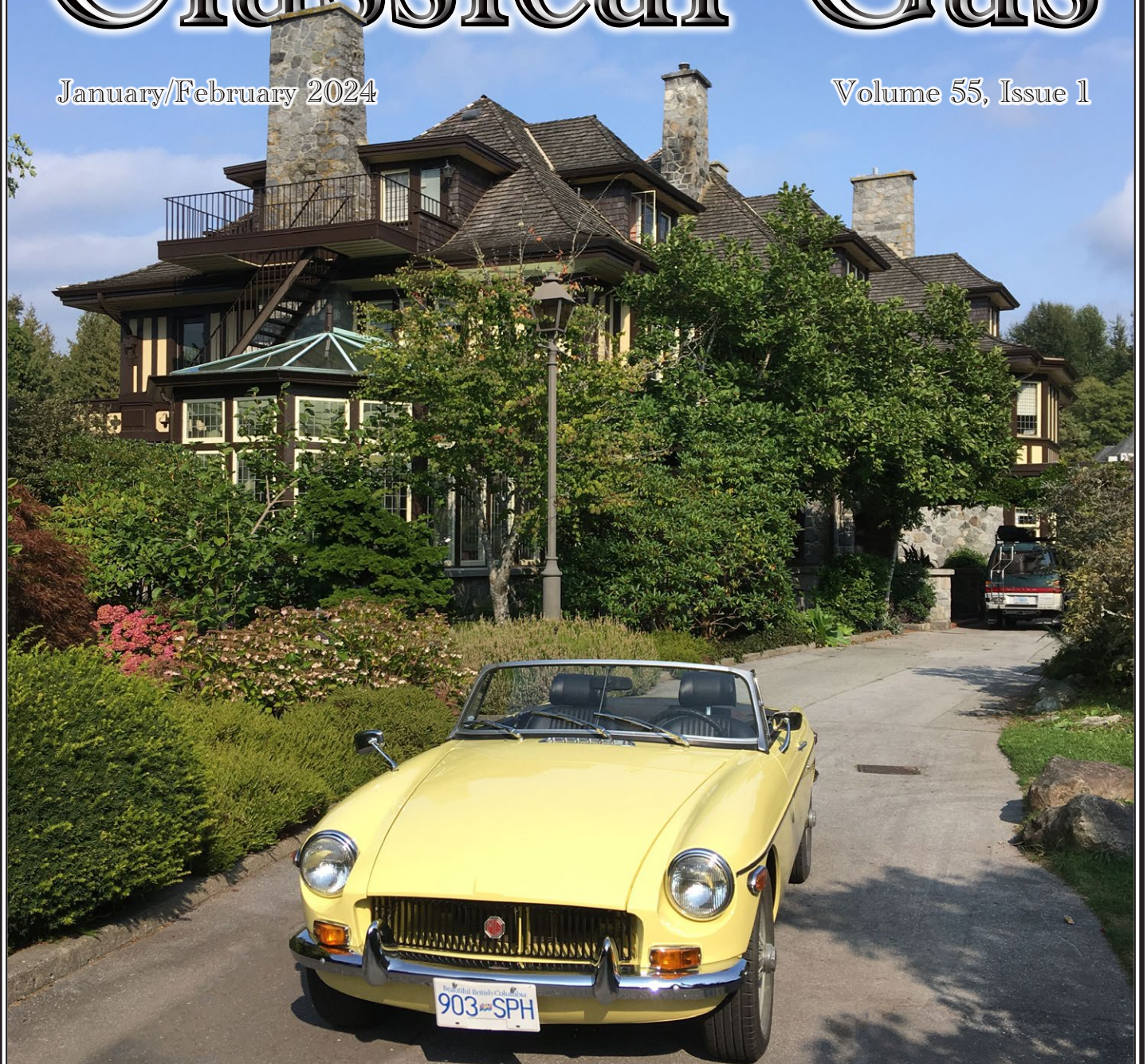


# Classical Gas

January/February 2024

Volume 55, Issue 1



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### About Classical Gas

Classical Gas is the official magazine of CXKJR/CCMGC, and is published bi-monthly.

All articles, technical tips, offerings and opinions seen in *Classical Gas* are for your enjoyment and edification.

The executive, authors, editors and publishers cannot be held responsible for errors, omissions or misinterpretation of content. Advertisements are not endorsements. As always, please use your own judgement.

### Submissions

Contributions such as articles, technical tips, travel, event reports and photographs are all gladly welcomed.

Please contact

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### Submission Deadlines

Mar/Apr issue..... Mar 8  
May/June issue..... May 3

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Graeme Menzies' 1970 MGB Roadster at Cecil Green Park House, University of British Columbia. Photo by Graeme Menzies.

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[Note that CXKJR/CCMGC Events are indicated by an (\*) and bolded.]

## March

**March 13**  
**Mike Powley**  
**Collectibles Night \***  
 (see page 11)

**March 14 – 17**  
 JCNA AGM Charlotte, NC

**March 17**  
**Spring Run \***  
 (see page 11)

## April

**April 6**  
**Easter Bunny Fun Run \***  
 (see page 27)

**April 21**  
 LAMB St. George's Show  
 lambcarclub.org

**April 21 – 24**  
 NAMGBR MG2024 Katy, TX  
 mg2024.regfox.com/mg2024

## May

**May 4**  
**Drive Your MG or Jaguar Day \***

**May 15**  
**JCNA Judges Workshop \***

**May 18**  
 VanDusen All British Field Meet  
 (see page 27)

## June

**June 9**  
 Fraser Valley Classic Car Show  
 fvccs.ca

## June 15

BC Highland Games  
 British Car Display  
 scotfest.bc.com

## July

**July 12 & 13**  
 Washington All British Field Meet  
 www.abfm.com

**July 13**  
**BC Collector Car**  
**Appreciation Day Drive \***

**July 13 & 14**  
**Convoy to GT- 49 \***  
 (See page 9)

**July 15 – 19**  
 NAMGAR GT- 49 Mt Hood, OR  
 (see page 9)

**July 19 – 21**  
 Jaguars on the Island  
 Jaguar Car Club of Victoria  
 jccv.clubexpress.com

## August

**Aug 3**  
 Jaguars on the Green  
 Seattle Jaguar Club  
 seattlejagclub.org

**Aug 9**  
 Westwood Reunion BBQ

**Aug 10 & 11**  
 BC Historic Motor Races  
 https://www.bchmr.bc

**Aug 23 – 25**  
**Heritage Classic\***  
 (See p. 27)

## Aug 30 - Sept 1

Portland All British Field Meet  
 Jaguar Owners Club of Oregon  
 JCNA Concours  
 https://abfm-pdx.com

