

Classical Gas

July/August 2025

Volume 56, Issue 4



www.jaguarmg.com

2025 CXKJR/CCMGC CALENDAR

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

August

Aug 16 & 17

BC Historic Races
bchmr.ca

Aug 22 – 24

Heritage Classic Weekend & Classic Revival *
(see page 11)

September

Sept 6 – 7

Portland All British Field Meet
Abfm-pdx.com
Jaguar Club of Oregon
Concours & Slalom
(see page 27)

September

Sept 14

North Vancouver Club Lunch

& Garage Tour *

(see page 17)

Sept 20

Sea to Sky
All British Rally
(see page 27)

Sept 26 – 28

Presidents' Run *
(see page 7)

November

Nov 2

London to Brighton
Commemorative Run
Old English Car Club

Nov 2

Kruise for Kids

Nov 12

CXKJR/CCMGC AGM *

December

Dec 10

Annual Awards & Pot Luck *

2025 CXKJR/CCMGC General Membership Meetings (Wednesdays)

Sept 10, Oct 8, Nov 12, Dec 10

Executive Elections 2026

In conjunction with the 2025 CXKJR/CCMGC Annual General Meeting this coming November, four positions will be voted on: Vice-President (Jaguar), Vice-President (MG), Secretary and Treasurer. In the case of the Secretary and Treasurer, the incumbents may decide to be candidates for an additional year.

In most cases, after serving a year, the two Vice-Presidents automatically move to the two President positions and the two Presidents automatically move to the Past-President positions. 2025 has been challenging for the Club Executive, since the Jaguar Vice-President position has remained vacant and the MG Vice-President position has been filled on a temporary basis only.

The term of office for next year's Executive positions will be from the club's November 2025 AGM to the November 2026 AGM. Anyone interested in nominating another member or possibly stepping forward themselves is encouraged to contact the Nominations Coordinators Les Garbutt at lsgrbtt134@gmail.com or 604 266 9086 or Mike McChesney at michaelmcchesney57@yahoo.com or 604 316 1175.



CANADIAN XK JAGUAR REGISTER

CANADIAN CLASSIC MG CLUB



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

Senior Editor Jennifer Orum
at jlorum@shaw.ca for details.

Submission Deadlines

Sept/Oct: Sept 5
Nov/Dec: Nov 7

Club Affiliations

MG Car Club Ltd.
www.mgcc.co.uk

North American MGA Register
www.namgar.com

North American MGB Register
www.namgbr.org

Jaguar Clubs of North America
www.jcna.com

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In This Issue...

2025 Calendar	2
Executive Elections	2
Jaguars on the Island	5
Board Members & Club Contacts	6
Presidents' Run [Peter Tilbury]	7
Hyack Parade [Mike McChesney]	9
Heritage Classic	11
The 1955 Jaguar D-Type [Ian Newby]	12
Weatherly Hill Climb [Bob Sherman]	14
Club Lunch Program	17
ScotFestBC British Car Display [Mike Harford]	18
Culture Shock [Mason Formby]	20
BC Collector Car Appreciation Day	22
Alphabetical Index of Advertisers	24
CXKJR/CCMGC Club Advisor List	24
From the Passenger Seat [Ria Zapf]	25
JOCO Concours & Slalom; Portland ABFM	27
Sea to Sky All British Rally	27

On the Cover: Ian & Doreen Newby's award winning 1954 Jaguar XK 120 at the 2025 VanDusen All British Field Meet.

Photo by Ria Zapf.

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JAGUARS ON THE ISLAND



Sponsored by the Jaguar Car Club of Victoria, the July 19, 2025 JOTI event had over 80 Jaguars on the field at Windsor Park in Oak Bay, including both JCNA Concours and 'Enthusiast' entries. There were also over 20 Aston Martins on the show field.

The feature this year: Celebrating the iconic E-Type. Special Guests were the Aston Martin Owners Club, celebrating their 90th anniversary. The JCNA Concours award winners included the following CXKJR members:

Champion Division [scores are out of 100]

C6/E2	1st	Gary & Lynne O'Keefe	1970 E-Type	98.980
C12/JS	1st	Carole Borgens	1990 XJ-S	99.900
C13/JS	1st	Jeff Seidel	1994 XJS	99.400

David McGuire's 1989 XJ-S was in Class C12/JS and received a 98.020.

Two CXKJR members were Concours Judges at JOTI: Jim McLagan & David Jensen. Jim & Sue McLagan had their 2014 Jaguar F-Type on display in the Enthusiast Class. Also in the Enthusiast Class were Graeme Lusk with his 2017 F-Type and Marilyn & Brian Mellis with the 1971 E-Type.

