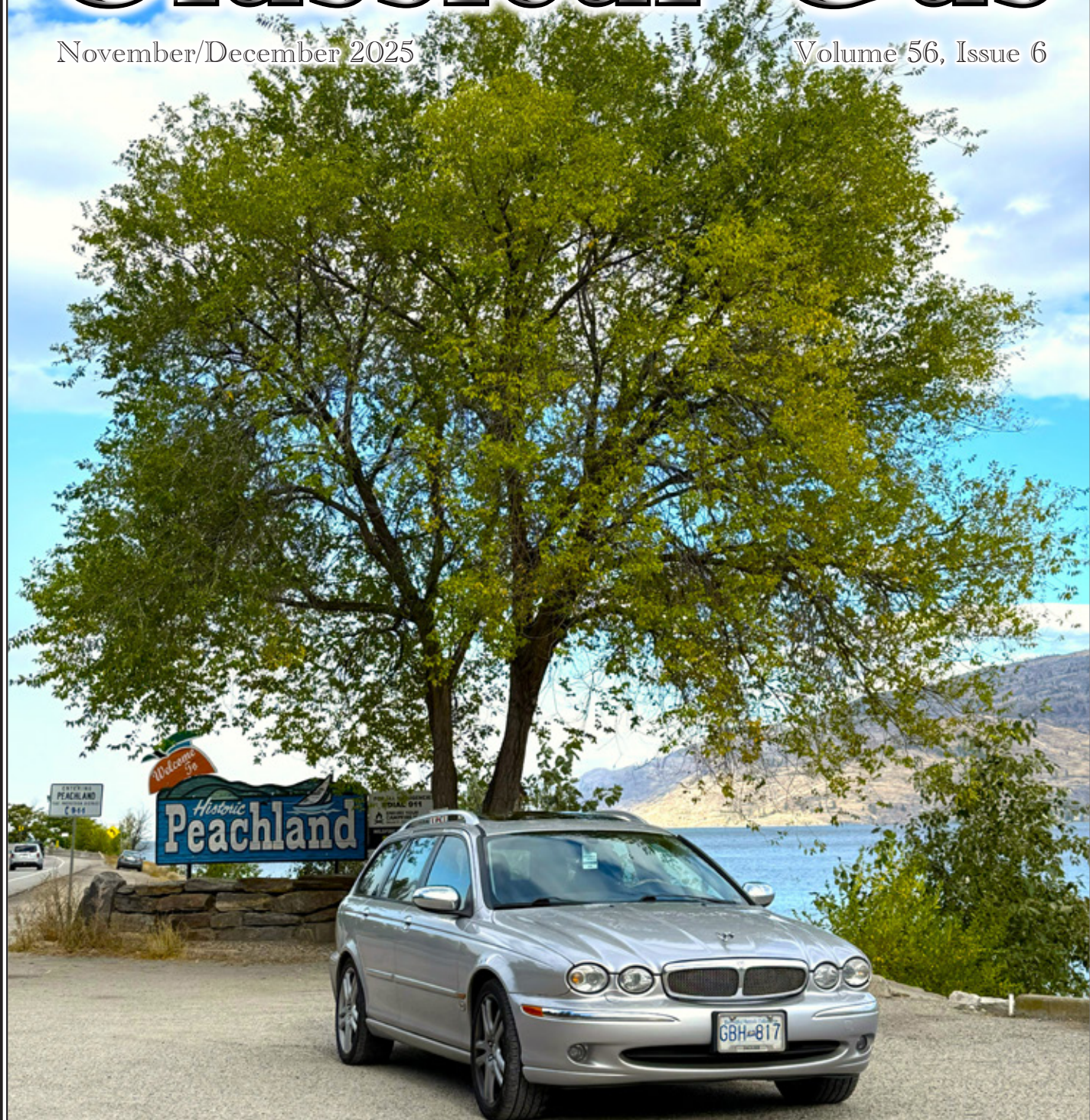


# Classical Gas

November/December 2025

Volume 56, Issue 6



[www.jaguarmg.com](http://www.jaguarmg.com)



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

## January

Jan 1

**Cox Memorial Whimper  
Wonderland Run \***  
(see page 7)

## February

Feb 8

Newby Super Bowl Party  
(see page 27)