## September

**Sept 21**  
 Sea to Sky All British Rally  
 seatoskyallbritishrally.com

**Sept 25 – 29**  
 JCNA International  
 Jaguar Festival  
 Flagstaff, AZ  
 (see p. 7)

## November

**Nov 3**  
 Kruse for Kids

**Nov 3**  
 London to Brighton  
 Commemorative Run

**Nov 13**  
**CXKJR/CCMGC AGM \***

## December

**Dec 11**  
**CXKJR/CCMGC Annual**  
**Awards & Potluck \***

**CXKJR/CCMGC**  
**General Membership**  
**Meetings (Wednesdays)**  
 Mar 13, Apr 10, May 8, Jun 12,  
 Jul 10, Aug 14, Sep 11, Oct 9,  
 Nov 13, Dec 11



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# JCNA NEWS

## JCNA Report

It's that time of year again; no, not Boxing Week/Month Sales. It's Annual General Meeting time for most clubs and for JCNA as well. This will take place in Charlotte, North Carolina in March. High on the list of priorities is electing new leadership, specifically a President. At present two candidates have offered to serve. One is Mark Mayuga, JCNA member since 1969, and perennial President of the Jaguar Owners Club of Los Angeles. The other is JJ Keig, from Texas and relatively new to JCNA. Bio's will be published in the Jaguar Journal.

Another end of year marker is Concours and Slalom awards. If you have earned a Regional or North American award you will find yourself listed in the Event Results on [www.jcna.com](http://www.jcna.com). Confirm this and advise JCNA by completing the document (also on the website) requesting your trophy be awarded to you in person at the AGM, or shipped to your home if you will not be attending.

At the most recent Board of Directors meeting, on behalf of all Canadian affiliate clubs that do not receive the membership benefits the US clubs do, I presented a request to allow Canadian clubs to pay dues and fees to JCNA in Canadian dollars. It did not pass but did get a lot of attention and resulted in the Board stating a way will be found to bring more benefit equity to north of the 49th clubs. Many of the Board were unaware that the Canadian dollar is worth about 70 cents in the US.

The movement toward producing Jaguar Journal electronically is not meeting with acceptance by members, so at this time it remains in print with the option to receive it electronically. Signing up to receive the test e-version now does not stop the print version from arriving in your mailbox. It's a test time as the Zinnio version is not how the final, interactive version would appear. Instructions for receiving the electronic Journal are on the website and published also in the JJ.

The 2024 International Jaguar Festival will be held September 25 - 29 in Flagstaff, Arizona. It will be a fun event as it's located at the renovated and updated (in some ways) 1960's Americana Motor Hotel right on



Carole Borgens,  
Northwest Region Director

Route 66, [www.americanamotorhotel.com](http://www.americanamotorhotel.com). Innovative activities, desert tours, trips to nearby Sedona, evening sky and star watching from the motel telescopes, evening bonfires, and of course the main attraction, the Concours. It's organized by Mark Mayuga, longtime Chairman of the IJF Committee, so the Concours as well as associated activities will be well worth the price of admission. Details to come soon at [www.jcna.com](http://www.jcna.com) and in Jaguar Journal.

We continue to have monthly meetings of the JCNA Marketing Committee as well as the Membership Committee. Information and idea sharing result in good ideas for moving clubs, as well as JCNA, forward. The need is to attract new members with modern Jaguars, and prepare for the inclusion of electrics in our Concours and Slalom events. The Rally chairman reminds us that "how to do it" can be downloaded from the Rally section of JCNA's website. He has created a sanctioned rally that can be managed without manned checkpoints. This makes it manageable. He also suggests running the sanctioned rally simultaneously with a driving tour; same route and option for members to tour it or compete in it, ending up together at the end for a meal and awards. This sounds like a great event to plan for when the roads are clear again.

Carole Borgens,  
Northwest Region Director ■

### 2023 JCNA Concours Results: CXKJR Members

#### North American Standings

|                             |                 |
|-----------------------------|-----------------|
| Driven Division Class D6-XJ |                 |
| Gary & Lynne O'Keefe        | 1984 XJ VDP V12 |
| 1st place                   | 10.00000 points |

#### Northwest Region Standings

|                               |                 |
|-------------------------------|-----------------|
| Champion Division Class C5-E1 |                 |
| David Jensen                  | 1965 E-Type FHC |
| 4th place                     | 99.73000 points |

|                             |                 |
|-----------------------------|-----------------|
| Driven Division Class D3-E2 |                 |
| Stewart & Mary Bruce        | 1969 E-Type FHC |
| 1st place                   | 9.98400 points  |

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# MGF VIN 0251 Returns to British Motor Museum, Gaydon

John Fry, Classical Gas UK Correspondent

I visited the British Motor Museum on January 13, 2024, where I saw the first production MGF which SAIC (the Shanghai-based Chinese state-owned automaker & current owners of the MG brand) has returned to Gaydon where it has been given pride of place in the entrance. MGF 0251, which had come off the production line in August 1995, had been languishing for some time at Longbridge. [Note that the first car produced in each MG model line was given the VIN number 0251, which was the phone number of the old MG factory at Abingdon.]