CXKJR member Carole Borgens is both Vice-President of the Jaguar Car Club of Victoria and 2025 JOTI Chair.

The JCNA Northwest Region includes four clubs that put on JCNA-sanctioned Concours each year: Jaguar Car Club of Victoria, Seattle Jaguar Club, Jaguar Owners Club of Oregon, and our own Canadian XK Jaguar Register.

JCNA members who want to compete for North American level awards need to enter a Jaguar in at least three JCNA-sanctioned Concours. Those who want to compete for Regional JCNA Awards need to enter at least two sanctioned Concours.



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CXKJR/CCMGC 2025 Presidents' Run

September 26 - 28 West Kelowna



Friday, September 26

- Meet in Chilliwack around 10:00 am ■ Lunch at "Grand Union Café" in Hedley (Hwy 3) 1:00 pm
- Arrive at TownePlace Suites Hotel (Hwy 97) 4:00 pm ■ Evening on your own.

Saturday, September 27

- Leave hotel around 11:00 am
- Drive Westside Road to "The Rusty Putter" at the Spallumcheen Golf Club for lunch 1:00 pm
- Drive east side of Okanagan Lake 4:00 pm
- Dinner at 6:00 pm with Okanagan British Car Club Members.

Sunday, September 28

- Leave hotel before 11:00 am ■ Return to Vancouver by either
(a) Connector 97c to Merritt, then Coquihalla Hwy 5; or (b) through Keremeos and Princeton.

Hotel Information

TownePlace Suites by Marriott, 3551 Carrington Road, West Kelowna

2 nights: Friday, September 26 and Saturday, September 27.

Double Queen Bed Studio or King Bed Studio with sofa bed \$170 per night + taxes. All rooms have fully functional kitchens with fridge & dishwasher. Price includes complimentary hot breakfast, wifi & parking. All beers are under \$5 on weekends. We currently have a block of 10 rooms (6 doubles & 4 Kings) reserved. Members can book online or call the hotel at 778 754 4888. Quote "MG Jaguar Club Presidents' Run" group rate.

Please email membership@jagmg.com once you have made a reservation, indicating the number of attendees.

Contact: Peter Tilbury cell 604 889 5067, or
email mgpresident@jaguarmg.com



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Saturday lunch at the Spallumcheen Golf Club



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Hyack Parade May 24

Michael McChesney, with photos by Allan Lawrence

For a second year our Club participated in the New Westminster Hyack Parade. The Parade organizers state that it is one of the largest in British Columbia with over 100 entries from throughout BC and some from the USA. These include marching bands, social and service clubs, school teams, entertainers, first responder groups, and car clubs. All this was viewed by 1000's of spectators.

This year all our cars displayed highly visible magnetic door signs announcing we were the Canadian XK Jaguar Register and Canadian Classic MG Club. We had also provided a written announcement about our club which was read out by the parade marshals at several positions along the parade route.

The weather was great. Not a challenge for our radiators. Our group included: Allan and Lisa Lawrence with their 1970 Jaguar E-type 2 +2 Coupe, Simon Austin in his 1977 MGB V8 Roadster, Mike Harford with his 1996 MG F Roadster and Mike McChesney in his 1986 Jaguar XJ6. Ian Newby took part in another part of the parade, the Western Command Chapter of the Military Vehicle Preservation Association, with his 1981 Mercedes GWagon.

[Why the Name “Hyack Parade”? In 1861, New Westminster’s first Fire Department was given the name “Hyack Company # 1.” According to the City of New Westminster archives, the word “Hyack” means “quick” or “fast” and is from the Chinook dialect, the trade language of the West Coast. The Annual Hyack Parade started in 1971.]