Feb 11

**Valentine Theme Meeting \***

## March

March 11

**Mike Powley Collectibles Night \***

March 21 or 22

**Spring Run & Lunch\***

March 28

**Club Celebration \***  
(see page 4)

## April

April 14 – 19

JCNA AGM

April 11 or 12

**Easter Bunny Fun Run \***

April 26

LAMB St. Georges Day

## May

May 2

**Drive Your MG or Jaguar Day \***  
All British Field Meet

May 16

VanDusen  
All British Field Meet

## June

June 7

Fraser Valley Classic Car Show

June 19 & 20

ScotFestBC

## July

July 11

**BC Collector Car  
Appreciation Day \***

July 11

Western Washington ABFM

July 17 – 19

Jaguars on the Island  
Jaguar Car Club of Victoria

July 31 – Aug 2

Jaguars on the Green  
Seattle Jaguar Club

## August

Aug 21 – 23

**Heritage Classic Weekend \***

Aug 24 – 27

MG International 2026  
All MG Event  
Council of MG Registers  
Shores & Islands, Ohio  
(see page 5)

## September

Sept 19

Sea to Sky All British Rally

### 2026 CXKJR/CCMGC General Membership Meetings (Wednesdays)

Jan 14, Feb 11, Mar 11,  
Apr 8, May 13, June 10,  
July 8, Aug 12, Sept 9,  
Oct 14, Nov 11\*, Dec 9

\* to be confirmed

## Time to Renew Your Club Membership!

2026 membership renewals are now available on the club website ([jaguarmg.com](http://jaguarmg.com)). CXKJR and CCMGC club dues remain the same as last year. JCNA dues for 2026 are now \$82.50. There is a \$12 surcharge if you wish to receive Classical Gas in printed form. Classical Gas in digital format is included in CXKJR and CCMGC dues. If you don't wish to renew online, a PDF of the 2026 Membership Renewal Form is available for download on the Club website. Please complete the form and submit it to the Membership Secretary (contact details are provided on the form). If you have any questions please email the Membership Secretary at [membership@jaguarmg.com](mailto:membership@jaguarmg.com).



# 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

Jan/Feb: ..... Jan 9

Mar/Apr: ..... Mar 13

### Club Affiliations

MG Car Club Ltd.

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North American MGA Register

[www.namgar.com](http://www.namgar.com)

North American MGB Register

[www.namgbr.org](http://www.namgbr.org)

Jaguar Clubs of North America

[www.jcna.com](http://www.jcna.com)

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**On the Cover:** : Tim Horton's 2006 Jaguar X-Type Estate at Peachland, on the Presidents' Run to the Okanagan. Photo by Tim Horton. See pages 14 to 17 for a report on the September 2025 Run.

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## Club Celebration in 2026!

Mark your calendars now for what is going to be a fantastic club event on Saturday evening, March 28. Trust us, you will not want to miss this one-off extravaganza. Watch for full details in the January - February Classical Gas and in Little Classical Gas. [The Events Committee]







# JCNA NEWS

The lingering question is, “where did Summer go?” Jaguar shows, club drives and events, visiting and supporting other North West clubs at their special events, and the not talked about propping up of aged Jaguars in our quest to keep them youthful and purring ... time flies when we’re busy.

JCNA plans for the 2026 AGM in Mexico City are close to completion and the Mexico club has been creative in their lineup of activities for visitors. They have provided for everyone’s needs, from personal member pickups at the airport to an array of museum visits, archeological site tours, food specialties, music, dance, and of course the pyramids nearby, and all with local member guidance. It’s a vacation worth taking and an AGM thrown in. A Concours is also planned and the many rare and unusual Jaguars in Mexico will no doubt be on display.

For those not attending, we will be enjoying spring in B.C. and preparing for summer club activities. The four North West JCNA clubs will again host their Concours d’Elegance events beginning in July with Jaguars on the Island in Victoria. In August there is Jaguars on the Green in Anacortes (Seattle Jaguar Club), then CXKJR’s Heritage in



Carole Borgens,  
North West Region Director

Langley, followed by the Jaguar Club of Oregon’s September event in Portland. It’s a well orchestrated set of shows that sometimes means the car is still clean from the last show when we leave for the next ... or not, weather depending.

Most of our clubs have a similar mandate to attract newer, younger members. To that end Vancouver and Victoria have been hosting the Hagerty Youth Judging Program at past Heritage and JOTI and shows, and this is attracting more young enthusiasts

and their parents to our hobby. The goal is to interest the youth in Jaguars, or the classic car hobby generally, early on and perhaps one day they will serve as Jaguar Judges. That’s the underlying idea, meanwhile it’s a good relationship building exercise between them, the clubs, and Hagerty ... win/win.

As we move into the resting season for many of our Jaguar cars, let’s reflect on the enjoyment we’ve had this year with club members and friends and well behaved Jaguars. I wish you all that and more for 2026.