The first MGF produced in 1995 now on display at the British Motor Museum. Photo by John Fry.

I and my son have two pre-production MGF's here in the UK – mine being VIN 0050 which had been turned into a rally car by a senior employee at the factory. A little non-standard, with different gear ratios, all the interior stripped out, roll cage, 4-point racing harness, and special camshaft and exhaust. It goes very well and I have used it for Sprints and Hill Climbing. Our son has a Press car VIN 0090, which was subsequently used for MGF racing and then by him for Sprints and Hill Climbing.

MGF's and TF's are very affordable in the UK, but their numbers are diminishing. □

## NAMGAR's GT- 49 at Mt. Hood – Come With Us!

Each year, the North American MGA Register sponsors an international “Get Together” and in 2024, the event will take place in Welches, Oregon, located along the Mt. Hood Scenic Byway. Hosted by the Columbia Gorge MG Club July 15 to 19, owners of MGA's and all other MGs are invited to the Mt. Hood Resort for a car show, drives along the spectacular touring roads, technical sessions, a Rally, a Funkhana, a guided tour to the iconic Timberline Lodge



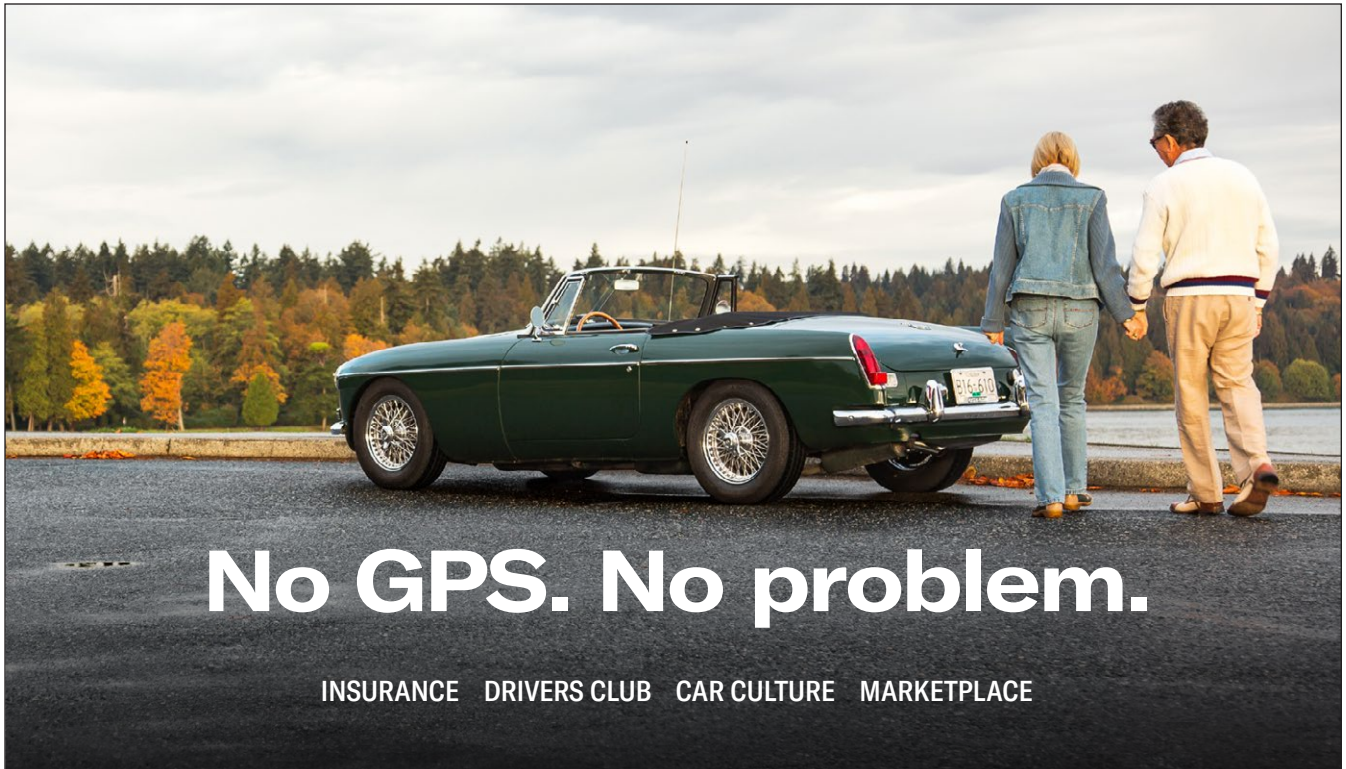
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on the slopes of Mt. Hood, a guided tour of the Western Antique Aeroplane & Automobile Museum at Hood River and other fun activities.



Check out the details of the GT-49 program at: <https://namgar.com/2023/12/18/gt-49-in-sports-car-heaven/> (Note that Other British cars, including Jaguars, are also welcomed.) Peter & Anne Tilbury are organizing a convoy to GT- 49. If you're interested in joining the convoy next July, contact Peter Tilbury at [patilbury@shaw.ca](mailto:patilbury@shaw.ca) . ■

GT-49 is Sports Car Heaven



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# Mike Powley Memorial Collectibles Night

WEDNESDAY, MARCH 13



Mike holding one of the Collectibles Night trophies.

For many years Mike Powley organized the March membership meeting as an opportunity for club members to present displays of models and/or other collectibles (not required to be car-related).

If you have any treasured collections that you would like to share with the club, consider being part of the March 13 Collectibles Night at the Burnaby Lake Clubhouse. Participants will have the option of presenting their collections in-person by showing their collection on a display table at the Clubhouse. For those who are out of town or can't attend the meeting for other reasons, there will be an option of submitting photos of the collection that will be shown in a PowerPoint.

There are a limited number of spaces available for collections, so contact Jennifer Orum as soon as possible to find out the details and how to apply. [jlorum@shaw.ca](mailto:jlorum@shaw.ca).