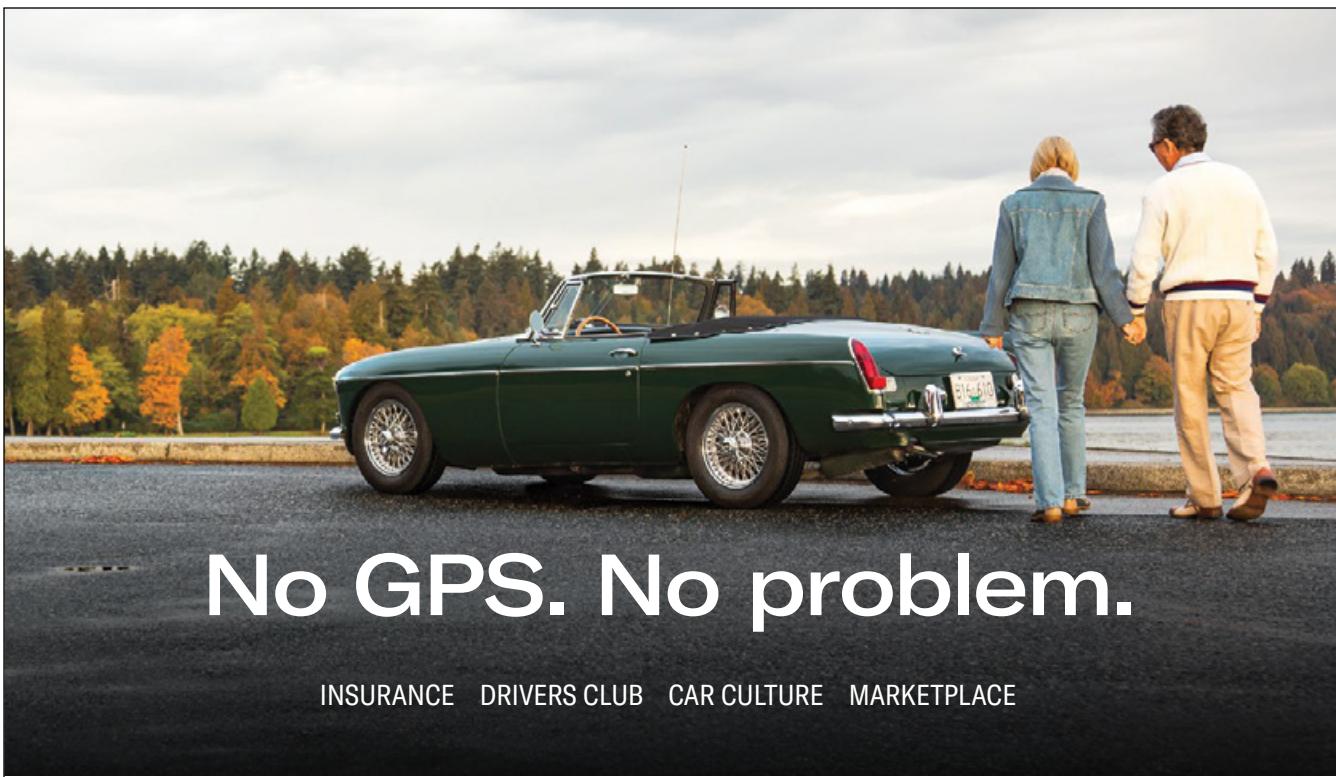
Four of the Club cars waiting to enter the parade.



A famous visitor in Mike McChesney's 1986 Jaguar XJ6.



The Mercedes Military GWagon surrendered by the Argentine Armed Forces to UK's 2nd Battalion Parachute Regiment at the battle for Port Stanley in the Falkland Islands War. The GWagon's British Army registration number is 00CV58, CV standing for “Captured Vehicle”. She has been christened “Evita” as in “Don’t Cry for Me, Argentina”. [Ian Newby]



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1956 Jaguar D-type XKD-558: A Tribute

Ian Newby

Dispatched from factory Coventry, England February 07, 1956.

Purchased by Oxford Motors (Plimley 4th Avenue).

Sold to Jim Rattenbury, Acadia Road, Vancouver for \$6562.50 on October 1, 1957.

Sold to Starr Calvert, Seattle, April 6, 1961.

Jim and Starr raced 558 extensively in the Pacific Northwest, with modest success. Despite rumours to the contrary, Jim never crashed. Later, he did heavily crash a Genie, leading to confusion because it bore his number, 51C, same as the D-Type.

Starr painted the car British Racing Green for his first race at Westwood: the "O'Keefe Trophy" April 8/9, 1961. He rammed the Tommy Veness Special in Race 1 - 4th place. He spun out on a hairpin, knocked teeth off the ring gear; jumped out of 2nd gear and overrevved to 6700 rpm. Goldendale, Washington "Mary Hill Climb" Race 7: ran up a bank and pranged the front end in. (Previously sheared off the left front wheel spindle in Race 5). Starr crashed 558 during the Rose Cup Race at Vanport, Portland International Raceway on June 11, 1961. On the second to last lap he went off course and hit a concrete building foundation hidden in the tall grass. He was badly injured, broke his back and effectively wrote the Jag off. He prepared a list of all the parts that needed repair or replacement including the front frame, every body panel and rear frame.