Happy Motoring and Cool Running Jaguars!  
Carole

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# 2026 Cox Memorial Whimper Wonderland Run

Peter Tilbury

The 2026 Whimper Wonderland Run will be held on Thursday, January 1st. This event was started by Tony and Judy Cox more than ten years ago. They loved to drive their 1961 MGA roadster with the top down, no matter the weather conditions. They believed that top-down driving was a thrill, and anyone who put the roof up was a “wimp”. (Definition: a weak, cowardly, or unadventurous person). The event became The Cox Memorial Whimper Wonderland Run on the passing of Tony (in 2021), Judy (in 2023), and their daughter, Alison (in 2024). It has only been canceled once when the roads were snow covered, otherwise it runs rain or shine.



*Tony & Judy Cox. Photo by Anne Tilbury.*

This upcoming event will start from the Chevron Gas Station at 8th Avenue and Highway 15 (176th Street) in South Surrey at 11am. It will end at Jimy Mac's Pub on 96th Avenue for lunch, and the traditional motor related quiz. Prizes will be presented to the winners of the quiz, and for the most creative head gear worn by a participant.

Pre-registration is required by email to [membership@jaguarmg.com](mailto:membership@jaguarmg.com), and is limited to 35 cars, or 70 people. Members of the Old English Car Club, the Langley Mostly British Club, and the Vancouver Mini Club will join our Club for this wind-in-the-hair event.



*The start of the January 1, 2025 Whimper Wonderland Run. Photo by Robert McCullough.*

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# Pumpkin Run – Halloween Fun

John Evans & Ria Zapf



*The Pumpkin Run group at L'Aromas Restaurant at the Boundary Bay Airport. Photo by John Evans.*



*Quintessential Canadian garb: David Crouch & Sophie Dunbar. Photo by Jim Severs.*



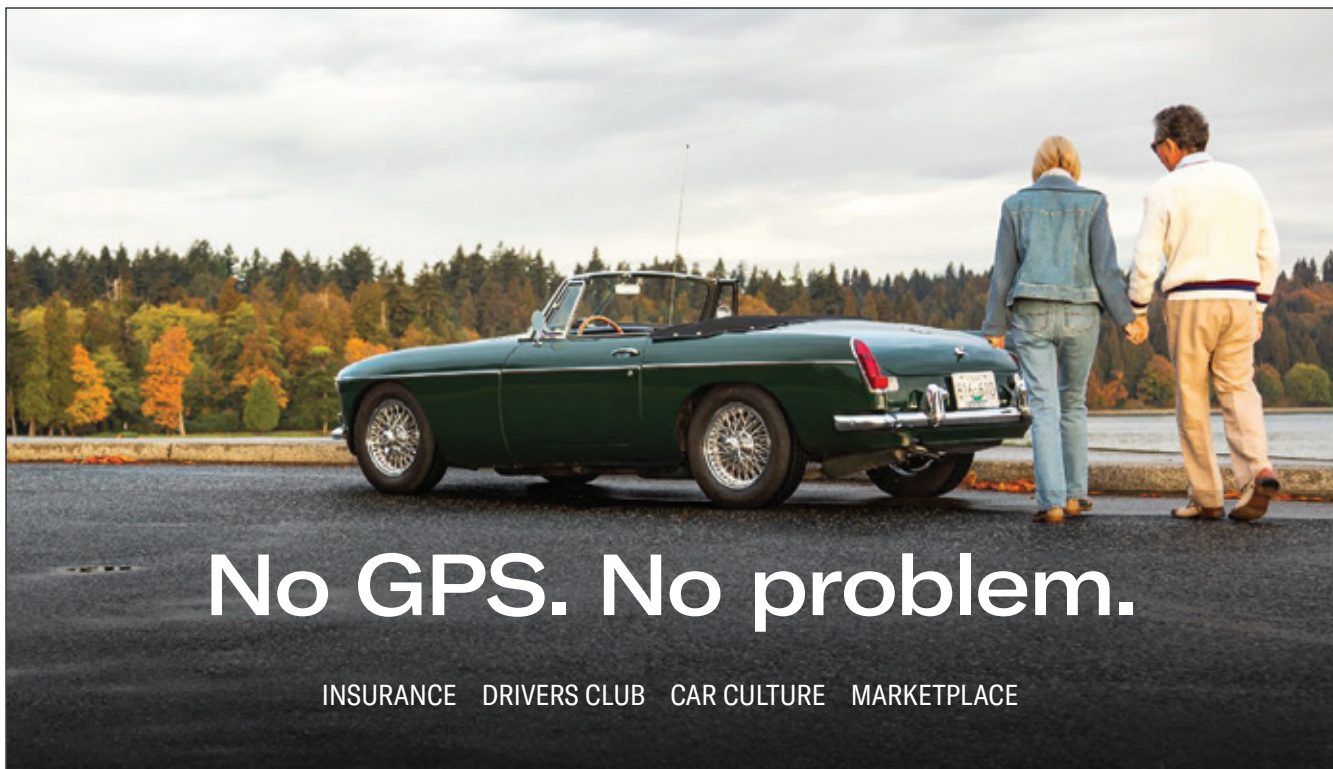
*Natalie Clarke & Felipe Angel.  
Photo by Ria Zapf.*