To give you an idea of what kinds of collections have been shared with the club on Collectibles Night, here are some from recent years:

- Antique auto watches
- Art of Paul Crouch
- Auto Art
- Barbie dolls
- Beer cans & bottles
- British Wonder Books 1920s & 1930s
- Collins Radios
- Disney on Display
- Elizabeth II Coronation
- Guitars & bass collection
- International rally decals
- Memories of a beloved cat
- MG sales literature 1960s to 1980s
- Military & police badges
- Morse code keys
- My Paintings: A Recent Pursuit
- N scale BC Rail intermodal diorama
- Shaving paraphernalia
- The Simpsons
- South African & the Homelands stamps
- Tall case floor clocks
- Time passed down

□

## CXKJR/CCMGC Spring Run

MARK YOUR CALENDARS FOR MARCH 16!

Each year, CXKJR/CCGMC celebrates the coming of spring with a drive and lunch – a reason to get your MG or Jaguar out on the road after winter. Planning is underway for this year's Spring Run, which will likely include:

**The date:** Saturday, March 16, which is three days before the beginning of Spring on March 19

**The start:** The new Pitt Meadows Airport terminal - meet at 9:00 am for a 9:20 am start

**The scenic drive:** On the North Side of the Fraser, approximately 1 ½ hours in duration

A stop at the Westminster Abbey in Mission

**Lunch** at the Mission Spring Brewery Company

**Watch for details** in Little Classical Gas and on our website [www.jaguarmg.com](http://www.jaguarmg.com).

Registration will be set up on the club website.

□



# THE BEAROYL RACING GREAT NEW ENGLAND TOUR

## Part One: An Overview

Bob Sherman, CCMGC Member, Chino Valley, Arizona

In search of new adventures, Marie & I planned a race car trip to participate in four Pennsylvania Hill Climb Association events, from July through September. A good friend of ours from South Carolina encouraged us. This would make good use of the motor coach we purchased last year, since the coach easily towed the twenty-foot enclosed race car trailer which, of course, would contain the MGB GT race car, parts, and equipment.

These events spanned an eight-week period. The reader might wonder what we would do between events. We planned some side trips to investigate family history in Vermont and West Virginia. Also, the places where we would compete made side trips to historic Civil War sites and Presidential homes very convenient.

Certainly, the price of diesel fuel was a factor. However, when one considers the increased prices of lodging and restaurant meals (often of dubious quality), the fuel expenses are not so onerous. At times we would stay at campgrounds offering full hook-ups for electricity, water, and sewer. At other times, resources could be conserved by using highway rest stops, truck stops, and parking areas where permission could be obtained, or where it looked unlikely that anyone would

contest our commandeering a parking place. Our coach is equipped with a high output generator which made the “dry camping” possible. Approximately 9,300 miles were covered.

Our race schedule included Polish Mountain Hill Climb at Flintstone, Maryland, Duryea Hill Climb in Reading, Pennsylvania, Summit Point Raceway Shenandoah Circuit Time Trials in West Virginia, and Weatherly Hill Climb in Weatherly, Pennsylvania. There was a two-week interval between each event.

We are realistic and realize that many PHA competitors have raced in these events for years and know the courses. Expectations of winning a class or setting records were not our goals. For this reason, we decided not to buy new tires, but to use up Hoosier A7 slicks that we have. In fact, the set we used was seven years old, which is very old for any racing tire. New tires would have given us much better times.

We have been Hillclimb racing with the Northwest Hillclimb Association for many years. The organization, atmosphere, format, and camaraderie experienced with the Pennsylvania Hillclimb Association were very similar. The difference was



Three months on the road.



Lovely riparian campsite in Vermont (Hyacinth Bucket would approve).

that, coming from Arizona, we obtained a bit of unexpected notoriety. At each event, we made new friends and were treated like celebrities. We were given course orientation tours, local guidance, and help with instructions for navigating our sixty-three-foot coach and trailer combination. As an aside, do not trust even an RV rated navigation device. You can be sent on roads that make no sense for the vehicle and are quite literally undrivable. Ask us how we know this! We cannot thank our Pennsylvania Hill Climb Association friends enough for local navigation tips. One of our goals was to make new friends over the eight-week period, and this we did.

At least four Classical Gas articles will follow this introductory one, as each event will be covered in detail, including some information about our side trips. Although not motorsports related, these were an important part of the adventure. As we move through the series, I will entertain any questions from readers at [bearoylracing@gmail.com](mailto:bearoylracing@gmail.com). □



Preparations included changing the differential and repairing damaged suspension bits.



Early arrival in the pit area next to the historic fire tower at Reading, Pennsylvania. The site was jam-packed in another two days.



An unexpected sight.

# Sir Stirling Moss – Lifetime Member of CCMGC

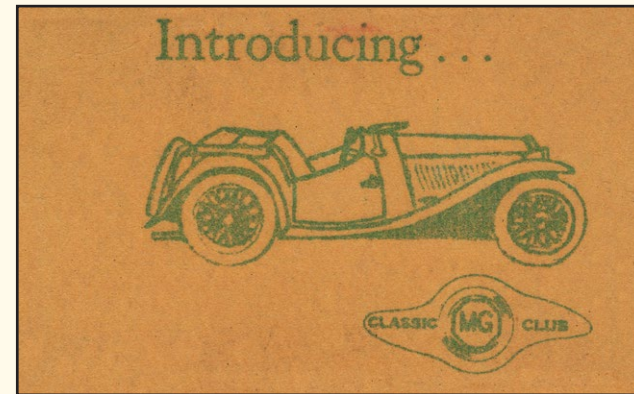
Peter Tilbury

In May 1965, Stirling Moss visited Vancouver. He hosted “An Evening with Stirling Moss” at the Queen Elizabeth Theatre, and tickets were \$1 each. Ian Newby, a founding member of CCMGC & CXKJR, attended this event and spoke with Moss. Ian offered Stirling a lifetime membership in the Classic MG Club, which he accepted in recognition of his association with the MG marque over the years. (Note: The Classic MG Club was formed in 1964 and was later replaced by the Canadian Classic MG Club in 1969).