Starr then retired the car until late 1964, after he had completely re-engineered it: Ford 427 engine; BW T10 transmission; Hildebrand rear axle; Ford braking system; Stewart Warner instruments; Chevrolet wide wheels and tires; painted red with major portions of the body work cut away for "bundle of snakes" exhausts; huge fender flares; cut down hood with large air scoops. At high speed coming into the Carousel at Westwood on September 1964, he totally lost his brakes, launched up the embankment and cartwheeling through the trees, landed 150 feet from the track, luckily upright, with a carburetor on fire. He was rushed to the ICU at Royal Columbian Hospital in New Westminster, unconscious. He survived but never raced again.

The wrecked car was towed on its trailer back to Seattle, where it sat in his driveway for years until the neighbours complained. He gave the original Jaguar engine to a Sears repairman "for use in a boat" and sold the wreck on its trailer to "Sandy McThrifty" Auto Wrecking on East Marginal Way near Boeing Field. They cut up what was left to more easily remove the 427 engine/transmission and differential, and took the twisted remains to Dorsten's Metal Recycling. No part of the car left the Pacific Northwest.



The restored D-Type XKD-558.

I was able to obtain the parts that Jim and Sue & Starr Calvert had retained, plus the original Owner's Manual and Starr's racing logbook. My intention was to include these in a re-creation of 558. I have the Bill of Sale, vin plate, wheels, differential, reams of correspondence, photos and paperwork, Borg & Beck multiplate clutch assembly, steering wheel and other miscellaneous bits. Meanwhile, Guy Black of what was to become Lynx Motors in the UK had purchased a considerable collection of Jaguar parts, including some D-Type parts from a specialist collector/enthusiast in the eastern USA. When these were unpacked they found a front suspension upright with "XKD-558" stamped on it, so with the almost correct assumption that nothing else remained they commissioned Williams and Pritchard, panel beaters, to construct a Le Mans replica body and chassis (Longnose, fin) for Dr. Phillippe Renault of Paris. When completed and delivered, it became XKD-558.

The car has changed hands many times since, and has been successfully raced and enhanced as time progressed. To my knowledge there are no records of any provenance before it was reborn by W & P. When Brian Wingfield was building his superb "Dee-Type" replicas I went with him to view the three cars W & P were building for him and the fourth that was to become Dr. Renault's car. I possess the bonnet assembly from that car that was removed when a subsequent owner wished Lynx to manufacture him a short nose bonnet. This car has had an interesting history, and remains a tribute to XKD-558.

Accordingly, I have maintained for decades that the physical remains and the provenance have remained in my care in the Pacific Northwest. I have searched for many years for a suitable "D" replica to which I could add the original parts I have, and found it last year. It was constructed from day one as a racing car, by a specialist on the US East Coast, for an enthusiast who raced it for over three decades. He is now 86, still in good health and last raced in 2024. He wished her to go to a loving home and I decided to pull the trigger and make it happen. Included was the custom 1986 Ford/Grumman Kurbette truck that has done thirty years of yeoman service transporting the racing car to tracks in the USA.



XKD-558 with names Jim Rattenbury, Starr Calvert & Ian Newby.

In November 2024, Doreen and I flew to Boston and loaded the "D" and spares. We drove 3160 miles across North America to bring them to their forever home in Canada.

I have begun adding some of the original parts from 558 to the new acquisition, but wish the world to know that I consider this Jaguar simply as a tribute to Jim & Connie Rattenbury and Starr & Sue Calvert, so their spirit may live on.

They ride with me; may I prove worthy of the honour.

Weatherly, Pennsylvania Hill Climb

Bob Sherman, CCMGC Member in Chino Valley, Arizona

The Weatherly Hill Climb was a truly unique experience. Weatherly is a small town near Hazelton, Pennsylvania. Like many other small villages that had been dependent on the coal industry, it has some economic challenges but is surviving and doing okay. Many residents commute into the Hazelton area for work.

The Weatherly Hill Climb nearly went away forever. Fortunately, a civic minded group of residents formed the Weatherly Hill Climb Association to continue and grow the event. Today, Weatherly Hill Climb is a vibrant and exciting event. I should say "hill climbs," as the local support is so



The MGB GT waiting to approach the start.



Unique Weatherly trophies.



Bob & Marie's 1972 MGB GT race car in the pit area.

great that there are spring AND fall events. The community support is evident. Civic groups, such as churches and high school classes provide concessions which support their causes and enrich the event. Families bring their children to make a day of it and converse freely with the drivers. Weatherly has energy.

