renault R10 recently. There was much rejoicing. Now the rather problematic automatic can be upgraded to a manual cog swapping unit that will be able to climb a hill.



Here Lee is blessing the new camshaft and timing set up on Gord Reddy's TVR. Followed up by the chant of " Please, please start!"



Well, we've done it again! Fraser Health Foundation and the FVBMC have acquired another raffle car! Hurray!

This year, the prize is a 2004 Saab 9-3 Aero convertible in "opal green" metallic.

As is our plan, a fill service and inspection will be done and all deficiencies repaired.

Our thanks to John Atwill at T&T autoparts for donating all the things we need.

Tickets go on sale this spring.



Wednesday therapy recently saw Jerry Goulet and Bill MacClure swapping out all the fluids in the Saab raffle car.

There's a bit of a sweat from the waterpump, so we'll swap that out too. It's a bit of a faff to get at it, but we have a cunning plan. " A plan so cunning, you could put a tail on it and call it a weasel. "

(thank you, Black Adder)

We've removed the inner fender and air filter box to expose at least an extra inch of clearance for the tools.



Christmas at the Barn

Thank you to all that contributed and attended our annual Christmas coffee at the farm.

We set a new record of 165 cups of coffee consumed by 43 people! It would appear that caffeine is, in fact, a vital automotive fluid.

Great food and drink shared with friends is always a good start to the holiday.

Kathryn and I are closing the farm from now till January 9th when we will be open for Friday's coffee again, as usual.





2026 FV Classic Car Show News



Mike McChesney receiving cheque from Sarah Toop who continues to fund our annual car show.



Fraser Valley Classic Car Club

Dear Fraser Valley Classic Car Show Committee,

On behalf of the Fraser Valley Health Care Foundation and the Chilliwack General Hospital, we would like to extend our sincere gratitude for your incredible support and dedication.

Since 2022, your fundraising efforts have raised an outstanding \$49,377.00 in support of our hospital.

Your commitment and hard work have made a meaningful difference in our community. Thanks to partners like you, we can purchase much-needed equipment that directly enhances the quality of care we provide to our patients.

We truly appreciate your continued generosity and community spirit. Your efforts not only raise essential funds but also inspire others to give back and support local healthcare. Thank you once again for your remarkable contribution and for being such a valued partner.

With warm regards,

Petra Pardy, RN MA
Executive Director
Health Service Areas Chilliwack, Hope & Agassiz
Fraser Health Authority



Drives and Events

Introducing a new page called Drives and Events. We are encouraging club members to send in photos or comments about drives and events they have attended.

We can't wait to hear from you!

The Rover Landers held their annual Founder's Day on October 4th at the Chilliwack AgRec building.

About 70 Landies from the '40's to the '20's took part in the gathering.

Doug and Chris Holbrow drove out on the back roads and displayed Chris' 1958 Series one 88 inch. It was the second oldest there.



Micheal Hamilton-Clark took some pictures of the Car Club Run to Aggasiz on October 8, 2025. It was a good run with 14 cars in attendance.





On November 2nd the Old English Car Club held their annual commemorative London to Brighton run.

There were 50 cars participating this year and the variety was staggering.

A London taxi, an Alvis TD21 convertible, a Vauxhall Victor, a Jensen GT and Lotus Elan Sprint for example.

Starting from Bruce's Market on Lougheed hwy and terminating at the Mission Springs Pub for lunch, after about 50 km.

Seven cars were from our Club, supporting the OECC.

Sunny at the start, rain during the drive, sunny at the end. A great run! -Doug Holbrow





Montage from the July 2025 Chilliwack Downtown Car Show provided by Dan Brien.



Milestones



As we enter a new year we think of the past and members who have passed away. We will be placing the Memorial Page on the club website. If we have missed any members please let us know by emailing britishcarclub@gmail.com.

It is with deep sadness and sorrow that we announce the passing, surrounded by his loving family and friends, of Chris van de Merwe on Saturday December 20,2025.

Chris was a long-standing member of our club and will be sorely missed by so many of his fellow British car enthusiasts. A car run in honour of Chris and a Celebration of Life will be planned and announced in the spring/summer next year.

Here's who we have lost and their cars so far, including the year they passed away...