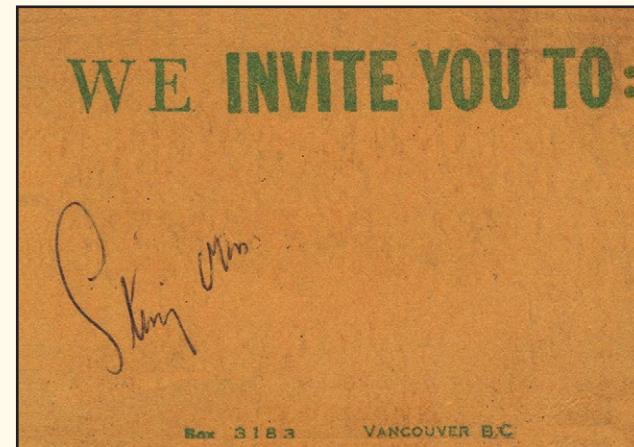
As a schoolboy, I was lucky to meet Stirling Moss in April 1965 when he participated in the 13th East African Safari Rally. The rally that year started in Nairobi, and Stirling was co-driver to his brother-in-law, Erik Carlsson (married to Pat Moss), driving a Saab 96 Sport with a two-stroke, 841cc three cylinder 58hp engine. Their rally ended on the first day when the Halda, a cable driven average speed and accurate mileage indicator, failed early on. (The Halda instrument was used at that time by all rally cars as its gearing could be changed to match the tire size and gearbox of any car. It was made by Haldex AB, a Swedish taxi meter manufacturer). Eighty five cars started this rally, and there were only sixteen finishers after 3,150 miles over four days. ([HTTPS://sports.cars.tv/new/files/safari\\_rally.html](https://sports.cars.tv/new/files/safari_rally.html)). Stirling did enjoy better rallying results as a driver – he finished 2nd in the 1952 Monte Carlo Rally in a Sunbeam-Talbot. He also won a Coupe d’Or for three consecutive penalty-free runs on the Alpine Rally, and was one of only three people to do so.

Of course, Stirling Moss was best known for his racing wins and speed record breaking accomplishments. He won 212 of 529 races he entered from 1948 to 1962, including sixteen Formula One Grand Prix. His first major international race victory was at the wheel of a Jaguar XK120 in the 1950 RAC Tourist Trophy in Northern Ireland, on the eve of his 21st birthday. In 1954 he became the first non-American to win the 12 Hours of Sebring in a 1500cc O.S.C.A. MT4.

He drove a Jaguar C-Type in the 1952 Mille Miglia with Norman Dewis, a Jaguar test driver. Their car was the first race car to be fitted with disc brakes, which were developed by Dunlop and Jaguar, and they passed



Stirling Moss signature on the Classic MG Club membership card from 1965.



all the other cars but hit a rock in the road when leading which caused their retirement ([youtube.com/watch?v=10ryCY714xc](https://www.youtube.com/watch?v=10ryCY714xc)). His first Grand Prix win was the 1955 British Grand Prix. That same year he also won the RAC Tourist Trophy, the Targa Florio, and the 1000 mile Mille Miglia road race with Denis Jenkinson, who prepared a set of pace notes, in a Mercedes. His Grand Prix Formula 1 cars were varied, but British makes were his preference. These included a Lotus with a Coventry-Climax engine. He drove a Cooper in Formula 3 early in his career.

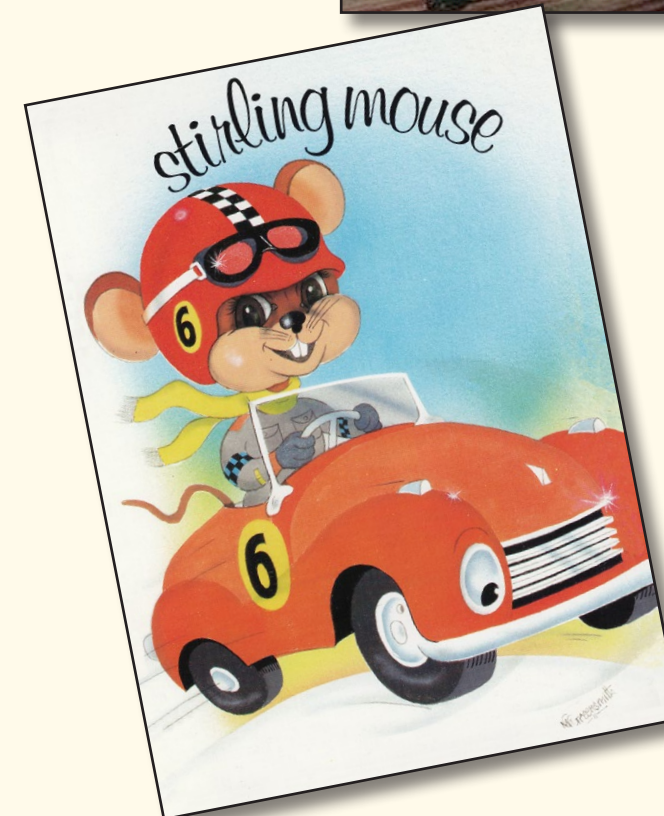
His speed records included 24 Hours at Montlhery in France in 1950, in a Jaguar XK120 FHC, when he and Leslie Johnson drove 2,579.16 miles at an average speed of 107.46 mph. It was the first time a production car had averaged over 100 mph for 24 hours.

In 1952 he returned to Montlhery as one of four drivers who drove a factory prepared Jaguar XK120 continuously for seven days and seven nights. They averaged 100.31mph, to take four world records and five international Class C records, covering over 16,851 miles.

In 1957, Stirling broke five International Class F records in the streamlined MG EX181 at the Bonneville Salt Flats. The supercharged car’s speed over a kilometre was 395.32 km/h (245.64 mph).