Sponsorship from the business community is huge! A complimentary program is printed and in 2023 was eighty pages long, with racing information and a great many paid advertisements. The City of Hazelton is not too far and even businesses from there contribute.

All in all, the level of community support and business support must be the envy of all motor sports organizations. My words cannot describe the atmosphere of excitement and enthusiasm. Plus, no decibel limits!

The course itself is about a mile. It is, like many other hills, unique and technical. Especially important are corners three and six. Each of these corners eats cars that take the wrong line, and turn six can be particularly destructive.

Many entrants have run this course for years. The organizers provide orientation for "novices," those who are new to hill climb or have not run this hill before. This is extremely valuable. Prior to the orientation, I walked the course and did not fully appreciate turn six, as well as other aspects of the hill.

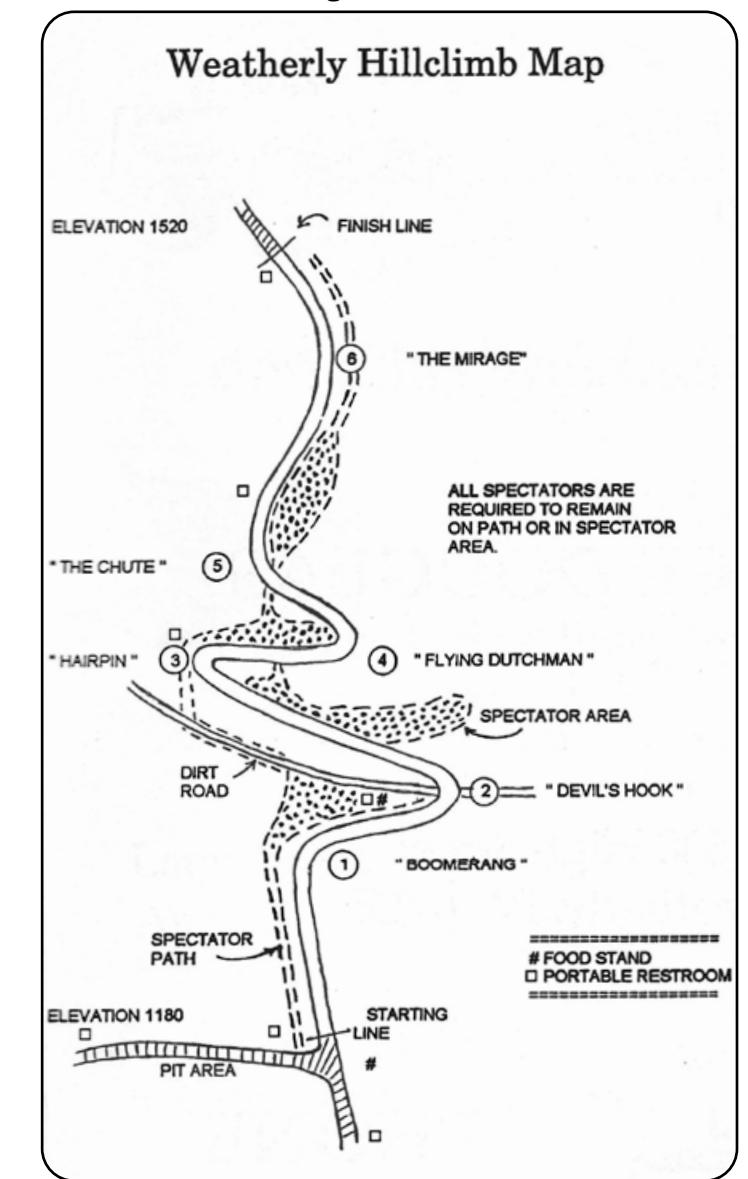
We were fortunate that our old friend George, from South Carolina, and our new friends helped orient us to the hill. As noted, turn six eats cars. There are some tight tricky ess curves right before turn six. As one negotiates these, one must be on top of one's game to accurately set up entering turn six. Enter on the left side of the road, and you will go off course after clearing the blind crest; rocks are numerous and damage will happen.

Our friend George told us about a small but clearly visible white rock at the extreme right edge of turn six. He said to just aim for the pavement right next to that, keep the wheels straight, and you will



Damaged Formula car.