Daniel Petey 1996	1978 TR7
Una Murray 2000	1958 Triumph TR3A
Mark Stratford 2005	1956 MG MAgnette
John Pike 2007	1955 Sunbeam Alpine
Peter Rush 2007	1979 MG Midget
Doug Quaggan 2009	1981 Rolls Royce Silver Spur
Dan Pederson 2014	1975 Triumph Spitfire
John Foreman 2015	1972 Jaguar E Type-MG TF
Bod Stewart 2017	MG-Singer-Austin Healey
Ann Stewart 2018	1966 Riley
Stella Holbrow 2017	1978 MGB
Geoff & Judith Pickard 2018	1973 Jaguar E Types
Marge Sugden 2021	1972 MGB GT
Jim White 2021	1965 Jaguar Mark 2
Jerry Parkhill 2022	1968 Jaguar 420 G
Jerry Mack 2022	1981 Land Rover Defender
Glen Lathrop 2022	1956 Riley-1965 MGB
Phyliss Rae 2024	1974 MGB GT (Supercharged)
Dave Hannis 2024	1958 Land Rover- Various Chevy's
Jim Robertson 2024	1974 MGB
John Webster 2024	1982 Jaguar XJS- 2001 XKR
Frank Leathey 2024	1963 MGB
John Woods 2024	1960 Nash Metropolitan
Sue Parkhill 2025	1982 Jaguar XJ6
Barry Lafbery 2025	1948 Rover P3

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

Fact, Foibles, Fables, Fancies, and Fanfare

California or Bust

An Article by Lee Cunningham

Triumpfest is a show I have attended 5 times, this year It was held from October 5–8, 2025, at the Santa Ynez Valley Marriott in Buellton, California. The event was hosted this year by the So Cal Triumph Car Club and included a celebration of the 70th anniversary of the Triumph TR3. Attendees could participate in a fun rally and enjoy scenic drives with fellow Triumph enthusiasts from across the West Coast.

I set out on Thursday intending to travel to Albany, Oregon on the first night and got as far as Tacoma when the alternator belt shredded off the car. One of those ‘ to do’ things before I left was to have a spare set of 3 belts very specific to my engine in the trunk, never did , so I started to look for an O’Rileys parts store. Found one who directed me to a near by store with the belt I needed.

They offered to assist me with the installation of the belt as they did with 2 other customers while I was there. It was a simple job I did myself, but I was very impressed with the service they offered. With only a couple of hours lost I carried on to Albany.

Friday I headed out and traveling along nicely, until the cruise control quit. It was a broken chain that pulls the throttle. Not much I could do with that on the road. When I got to my hotel room in Willow CA, I discovered I didn’t have one of my medications, so off to the local hospital emergency room to be told it closed at 5pm Friday and would reopen Monday 8am. So back to the larger town I passed thru one hour ago and that hospital gave me the prescription .

I got going Saturday morning after waiting till 9:30 for Walmart to fill the prescription. At about 11am I seized the front universal joint at 80mph passing a tractor trailer. If you ever feel the road edge warning vibrations X10, you may have a bad joint and an imminent driveshaft on the side of the road. I limped into the outskirts of Sacramento to a Napa store who said they had a listing but no stock and the closest was 45 mins away in. Carmichael , so I had Google Maps talk me thru instructions to the other side of Sacramento (phone in hand) . Just before I reached my destination I received a “ rerouting” message from Google . So I stopped , waiting for instructions and a fellow came out of his house to look at the car. He was a car person so we chatted for a few minutes , told him of my driveshaft problem and asked if he minded me coming back and working on my car outside his house, he said no, you can back up my driveway and do it there. So I got the joints and took him up on his very kind offer. It was a hot day so Sean and his neighbor Clint pulled out a sunshade over the car , then pulled out 2 jacks and 4 jack stands and offered to help with the repair. So, there I am , listening to 70s music, removing a drive shaft with Sean’s help , oh and the very affectionate help of two Jack Russell terriers. Partway thru the job Clint kindly put a charcuterie board on the boot of the car with tooth picks so I could eat with dirty hands and a selection of drinks.

Using a hammer, an anvil and a variety of other tools all supplied by these guys I managed to install a u joint.

We were all done by 6pm . Ready to leave I was offered a bed for the night, to get away early and fresh the next day . I can't say enough about Sean and Clint , without there help , being Saturday afternoon, (there day off work) Monday being the soonest a mechanic could work on it, and still a 7 hour drive to Buellton, I would not have made it to Triumphfest. I did decide to drive a couple of hours into the night to get a little closer to Buellton.

But wait there's more!!