Sir Stirling Moss with the Jaguar C-Type he drove in the 1952 Mille Miglia. Photo credit: Classic Driver magazine.



He was married three times. His first wife was Katie Molson, an heir to the Canadian Molson Breweries, in 1957. He became one of the most recognized celebrities in Britain during his driving career. “Who do you think you are, Stirling Moss?”, was supposedly the standard question all British policemen asked speeding motorists. As a young boy, I remember reciting a joke: “What is white, and flies around the room at 100 miles per hour?” “Stirling Moths”! (Probably from the Beano or Dandy comics, or an early Christmas cracker).

Stirling Moss was knighted in March 2000. He died, aged 90, in April 2020. □

Birthday card to Ian Newby from his wife Doreen, on January 20, 1984. Inside it reads “May we enjoy life together as time races on.”

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# What's in a Name?

Jennifer Orum

*This is the second in a series where CXKJR/CCMGC members describe the reasons why they have chosen a particular name for their Jaguar or MG. If you have a nickname for your classic, send me the year, make & model plus the reason for your name choice to jlorum@shaw.ca*

## ERIC HUTTON

I decided to start looking for another MG but didn't quite know where to start other than Craigslist, marketplace etc. I had red MG's back in the 70's and of course I wanted a red one. I belong to a British Motorcycle club and seeing as though most of these guys are Brits I thought I might ask them for suggestions. The club president suggested one of the members who supposedly knew a lot about MGs. This supposed expert turned out to be Peter Tilbury. As I searched for the perfect red MG, Peter was there for answers to my questions. And then it happened. Right out of the blue (pardon the pun) Peter phoned me to ask if I was interested



*Eric & Lynda Hutton in their 1965 MGB Roadster "Iris".*

in a blue one that he knew was for sale. I thought to myself....a blue MG? I don't think so. Upon thinking about I thought I should at least have a look seeing as Peter suggested it. Well.... as soon as I saw this baby blue B I fell in love with it. And to make it even better, Peter and Steve Kaufmann did most of work on this beauty. I soon found out that it is an original MG colour "IRIS BLUE". My happy driving place is in my award winning 1965 MGB Roadster lovingly named "IRIS"

## GRAEME MENZIES

I refer to my car as "The Mighty Bee"... Mighty because, why not? Bee because it's yellow and black colour scheme (yellow body, black interior), and it's a "B" model.



*1970 MGB Roadster "The Mighty Bee". Photo by Graeme Menzies.*

## MIKE MILTON

Etta: Etta is a 1970 E-Type FHC that is just completing five years of restoration. (I bought her in 1975.) The name Etta (after Etta James) seemed best because I want to "Take It To The Limit One More Time" once she is completed ("At Last"). So it is a good thing I've installed a JLR classic infotainment system to blast those two songs on. Her plate is XKE FHC.

Otis: Otis is an early E-type Flat Floor Open Two Seater and OTS just demanded a name like OTIS.

Grace: Grace is a 1996 X300 Vanden

Plas. What better way to invoke the Jaguar promotional phrase: Grace, Pace, and Space than this name for one of the last great examples of British saloons.



*1996 Jaguar X300 Vanden Plas "Grace". Photo by Mike Milton.*

# Save Ethanol-Free Gas!

The Federal Government mandated that all grades of gasoline sold at the pumps in Canada had to be an ethanol blend by December 31, 2023.

The National Association of Automobile Clubs of Canada has pointed out that ethanol can damage fuel tanks in older vehicles, as well as other system components such as rubber parts and carburetors. The process can be accelerated if the vehicle is not driven frequently. NAACC has asked the Federal Government to allow Chevron 94 and Shell 91 to remain ethanol-free, or at the very least, have a one percent addition for compliance requirements. They are asking owners of older cars to write their MPs to support the campaign to save ethanol-free gas.



*Corn is the main source of ethanol in fuel in the US and Canada.*

NAACC is asking that classic car owners sign a petition to the Government of Canada that is available online at:

<https://www.ourcommons.ca/petitions/en/Petition/Sign/e-4735>

CXKJR/CCMGC is a member of the Specialty Vehicle Association of BC. The SVABC is encouraging classic car owners and enthusiasts to write their MPs to support the NAACC proposal. To find the address of your MP, go to: <https://www.ourcommons.ca/members/en/addresses>

You can write your own letter or use wording such as the following:

*Dear John or Jane Doe, MP*

*Classic car owners no longer have access to pure gasoline in Canada, given the Federal Government's mandate that all grades of gas must contain ethanol by December 31, 2023. Since ethanol can damage fuel tanks in older vehicles and other fuel system components such as rubber parts and carburetors, the National Association of Car Clubs of Canada has asked the Federal Government to allow Chevron 94 and Shell 91 to remain ethanol-free, or alternatively, to have a one percent addition for compliance requirements.*

*As a classic car owner, I am seriously concerned about losing the opportunity to use ethanol-free gas in my car. I am therefore asking for your support of the NAACC proposal, to allow ethanol-free gas to be available again across Canada.*

*Your support of this would be greatly appreciated.*

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*Address or Email*







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# COX MEMORIAL WHIMPER WONDERLAND RUN



*The record turnout of 92 participants at the Run start. Photo by Robert McCullough.*

**Sunday, January 1, 2024**

*Peter & Anne Tilbury*

**T**he annual January 1st Cox Memorial Whimper Wonderland Run had a record turnout for 2024. The blue skies and dry roads tempted 92 people in 52 cars, most with their tops down, to do the Run. Our Club was joined by members of the Old English Car Club (OECC), the Langley Mostly British Club (LAMB), and the Vancouver Mini Club (VMC). There were 14 MGs, 11 Jaguars, 7 Minis, 5 Triumphs, 4 Morgans, a Rover, a Lotus, a Morris Minor, a Range Rover, and a Jensen on this year's Run (and some Brand Xs). This year's Run started at the Chevron Gas Station at 176th Street and 8th Avenue in Surrey (formerly the Campbell River Store) and followed a 45 km/28 mile route to Jimmy Mac's Pub in Langley.