Weatherly Hillclimb Map



clear the blind crest at just the right place. As we did run after run, we saw how important this was. We noted numerous skid marks made by cars that did not set up correctly and did go "off course." At a hill climb, these little markers are ever so important. On my last run Sunday, I knew I got it exactly right when I felt the MG become very "light," maintaining more speed as I cleared the blind crest and came down pointed perfectly straight as was required. This was reflected in my time. *Cont'd on page 17*

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Weatherly Hill Climb Cont'd

The event ended with the prize giving at the pavilion. Marie and I each collected a trophy. Goodbyes were said as this was our last event of the series and we would be headed back home. We made so many new racer friends at the Pennsylvania Hill Climb Association events. Since New England is quite a distance, it was sad to think that it would be a matter of years before it would be practical to return. If we were not so settled in Arizona, thoughts would go to locating in Pennsylvania. The people and the events were that good!

This article concludes our Classical Gas series about the Pennsylvania Hill Climb Association events in which we participated. To do four events, we were in New England for two months. There are several more events so the more "local" racers have quite a calendar. The experience was worth the trip. We hope readers have enjoyed our tales!

The Club Lunch Program

Earlier this year, a club member lunch series was initiated with a visit to Harry's Fish & Chips in Tsawwassen on March 30, followed by lunch at the Milltown Pub and Grill April 27. On June 29, club members had lunch at Adrian's at the Airport in Langley. The intent is to have informal lunch get togethers, distributed around the Lower Mainland to increase the opportunities for club members to participate.

Lunch at Adrian's June 29

Organized by Marcey Gibson, the June 29 club lunch took place at Adrian's at the Airport in Langley. Here are some of the 25 club members who participated. Photo by Ria Zapf.



Garage Tour & Lunch

Circle your calendars and join our club lunch in North Vancouver on Sunday, September 14 at Medley's Italian and Grill. Club members will gather at the Real Canadian Superstore just north of the Ironworkers Memorial Bridge, departing at 11:30 am.

There will be a one-stop garage tour, before heading to Medley's for arrival at 1 pm. The event is being planned by Ken Grahame and Marina Bailley. Watch for updates in Little Classical Gas.

MEDLEY'S
Italian & Grill

ScotFestBC British Car Display 2025

Mike Harford, with photos by Allan Lawrence

This year's ScotFestBC event (aka the BC Highland Games) took place at Town Centre Park in Coquitlam. The weather started off a bit typically Scottish – cool and damp. As the day progressed, the weather cleared and although it didn't get hot, it was pleasant in the afternoon.

This year the placement of our British Cars was slightly different, but still near the main entrance to the venue. As a result of having to cross the main entry path, we were escorted in parade-like form to a nice and roomy area to park. We were given 30 spots to fill by both cars and motorcycles. As the weather looked less promising closer to the day of the event, the number of attendees did drop a little, as did the number that said they'd wear a kilt. It turned out that we had a total of 14 cars, and of that, 7 were from our club. Unfortunately, we didn't get any British motorcycles.

We had many people coming by and looking at the cars. One individual even asked if he could bring his Rolls next year. A few of us congregated under a tent behind the Triumph TR8, especially when it was drizzling, and had some interesting conversations. Only a few cars remained in their VIP spots after 5pm so they could enjoy the festivities a bit longer.

There were many things to do at the games. Highland dancing competitions, heavy events, pipe bands, and a stage with many musical acts. The musical headliners were Tiller's Folly, a local Celtic band who closed out the games later in the evening.

As always, it was a fun time. If you weren't there, you missed a good event.



The ScotFestBC British Car Display.



Ian and Doreen Newby, among the few car owners with kilts.

Club Attendees:

Mike, Tonya, Phoebe and Josie Harford
(1996 MGF Roadster)

Allan and Lisa Lawrence
(1970 Jaguar E-Type 2 + 2 Coupe)

Nick Balenzano (2001 Jaguar XJR Sedan)

Joanne Gaspard and Patrick Merrick
(1967 MG Midget)

Mike and Bill McChesney
(1986 Jaguar XJ6 Series 3 Sedan)

Ian and Doreen Newby
(1994 Daimler Double Six RHD)

Steve Collins (1968 MGB GT)



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English Vehicles In North America - A Culture Shock

Story & photos by Mason Formby

Head to almost any non-brand-specific car show in the Lower Mainland and you'll find rows upon rows of Chevy Bel Airs, classic Mustangs, 40s 'woodie' wagons, and other chrome-adorned, fuzzy-diced American classics. Even some European cars are treated as if they were born right in Detroit; take the VW beetle, or early VW busses and campervans. People at shows treat them just the same as the next classic. But why do the British always seem to be singled out?



Our family's 1971 MGB next to a much larger, louder Chevrolet El Camino.