*The dynamic poodle skirt duo  
Doreen Newby & Marcey Gibson.  
Photo by Ria Zapf.*

*Right: New CXKJR member Scott Mason brought his newly purchased 1966 Jaguar E-Type Roadster to the Pumpkin Run, having just driven it from California. Photo by Jim Severs.*





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# Kruise for Kids 2025

Rhonda Gale, with photos by Ria Zapf

First of all, a thank you to everyone who donated time, money and toys to make this event a success. Over 100 people contributed to our club's total donation of \$7440.80 making it the 2nd highest from a car club.

Doug has been to the warehouse of the Lower Mainland Christmas Bureau and can attest to their dedication in fulfilling their mandate: **Since 1930, our number one goal at the Lower Mainland Christmas Bureau has been to ensure that every child in our communities have a smile on their face during the holiday season. The holidays are about family and friends, and the experience of sharing and giving. It should be a happy time for everyone, especially for children.** [<https://www.lmcb.ca>]

This year there were not the usual number of decorated vehicles that we have seen in previous years. Was it the weather or was it a symptom of our increasing busyness? Mike Harford wrapped his MG and Doug Gale cuddled up with a couple of Santas and of course there were other amazing cars and people dressed in their North Pole finery. In the auditorium for the actual event there were around 350 people, based on the number of registered drivers (who seldom come by themselves). Many thanks to the Harfords who did a great job of accepting and recording on-site donations in addition to assisting with the raffle draws.



Rhonda & Tonya Harford.

In addition to Mike, Tonya and Josie Harford, the following CXKJR/CCMGC members participated this year: Chris Down, John Evans & Ria Zapf, Allan & Lisa Lawrence, John Morse and Peter & Anne Tilbury.

2025 marks the 42nd year of Canada's oldest "continuously running Automotive Charity Event" and we are already working on 2026. Ideally we would like to actually kruise from one location to another. As the name of the event Kruise for Kids suggests we should do.

Why not join us next year? Decorate yourself, decorate your car and get an early start on the spirit of generosity and peace that we strive to find at Christmas.



The Harford MGF decorated for the occasion.



Josie Harford and Doug.



# A Visit to Britain – MG’s, Jaguars and Racing at Goodwood

Story by John Evans & Ria Zapf. Photos by Ria Zapf unless otherwise indicated.

We were considering a return to England because our last visit occurred over fifty years ago. Serious planning began after an enthusiastic presentation about the Goodwood Revival by fellow club members, and their related articles in Classical Gas. In addition to attending Goodwood, we expanded our itinerary to include the MG Car Club and the British Motor Museum. The opportunity to learn the origins of many MG and Jaguar models and more deeply appreciate the long and storied history of these classic cars “sparked” our interest.



MG Old Number One. Photo by John Evans.

A drop-in visit to the MG Car Club in Abingdon was friendly, as we were invited to peruse historical records and artifacts from this factory site of MG’s automotive beginnings. Today the Club boasts 50,000 worldwide members, a testament to the ongoing passion for this marque over the past 100 years.

The British Motor Museum in Gaydon is impressive and worth visiting. Modern and well curated, it has a collection of over 400 classic British vehicles. These include many iconic Jaguars and MG’s, such as the 1952 XK 120 Montlhery endurance record car, the MG EX-181 speed record car, and “Old Number One”. This 1925 MG sports car was the first to be built specifically for competition and was instrumental in the company’s success.

Here we also learned the source of the term “potholes”. Clay taken by potters from

footpaths was used to create the popular terra cotta pots still used today. As this clay was removed the holes were filled with stones to build a firmer surface to accommodate “tyres”. Hence the term “potholes” describing any bumpy road that needs repair.



MG Factory Tool Kit.



EX181 speed record MG from the 1950’s. Photo by John Evans.

Our final destination was the Goodwood Revival Meeting, held at the Goodwood Motor Circuit located near Chichester, West Sussex. This three-day event greeted us with a dawn patrol from a low flying WWII Spitfire as we waited to enter. Upon arrival visitors can view the vast parking lot set aside for pre-1966 vehicles. This provides a feast of all types of classics driven to Goodwood from across England and Europe. These classics are clearly used for driving and on this trip were covered in plenty of muck. Jolly good!