Tony and Judy Cox started this event over 10 years ago. Their premise was that if you did not drive with your roof down on New Year's Day, you were a "whimper". Hence the title of the event. The event goes rain or shine, and has only been cancelled twice in its history when there was snow and ice on the roads.

The event ends at a pub for lunch, and there is a motoring themed quiz after lunch. Prizes are awarded by the organizers for the quiz winners, and for those who arrive at the start wearing improbable winter hats. Thank you to the Cox family for the prizes for best hat, and for the winners of the quiz. Second place prizes in the quiz were provided by Western Driver.

This year's best hat prize went to Simon Austin, aka Mr. Bean, with his turkey hat, while Doreen Newby was the runner-up. The pub quiz winners: tied for 1st with 14 correct answers were Ian & Doreen Newby, and Tom Morris & Elaine Davie. Tied for 3rd with 11 correct answers were John Evans & Ria Zapf, and Les Garbutt & Barbara Bell. Go to the "Jag/MG Club Vancouver" Facebook page to see several collections of photos and a video of the 52 cars leaving the start in South Surrey. [See more photos of the Run and the Pub Quiz on page 22] □



*A few of the 52 cars that took part.  
Photo by Robert McCullough.*



*A Morris Minor follows the scenic route.  
Photo by Jennifer Orum.*



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# COX MEMORIAL WHIMPER WONDERLAND RUN QUIZ – JANUARY 1, 2024

*Answers are car makes, not models. e.g. "Austin" not "Allegro"*

1 A way to cross a stream.

\_\_\_\_\_

2 A combination of grace, space & pace.

\_\_\_\_\_

3 Pole dancers in the 5th month.

\_\_\_\_\_

4 A wartime shelter.

\_\_\_\_\_

5 A shaft of light.

\_\_\_\_\_

6 Susan has the tool to open the door to the animal house.

\_\_\_\_\_

7 Avoid.

\_\_\_\_\_

8 A flowery yoga position.

\_\_\_\_\_

9 The people's car.

\_\_\_\_\_

10 Le Car.

\_\_\_\_\_

11 Fabrica Italiana Automobil Torino.

\_\_\_\_\_

12 A place to keep the answer to Q3.

\_\_\_\_\_

13 A child's plaything starts this.

\_\_\_\_\_

14 The male person lives in the mountains.

\_\_\_\_\_

15 To win.

\_\_\_\_\_

16 Started in 1917. In 2020, a Canadian became the major shareholder.

\_\_\_\_\_

17 Named after Emil Jelinek's daughter

\_\_\_\_\_

18 A wanderer, Irish maybe.

\_\_\_\_\_

19 Models were Greek letters.

\_\_\_\_\_

20 A county in Northern England from 1974-1996, whose only city was Kington Upon Hull.

\_\_\_\_\_

*[See answers on page 27]*



Simon Austin's winning turkey hat.  
Photo by Peter Laurence.



Doreen Newby's custom creation.  
Photo by Peter Laurence.



Run organizer Anne Tilbury, Western Driver's Joan Stewart, CCMGC member Sheila Kaufman at Jimmy Mac's Pub.  
Photo by Robert McCullough.

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**In Memoriam: TAB CAMPBELL**

We have received the sad news that long-time member Tab Campbell passed away October 1, 2023. Tab and his wife Judy were active in our club since that 1980's and even though they lived in Washington State, they participated in many events over the years. Tab & Judy had a 1972 Jaguar E-Type Coupe and a 2003 XJ8. Our condolences go out to his family.

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## CXKJR/CCMGC CLUB ADVISORS

Club members should feel free to call these contacts who've volunteered to provide advice regarding the purchase, repair and/or restoration of various MG & Jaguar models. For phone numbers & emails, check the Club Roster.

**MG TD:** Tony Cohen

**MGA coupe/twin cam 1955 to 1962:**  
John Clarke

**MGB 1962 to 1974:** Doug Gale

**MGB 1974 to 1980:** Allan Lawrence;  
Kayte Lawrence

**MGB GT V8:** Al Riches

**MGF:** Mike Harford

**Jaguar MK II:** Danny Reilly

**Jaguar MK VIII & IX:** John Clarke

**Jaguar Early Saloons:** Malcolm Reith

**Jaguar XK140 (& Panther J72):** Jim McLean

**Jaguar E-Type:** John Clarke; Allan Lawrence;  
John Morse; Malcolm Reith

**Jaguar XJS:** Vito Donatiello

**Jaguar XK8/XKR & Late sedans:** Les Garbutt

**Jaguar F-Type:** Vito Donatiello

Members are reminded that a number of our Classical Gas advertisers provide mechanical and other services to owners of MGs and Jaguars. For details, see the Advertisers Index and check out the ads.

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# Alyn Edwards Collection Visit

November 19

A large turnout of club members visited the Alyn Edwards' classic car collection in Maple Ridge. Alyn is a well-known BC journalist and feature writer, particularly about cars. He has been a classic car enthusiast for as long as he can remember. His passion for cars led to the restoration of his wife Ann's 1960 Corvette which she purchased in 1973. Alyn and Ann still have this beautiful and rare fuel injected Corvette. Since then, Alyn has owned and restored dozens of classics with a particular emphasis on convertibles. (from Alyn's Vancouver Classics at aedwards@peakco.com).



Andrew Lindesay and Brian McBride enjoying the view & food at the Kingfisher Bar & Grill.  
Photo by Robert McCullough

CXKJR/CCMGC club members gathered at the Burnaby Lake Clubhouse and then followed roads on the north side of the Fraser River to Alyn's collection in Maple Ridge. In addition to the main building, the group visited his restoration shop next door.

After the visit, the group went to lunch with Alyn and Ann at the nearby Kingfisher Waterfront Bar & Grill. The group was larger than expected, but the restaurant did a fabulous job of serving the crowd.