If you've ever turned up at a show in a little MG or a long-nosed Jag, you've probably noticed how much it turns heads, much more than the American (and even some European) counterparts. It's not that they're especially rare, but they're undeniably foreign, in a regard that most other classics aren't. Their quirks and design elements (to name a few) are what set them apart, their differences adding to their attraction.

They encourage people not only to look, but to approach. To peer inside, walk round and admire the little details. And the best part of it all; they spawn conversation. Not the usual "What's under the bonnet?" (or hood, if we want to be American) sort of questions, but stories. Memories. Connections. "My uncle had an E-Type in the '80s. His favourite car he ever bought." "A friend of mine bought an MG Midget when it was new; we were young at the time, and drove it like a racecar!" Everyone seems to have some tale involving a British car, usually from a few decades ago, told with a smile and a laugh.

So whether it's a plucky sports car, a worn work vehicle, capable offroader, or a sedate family car, any English classic has more than enough character to stand out amongst the sea of chrome, tail fins and reliable electronics. But people will come over and look at the 'outlier' of the show, and genuinely enjoy it. And moments like those, are what the car enthusiast community is all about.



Different traditions: A Toyota Land Cruiser and Mason's 1964 Land Rover Series IIA.



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BC Collector Car Appreciation Day Run 2025

The BC government issued a proclamation that July was Automotive Heritage Month and July 12 was BC Collector Car Appreciation Day (CCAD). This is the 11th year for this declaration that was originally established through the efforts of the Specialty Vehicle Association of BC.

This year Tim Horton organized a drive that included the spectacular Sea to Sky Highway, with a start at the Real Canadian Superstore in North Vancouver. The destination was the Squamish Classic Car Show at the Railway Museum of BC. 15 CCMGC/CXKJR cars with 27 of our club members participated, including 9 Jaguars, 5 MGs and a Sunbeam Alpine. Show attendees could tour the entire museum, ride on the Mini-Rail and speeders, and enjoy a rare opportunity to ride a Budd rail diesel car for 20 minutes, out on the BC Rail main line as far north as Brackendale. Tim conducted a guided tour of select railway exhibits in the afternoon.

[Photos by Tim Horton unless otherwise indicated]



Tim conducting a guided tour of Museum exhibits.

Photo by Maria Severs.



Club members riding a Budd rail diesel car to Brackendale.



Club members and their MGs at the BC Railway Museum.



A few of the 9 club Jaguars at the Museum car show.
Photo by Jim Severs.



Club participants in front of the Royal Hudson No. 2860 locomotive.



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Index to Classical Gas Advertisers

Bert's Automotive	4
British Vacuum Unit	23
Carry-On British Parts	10
Castrol/Wakefield	19
Classic Collision Limited	4
Dependable Plating Ltd.	24
Hagerty Classic Car Insurance	10
Heywood Motors	10
Imperial Trophies	8
Infogo Imaging	21
Interchange Recycling	8
Johnston Meier Insurance.....	27
Mister Transmission	4
Moss Classic Jaguar	28 (Back cover)
NAMGAR	4
NAMGBR	6
Northwest Import Parts	23
Octagon Motor Group.....	28 (Back cover)
Pacific Auto Trim & Glass	10
Pacific Fasteners Ltd.	24
Ralph's Mobile Electronics	8
Rand & Fowler Insurance	4
RX Autoworks	24
Silk Cat Automotive Specialists Ltd.	23
SNG Barratt	16
Sovereign Motors Inc.	6
Stan's Transmission Specialists	8
Welsh Enterprises Inc.	23

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MGB 1974 to 1980: Allan Lawrence; Kayte Lawrence

MGB GT V8: Al Riches

MGF: Mike Harford

Jaguar MK II: Danny Reilly

Jaguar XK140 (& Panther J72): Jim McLean

Jaguar E-Type: Allan Lawrence; John Morse

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.

News Flash!

Club members can still join the Presidents' Run to Kelowna taking place September 26 - 28. See details on page 7.

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From the Passenger Seat

Ria Zapf



Ria in the passenger seat of their 1962 MGA north of Squamish with the Tantalus mountain range.

Photo by John Evans

I can't reach the foot pedals of our MGA. Even with cushions pushing me forward, heeled shoes and stretching my legs, I cannot properly engage the clutch, brake and gas pedals to feel confident while driving.

A quick search on the internet offered that classic car enthusiasts who are taller find they easily reach the pedals in an MGA and have comfortable legroom. Did my husband John know this when he targeted his classic car passion at an MGA?! Was he planning to be the sole driver?