Stepping carefully around pockets of mud guided us to cheerful chatter and engine rumbles, crowd enthusiasm, period costumes of all kinds, and an overall party atmosphere. The number and range of classic cars - from the racetrack to the paddocks to the Bonhams auction site - was something to behold.



Jaguars and more - yes, that’s smoke.



Jaguar XK 120 at the British Motor Museum.

The Goodwood racing and motorsport component was more exhilarating than we anticipated. The thrill of watching these races with other highly engaged and cheering spectators demonstrated why Goodwood Revival continues to be a huge success. As the Jaguars and other classics from various eras thundered around the corner, through the chicane and down the straight, a former racer called out “If you can’t feel it in your hands or your backside you’ll crash!” With no previous experience at automobile racing events, our recent trip has given us insights into why these competitions evoke so much interest and enthusiasm.

All three of these British motoring venues broadened our perspective in many ways and have made this trip memorable.



Settrington Cup Austin J40 Pedal Cars. Photo by John Evans.



# Presidents’ Run September 26 – 28

David Crouch



The start in Chilliwack. Photo by Bruce Sheedy.

The 2025 version of the Presidents’ Run was a rousing success... unless you were driving a red MGA.

Nineteen cars left from the Lower Mainland on the morning of September 26th with eighteen meeting at the Tim Hortons in Chilliwack. The lone straggler, your intrepid Jaguar president, left later than expected but managed to catch the wagon train just outside of Princeton.

The weather was perfect for a “spirited” drive along Highway 3 with a lunch stop at the Grand Union Café in Hedley. By all accounts, this is a stop most will make again on future trips.

Fully fueled, the crew found their own way to the TownePlace Suites Hotel in West Kelowna. Some cruised up Highway 3A while others deked up and over the curvy Green Mountain Road on Apex Mountain. Highly recommended.

Saturday morning had the crew slithering up Westside Road toward Vernon. With cliffs on one side and a 50M drop into the lake on the other, it was a road that truly sharpened the mind. Leftover crashed cars from the night before, psychotic local drivers, and forest fires only added to the thrills.

Fourteen members of the Okanagan British Car Club joined us for an impromptu car show at the Spallumcheen Golf Club. Triumphs, Minis, and other assorted British exotica joined our collection of Jaguars and MGs. OBCC President, Pat Saintsbury, hosted a very enjoyable lunch at the Rusty Putter restaurant. Door prizes and laughs abounded.

The return trip to West Kelowna had us driving along the east side of the lake through Predator Ridge, Wine Country, and the Lake Country. While not quite as dramatic as the Westside road, this route was still as demanding as it was scenic.

A group dinner was held at the Elipsis Restaurant and Bar in the hotel on Saturday night. After a long day of driving, this was a welcome chance to just chill out and relax with friends. Most turned in early to get their beauty rest for

the drive home the next day.

The Sunday return trip to Vancouver was a mixed bag. Some chose to head home via 3A/3 while others went for the Coquihalla. A pair of adventurous red MGA drivers even chose to take the trip home on the back of a flat deck tow truck. Such creativity! Such joie de vie!

[Editor’s note: The Presidents’ Run is an annual club event that started in 1974 and put on this year by the CCMGC and CXKJR Presidents - Peter Tilbury & David Crouch.]

### Comments from some of the Presidents’ Run participants:

Ken and I thoroughly enjoyed the tour route especially the West side road, lunch at Hedley, good accommodation, the time chatting with car enthusiasts, spectacular golf course and hospitality shown by the Okanagan club. More importantly, the generosity of club members assisting members having car problems. That is what we are all about.

**[Marina Bailey & Ken Grahame]**

Due to the fact that I didn’t have a navigator, I was fortunate to have Steve Collins allow me to follow him in his MGB GT. Thanks again Steve. The highlight of the run for me was at the Rusty Putter for lunch where the host drew tickets for some prizes. One was a Dinky Toy of an E-Type Jaguar in British Racing Green; the same as my car. I didn’t win in the draw, however the lady that did win gave it to me after lunch. To say the least, I was extremely grateful for such a real collector piece. For me this was a great run, lots of fun, good people, and a chance to enjoy our hobby. Many thanks to the organizers for a job well done.