Many thanks go to Alyn and Ann for their hospitality and to Marcey Gibson for organizing the event.

[Unless otherwise indicated, photos are by Marcey Gibson.] ■



Some of the large turnout of our club members visiting the Edwards collection.



1937 Cadillac LaSalle convertible.



The three in the middle L to R: 1966 Mercedes 230SL, 1941 Mercury convertible, 1953 Monarch convertible.



1930 Ford Model A roadster.

# 2023 CXKJR/CCMGC Club Awards



Eight Club Awards presented at the December membership meeting.



Allan Lawrence: Most Improved Car Award.

The December 13 Membership Meeting at the Burnaby Lake Clubhouse included presentations of the 2023 Club Awards by MG President Eric Hutton and Jaguar President Marcey Gibson. Below are the winners. [Photos by Timothy Horton]

### Most Improved Club Car

ALLAN LAWRENCE (1970 Jaguar E-Type 2 + 2 Coupe)

**Octagon Motor Group Award** for overall contribution to the club by an MG member  
ANNE TILBURY

**John Sharpe Award** for overall contribution to the club by Jaguar members  
JIM & MARIA SEVERS

**MCL Award (MG)** for participation, sportsmanship & high point car  
SIMON AUSTIN (1977 MGB V8)

**MCL Award (Jaguar)** for participation, sportsmanship & high point car  
SHAUN SINCLAIR (2015 JAGUAR F-TYPE S)

**Bad Penny Award MG** for regular participation in club events  
MIKE MCCHESENEY (1967 MGB GT)

**Bad Penny Award Jaguar** for regular participation in club events  
JOHN MORSE (1966 JAGUAR E-TYPE)

**MGA 50th Anniversary Award** for contribution to club members  
JENNIFER ORUM

**Dirty Boot Award**  
SIMON AUSTIN (1977 MGB V8)

**Bottom of the Tank Award** for running out of gas  
NORM & DIANE STANLEY (1977 MGB Roadster)



Simon Austin: MCL Award (MG)



Anne Tilbury: Octagon Motor Group Award



# The Last Word

## Easter Bunny Fun Run - April 6



This year's run will start at Deas Island Park in Delta. It will be about 1 1/2 hrs in length, with questions along the route. We will finish at a restaurant, also in Delta.

If you think that you might like to enter, please register with Sheila or Steve Kaufman.

Email us at [sskauf@telus.net](mailto:sskauf@telus.net) or phone/text at 604-290-4409 .

## VanDusen All British Field Meet - May 18

*Presented by Hagerty*

A world-class classic car event, the 37th Annual ABFM on Saturday May 18 will showcase almost 500 British-built classics, exhibitors and vendors surrounded by the beauty of VanDusen Botanical Garden. The Featured Marques will celebrate 101 Years of Triumph, 60 Years of the Sunbeam Tiger, plus Modified Classics.

For enthusiasts wondering what their vehicles are worth in today's market, there will be a seminar tent with an expert panel to discuss and inform on current price trends, hosted by the ABFM's presenting sponsor, Hagerty Classic Car Insurance.

Musical entertainment will include the Little Mountain Brass Band and pop group Definitely Not The Beatles (DNTB), with frontman and collector car enthusiast Randy Cunningham, aka John Lennon, taking the stage to rev up the Sixties vibe and entertain the lunchtime crowds. For a fun time, 1960s and '70s period dress will be encouraged, with prizes awarded by the band.

For further information and registration on the Saturday ABFM show see [www.westerndriver.com](http://www.westerndriver.com) .



## Heritage Classic 2024 - August 23 to 25

Our club's 53rd Annual Heritage Classic Weekend is being planned to take place in Langley, with a Friday welcome reception, the Saturday show & dinner, and on Sunday, a scenic drive and the Classic Revival day. The Show will include a display of MGs and Jaguars plus an "Other British" section, with Entrants Choice voting. Also this year, Land Rovers are being invited. There will be a Jaguar Clubs of North America Concours and a Hagerty Youth Judging program. With 2024 being the 55th Anniversary of CJKR/CCMGC, the Heritage planning group is busy, coming up with many exciting ideas for a memorable weekend. Stay tuned for updates at membership meetings, on the club website [www.jaguarmg.com](http://www.jaguarmg.com), in Little Classical Gas and in future issues of Classical Gas. □

## Cox Memorial Whimper Wonderland

### - ANSWERS TO QUIZ on page 22 -

- |            |               |                  |
|------------|---------------|------------------|
| 1. Ford    | 8. Lotus      | 15. Triumph      |
| 2. Jaguar  | 9. Volkswagen | 16. Aston Martin |
| 3. Morris  | 10. Renault   | 17. Mercedes     |
| 4. Nissan  | 11. Fiat      | 18. Rover        |
| 5. Sunbeam | 12. MG        | 19. Lancia       |
| 6. Suzuki  | 13. Toyota    | 20. Humber       |
| 7. Dodge   | 14. Hillman   |                  |



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| per pumps include gasket.  |              |                         |                             |          |
| PK5500   | \$49.99      | WATER PUMP REBUILD KIT  |                             | 1        |
| C2303  | \$1.09       | GASKET, water pump      |                             | 1        |
| C19521   | \$109.99     | TENSIONER PULLEY        |                             | 1        |
| Fully CNC machined and powder coated, this USA-made pulley includes sealed bearings for longer life. |              |                         |                             |          |
| C25082   | \$28.99      | HUB, water pump pulley  | 4.2 Liter Series I from (e) | 1        |
| C25083   | \$109.99     | WATER PUMP PULLEY       | 7E.1404                     | 1        |
| FG.104/X   | \$0.29       | WASHER                  |                             | 4        |
| UFS.125/5R   | \$0.39       | BOLT, pulley to carrier |                             | 4        |
| C24291   | \$59.99      | BELT                    |                             | 1        |
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