According to John, operating our car provides a great road feel, with sharp steering, smooth gear changes and good handling. Because I'm not responsible for steering, accelerating, or braking, what is there for me? Thinking about this, I decided to review my experiences in the passenger seat.

As a roadster our MGA is usually open to the elements because we prefer to ride with the top down. Preparing for my ride means knowing the weather forecast and choosing the best clothing for comfort. As the engine revs, both the sounds and scent of gas prepare me for a fun adventure. I'm alert and engaged.

The physical motion of my ride includes side to side sway, bounce and seat vibrations, causing me to firmly grip my door's side handle. As we speed up, I become locked down in my seat, while also holding my hat as it can fly out at any moment. Maintaining equilibrium requires concentration on my part as movement affects my balance. The engine is loud and limits conversation allowing for introspection and awareness of my surroundings. *Cont'd on page 26*

From the Passenger Seat Cont'd



The Radium, BC, entrance to Kootenay National Park.

Most of our drives are along country roads. The outdoors envelops me as I become invigorated by the natural surroundings along the routes. Tires crunching, birds and crickets calling for attention, the scents of pine-forested roads, fresh rain on dry ground and grass, and inhaling road dust amplifies my journey.

Being the passenger provides a distinct advantage for appreciating the broad and changing vistas all around, whereas the driver concentrates with “eyes on the road.” Therefore, I’ve delighted taking many photographs along the way to capture a valley, mountain or waterfall view. Riding has become an immersive pleasure as these scenes contribute new memories.

As a car club member, I’ve discovered another interesting passenger activity – navigating. Monitoring the vehicle’s position along a predetermined route, joining in timed runs, tracking mileage and identifying landmarks to the destination are new tasks that challenge me. Giving directions to John requires focus. Unlike John, I can use my cell phone and its mapping software to track our position. Anticipation of what is ahead has made me more observant.

The sentiment “on the road of life there are drivers and those predisposed to sit beside them” suggests different approaches that people take to navigate life’s challenges. I’ve learned to be engaged and actively participate while riding. Classic car enthusiasts – drivers and passengers – together enjoy unique experiences. There is much to feel and enjoy being in the passenger seat!



Photos like this one of Mt. Hood in Oregon, made possible being in the passenger seat.



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Oregon Jaguar Club Concours & Slalom

September 6 & 7

The Jaguar Owner's Club of Oregon's 48th Annual JCNA Concours & Slalom will take place in conjunction with the Portland All British Field Meet at Portland International Raceway. The ABFM is the largest British Field Meet on the West Coast and will run from Friday, September 5 to Sunday, September 7, with the ABFM Field Meet and JOCO Concours on Saturday and the JCNA Slalom on Sunday. For more information on the ABFM and to register, see abfm-pdx.com/. To find out more about the JOCO Concours and Slalom, watch for updates at joco.org



Sea to Sky All British Rally

September 20

You're invited to take part in one of the last British car runs of the season before you put your beloved treasures away for the winter. The 13th annual Sea to Sky All British Rally starts at Silk Cat Automotive for the 120 km scenic drive through West Vancouver and then up the Sea to Sky Highway. The Whistler location at 6299 Lorimer Road has lots of room to enjoy each other's cars and of course each other. There's a great deck available to enjoy lunch – either bring your own or get a burger from the food truck on location. For more information and to register, go to www.seatoskyallbritishrally.com





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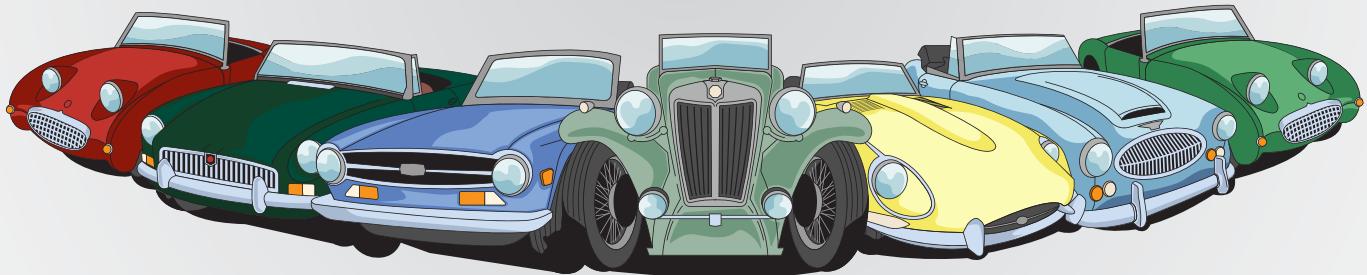
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