**[Dave Eddleston]**

Our MGA ride to Kelowna was a highlight for us, as were the excellent accommodations. Of particular note was driving the Green Mountain Road, with David and Sophie Crouch hot on our heels in their 2001 Jaguar XJR. The Jag played another important role on Sunday’s return trip, when Ria enjoyed great company flying down the Coquihalla Highway in back-seat XJR luxury. It seems we may have to get one now! **[John Evans & Ria Zapf]**

We were overwhelmed by being able to drive my car to one of these events! Driving on the side road to Kelowna we said to ourselves “ This is what these cars were designed for!!! “ **[Joanne Gaspard & Pat Merrick]**

The President’s Run was our first event as members. Our car was not up to the challenge, so we hitched a ride with Ian and Doreen in their Jaguar XJL (Blue Streak). As passengers, we enjoyed all the scenery, plus with the Newbys we had knowledgeable tour guides. We almost missed the re-open of Westside Road drive but ultimately made our connections and were able to appreciate the spectacular views of Okanagan Lake. A great trip! **[Keith Major & Jean Trask]**



Friday lunch at the Grand Union Cafe in Hedley.  
Photo by Tim Horton

Continued on page 17



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## Presidents' Run Cont'd

Photos by Tim Horton unless otherwise indicated.



Steve & Nell Collins in their 1968 MGB GT cruising beside Yellow Lake on Hwy 97C between Keremeos and Kaleden.



Peter Tilbury conducting the Saturday morning drivers briefing at the TownePlace Suites Hotel in West Kelowna.



The Westside Road was a delight for Classic MGs and Jaguars. Photo by Mark Baron.



One of the wild surprises on Green Mountain Road. Photo by Ria Zapf.



Steve Kaufman had fallen, but was able to get up and drive on! Photo by Bruce Sheedy.



Saturday lunch in the Rusty Putter at the Spallumcheen Golf & Country Club with members of the OBCC.



# Lal Pari: The Incredible Journey

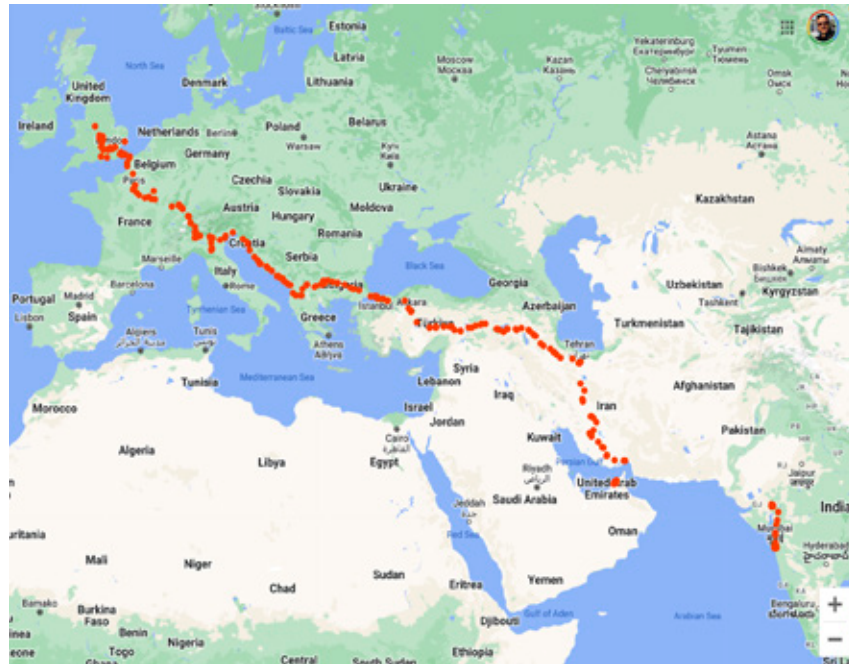
Story: Jennifer Orum

Photos: Courtesy of Vinay Panjwani

When he was a young child, Daman Thakore's mother told him bedtime stories about a red, fairy-like car that took his family on fantastic adventures around the world, saving them whenever they got in trouble. Half a century later, those stories inspired Daman to create an experience that would take three generations of his family 13,500 km from his home near Mumbai, India, through 14 countries in 73 days to Abingdon, UK, the home of MG ... in a 73 year old car.

The 1950 MG YT had been bought by Daman's father Deval in the late 1970s and had spent its entire life in India. Its 4-cylinder, 1250 cc engine with 4 speed transmission produced little more than 50 hp and accomplished 0 to 60 in 27 seconds. It could handle two people in the car at a time, losing 10 hp for every extra person.

Daman and his family spent three years from 2016 to 2019 restoring the YT. He decided that they needed to get the MG "back to factory specifications" when they presented it at the 21 Guns Salute Concours d'Elegance in New Delhi in 2020 and won the Best of MG class. Subsequently they thought "if we have restored it to how it was when leaving the factory, then why not drive it back to the factory".



The objective of driving the YT to Abingdon required a great deal of work, improvements and testing to ensure it could meet the challenges of crossing 14 countries.

The YT was given the name "Lal Pari" which means "red fairy or angel". Their Tata Winger support van became "Lal Pari Ki Saheli" – "friend of the red fairy". The team that Daman put together for the journey included his 21 year old daughter Devanshi, his wife Udita, his 75 year old father as well as his Uncle Madhu who did mechanical repairs on Lal Pari for the first 70 days, and then provided guidance over video calls during the last part of the trip.