Got into Buellton Sunday afternoon, washed the car , met up with a few people, go to leave and my car won't start. Called BCAA and within 45 mins I had a AAA service truck there. He tested my battery and charging system found the battery was bad. So at 6:30pm on a Sunday I'm asking the driver where am I getting a battery. He said O'Reilly should be open, he called to confirm, they were ,bought the battery, staff wanted to assist with the install, another different day complete .

Monday was a drive around day, lots of guided drives,

Tuesday was the show in the morning. It's termed a "Funcours" where judges grade all the cars with Gold, Silver and Bronze. There was only about 130 cars there, I've been to these shows with over 200 cars, I guess diminishing numbers is a sign of the times.

I went down to Santa Barbara for a few hours came back through a back road windy drive only to see a continuous string of about 60 to 70 TRs snaking towards me....amazing sight.

Wednesday headed home..... but waaaaait..... nope , no more got home Friday as per the plan. Did win the award for the most KM driven to the show.

Did 4160 km used only 1/2 litre of oil.

Again, a big thankyou to Sean and Clint who largely made this journey possible

Lee Cunningham

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

Upcoming Club Events

- Friday Coffee resumes January 9 — same time, same place, same excellent company.
- Planning for the 2026 driving season begins soon. Bring your ideas, your favourite routes, and your willingness to get lost together in the most scenic ways possible.
- January is traditionally the month when our cars sit a little quieter, batteries dream of spring, and we all promise ourselves we'll finally fix that one thing we've been ignoring since August. Whether your winter project involves carburetors, upholstery, or simply clearing a path to the garage, we salute your efforts.

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

2026 Cox Memorial Whimper Wonderland Run:

Date – Thursday, January 1st, 2026.

Start – 11am, Chevron Station, 176th Street/8th Avenue, Surrey.

Length – 30 miles (50 kms), approx. 1.5 hours.

Finish – Jimmy Mac's Pub, 96th Avenue, Port Kells, for lunch.

Prizes for best hat, and first and second places in the pub quiz.

LAMB Winter Gala - January 10, 2026

There is still an opportunity for you to sign up for the annual Winter Gala (January 10, 2026). Enjoy an evening of socializing, delicious buffet dinner, entertainment, and games (bring \$ for reverse 50/50)

Location is Adrian's (Langley airport, 2nd floor, 5385 - 216 Street, Langley). Cost is \$50 per person (subsidized) for LAMB members.

Deadline to sign up is January 2, 2026.

Email lambmotoringclub@gmail.com to sign up and pay for this event. Open to members of FVBMC and BCTR. Feel free to wear an ugly, controversial, or fabulous Christmas sweater.

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.

1995 Jag XJS Convertible For sale

V6

75,000 original klms

Collector plates.

Road insured until Dec 18th.

Has been sitting in the garage and only taken out a couple times in the last few years. Needs to be enjoyed.

Asking \$9000 obo



2006 Jaguar XJR

Well maintained

145,000 miles

4.2 Supercharged

Ebony with barley interior in great shape

No accidents

Has a bit of a rough idle right now

Haven't checked it out. Maybe an ignition coil?



Asking \$6000

Steve Wahrer

604-644-8663

swahrer@iCloud.com



For sale 1972 Citroen SM project.

Partially disassembled but complete car.
Some spare parts included.
Open to reasonable offers.

Please text 604 302 5072 for more information.

Looking for Rover V8 Timing Chain Cover

Contact Dean via email at: dea777@telus.net.

Looking for a front subframe for a pre-1975 MGB

If you have a couple lying around, please contact Alan at 604 308 1578.

Advertisements



ALLPRO Lock and Safe

24/7 Emergency Service Available

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

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

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

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Mystery Car of the Month



Name the company and the model of this fine motorcar.

Hint: Hand built in London and out of production.

**Send your guess to britishmotorclub@gmail.com.
First correct answer receives an oil change at the
Farm. You bring the oil and filter!**

The winner of the last mystery car was Nico Kuiper.

The 1903 Vauxhall 5 HP Light Car was Vauxhall's very first production vehicle, a pioneering two-seater (or four-seater) known for its innovative stressed body/chassis construction (body was the chassis), tiller steering, a single-cylinder engine, and a two-speed epicyclic gearbox. Steering with a tiller and featuring a simple design, it was surprisingly successful in early hill climbs, showcasing Vauxhall's early engineering prowess and marking the start of the brand's long history in the automotive industry from its South London factory before moving to Luton.