*Continued on page 20*



*The Azadi Tower in Iran.*



*Lal Pari and the 2nd MG YT sourced from Canada.*



*Daman and Lal Pari at the 21 Guns Salute Concours.*



*Cappadocia in Turkey.*



## Lal Pari: The Incredible Journey Continued

There is a Canadian connection to the story. Daman decided he needed a parts car, so he sourced an MG YT in Toronto, where it had been a special order when originally bought from the dealership. While a total of 877 YTs were built, the parts car was only one of three YTs made with a TD dashboard. And it was completely original and unrestored. He had it shipped to India.

While the family had initially planned to begin the journey in 2019, COVID-19 caused a multi-year delay. The official start of the trip to Abingdon began in Mumbai in August 2023. The 14 countries Lal Pari was driven through included the UAE, Iran, Turkey, Greece, Bulgaria, Macedonia, Montenegro, Albania, Slovenia, Croatia, Switzerland, Italy, France and the UK.



*Ohrid, North Macedonia.*



*Lal Pari in Paris.*

Describing the experience of surviving many setbacks, Daman indicated “The journey tested our patience and our problem solving skills to the hilt... Even when the axle broke in Croatia and I had to replace it myself with my Uncle directing me on the phone from India.”

The Lal Pari team met many challenges, such as fuel in Iran with too high carbon levels, two-thirds of the journey with only one rear brake working, and in Switzerland as well as London, discovering there was a seized valve with the YT driving on three cylinders. Nothing, however, kept them from their goal of reaching the home of MG, Abingdon-on-Thames, in November 2023. Having accomplished this incredible journey, the 1950 MG YT was packed in a container and shipped from the U.K. to India and driven the 550 kms home.

One of the extraordinary aspects of the journey was that the

*Continued on page 22*



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## Lal Pari Continued

team had three members over 70 years of age: Daman's father Deval (75), his uncle Madhu (73) and Lal Pari (73).

Not once throughout the whole trip did his father or uncle ever complain that they were tired or didn't want to continue. As pointed out by Daman, "such spirit at this age is something we all can aspire to".

Summing up the importance of the Lal Pari adventure to him and his family, Daman explains "the idea is to encourage people to tour in vintage and classic cars and share the positivity and joy with others. Passion for historic motoring is universal and has no boundaries. With Lal Pari, we were able to experience this and spread smiles over miles."

Daman is working on a documentary film of the adventure along with his dear friend Vinay Panjwani who accompanied him and documented the whole journey. They have produced a series of videos, the first of which can be viewed at the link: <https://youtu.be/XICMCqJ7sqg>

*Author's Note: I would like to thank Nigel Matthews, Global Ambassador for Hagerty Classic Car Insurance, for introducing me to Daman. Nigel had met Daman and his family, including the YT, in Delhi in 2018 and again in 2024 at the Oberoi Concours in Udaipur. I also sourced some of the background on Daman and Lal Pari from a feature article by Larry Sanata, publisher of North American Classic MG Magazine, "Spreading Happiness & Joy in a Classic MG Tourer" Issue 116 October 2024. [Jennifer Orum]*



*Lal Pari and the Tata Winger support van Lal Pari Ki Saheli at Buckingham Palace.*



*The Lal Pari Team arriving in Dover, UK, from Calais, France. L to R: Alok (support vehicle driver); Vinay (photographer); Daman; his daughter Devanshi; his father Deval; & his wife Udita.*



*Lal Pari at Kimber House in Abingdon.*

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# Not Your Typical Road Trip – Part I

Story by John Evans

Photos by Ria Zapf unless otherwise indicated.

Each season we try to do one or two extended road trips in our 1962 MGA Mk II somewhere in the Pacific Northwest. This has included most areas of southern B.C., from Vancouver Island to the Rockies, and Washington, Oregon and Idaho. One region we had not yet experienced in the MGA was the Sunshine Coast, so this summer we decided to drive from Vancouver as far up the coast as one could go (Lund is pretty much it for paved roads), take a ferry from Powell River to Comox, and head down to Victoria before returning home. An eight-day trip was planned.....but our car had other ideas.

Our Sunshine Coast drive was excellent, with great weather, some ‘ripping’ winding roads (especially north of Pender Harbour), and a lovely two-night stop in Powell River. The good weather continued on Vancouver Island, where we took a side trip as far north as Sayward before returning south to our overnight stop at Ocean Resort in Oyster Bay. It was a great place to stretch our legs on the beach after a long day’s drive.



*John & Ria’s MGA at Cape Lazo on Vancouver Island.*



*Relaxing at Oyster Bay Beach, south of Campbell River.  
Photo by John Evans.*



*View from the vintage Westview Centre Motel in  
Powell River. Photo by John Evans.*

From Oyster Bay we drove to Parksville to explore the area for a couple of days, then it was on to Victoria. As much as possible we like to stick to the side roads, and this stretch offers plenty as one heads south along the Old Island Highway and various backroads, through communities such as Chemainus, Crofton and Cowichan Bay.

We were very fortunate that the timing of our trip had us arriving in Victoria just in time for the annual Jaguars on the Island Concours d’Elegance, held at Windsor Park in Oak Bay. There were many excellent Jaguars of varied types on display on the field – of particular note was a 1939 SS100 – plus an enticing group of Aston Martins that had been invited to attend. For classic car fanciers, an unexpected bonus of our visit to Victoria is that it turned out to be ‘Deuce Days’ weekend. This annual event sees hundreds of hot rods (1300 in 2025) filling the streets of the capital city, attracting tens of thousands of spectators. Needless to say, as we drove through the downtown area past the Parliament Buildings and the Empress Hotel, it was a veritable zoo of hot rods and humanity.

*Continued on page 26*



## Not Your Typical Road Trip Continued

It was very colourful though, as hot rod owners love to paint their cars in a kaleidoscope of bright colours. Thank heavens we had reserved a hotel somewhat out of the downtown area, away from the mayhem!

On the final day we explored a number of our favourite streets in Victoria, which as a coastal town has some of the best views to take in from a little British sports car. Always in search of less-travelled twisty



*Jaguar SS100 at JOTI Concours d'Elegance.*



*Victoria's Deuce Days.*

bits, on the way out to catch the Swartz Bay ferry we decided to explore some of the minor roads on the western side of the Saanich Peninsula, namely Prospect Lake Road and Munn Road. Winding and narrow we got, with many blind corners and rises. Not for the faint of heart, especially if one meets up with an oncoming car!

nearby, we were able to get the car safely stowed on his property. John returned home, sans car, the next day. Despite this calamity, when we considered the relatively remote areas and back roads we had travelled on this trip, we think we were very lucky that the car chose to expire when it did.

As it happened, after the breakdown our good luck continued, which will be the focus of the second part of this story. [Editor's note: Part II will be published in the January February 2026 Classical Gas.]

Our final stop before catching the ferry was next door to John's grandparent's old waterfront home near Deep Cove. There's a narrow path down to the beach and we had a pleasant, sunny stop for a snack there. It was a lovely end to a wonderful road trip.....until it wasn't. Alas, when we returned to the MGA to head for the ferry, pulling the starter knob caused the engine to make disturbing 'clackety-clack' sounds, nor would it start. Fortunately, with the help of friendly neighbours who offered to take Ria to the ferry right then and there, and John's brother who happens to live



*Winding & narrow Munn Road in Saanich.*



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There's always a number of interesting Jaguars and MGs to view at the Newby Estate. This year these will include the 2024 Jaguar F-Type Coupe, the last Canadian specification F-type produced, and the 1953 Jaguar XK120 Drophead Convertible. There will also be a 1948 Supercharged MG roadster.

If there is interest from the attendees, there will be the opportunity to tour parts of the vast collection of military vehicles and uniforms. For more information on the party, call Doreen or Ian at 604-985-4020.



*The new 2024 F-Type Coupe.*



*The 1953 Jaguar XK 120.*





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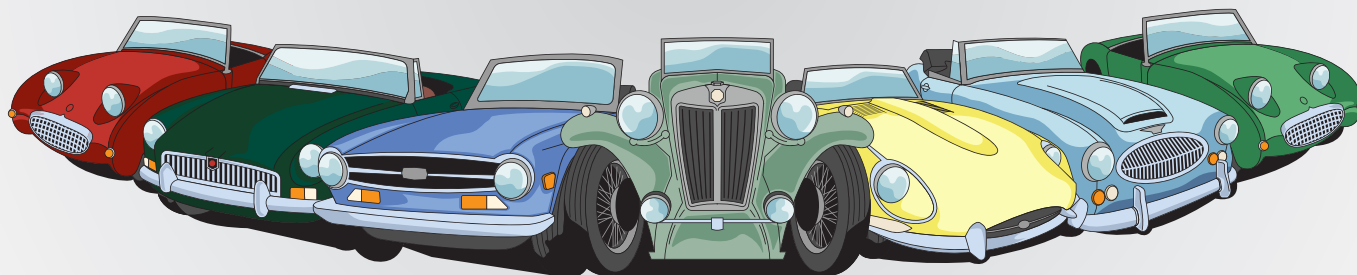
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