

Classical Gas

January/February 2026

Volume 57, Issue 1



www.jaguarmg.com

2026 CXKJR/CCMGC CALENDAR

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

March

March 14

Early Beats Concert *

Coghlan Hall

Langley

(see page 20)

March 21

Spring Run & Lunch *

North & West Vancouver

West Vancouver Yacht Club

(see page 7)

March 29

Harry's Fish & Chips *

Tsawwassen Mills

(see page 4)

April

April 12

Easter Bunny Fun Run *

Richmond

(see page 22)

April 14 - 19

JCNA AGM

Mexico City

(see page 5)

April 26

LAMB St. George's Show

Fort Langley

(see page 25)

May

May 2

Drive Your MG or Jaguar Day *

(Drive It Day)

May 16

All British Field Meet

VanDusen Gardens

Vancouver

(see page 25)

June

June 19 & 20

ScotFest BC Highland Games

British Car Display

Coquitlam

scotfestbc.com

July

July 11

BC Collector Car

Appreciation Day *

July 17 - 19

Jaguars on the Island

Jaguar Car Club of Victoria

jaguarclubvictoria.ca

July 31 - Aug 2

Jaguars on the Green

Anacortes, WA

Seattle Jaguar Club

August

Aug 14 - 16

MG 103 Fest

Thousand Islands, ON

(see page 25)

Aug 21 - 23

Heritage Classic Weekend *

City of Langley

(see page 22)

September

Sept 19

Sea to Sky All British Rally

seatoskyallbritishrally.com

Sept 25 -27

Presidents' Run *

October

October (date tbd)

Pumpkin Run *

November

November 1

Kruise for Kids

November 11 (tbc)

CXKJR/CCMG AGM *

December

December 9

Annual Awards & Pot Luck *

2026 CXKJR/CCMGC General Membership Meetings (Wednesdays)

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

* to be confirmed



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

Mar/Apr: Mar 6
May/June: May 8

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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On the Cover: Jennifer Orum's 1970 MGB on the Oregon Coast.

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HARRY'S FISH & CHIPS

Join us for lunch at Harry's in Tsawwassen Mills on Sunday, March 29. With owners from England, the menu has a good variety of food, not just fish & chips: www.harrysfishchips.ca

An organized drive is not planned; we will meet, relax, chat and enjoy lunch. There is no advanced registration. Watch for further details in Little Classical Gas or contact Troy Bell at tobel67@gmail.com or call 604-613-8897.

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JCNA NEWS

As we in Vancouver slosh through rain, the Mexico Jaguar Club prepares to welcome club members for the JCNA Annual General Meeting. Mexico City is the location for this collection of meetings and tours, visits to historical monuments, pyramids, museums, and somewhere in it all, Board meetings and an AGM. I'll remain here in the rain and read about it. Additionally there is a very large Concours planned to top off the almost one week of social activities and tours.

The North West Region of JCNA clubs in Vancouver, Victoria, Seattle, and Portland have their dates scheduled for concours and slalom in 2026. Again we will enjoy the camaraderie of members from other clubs and travel to their events. Cross border drives and lunches have been scheduled for the past few years and are always enjoyable.



Carole Borgens,
North West Region Director

On behalf of JCNA I congratulate all members who participated in Concours and Slalom in 2025. It's not the winning that's important, it's the enjoyment of sharing our hobby with other Jaguar enthusiasts, making new friends, and the continual learning about our cars that is a bonus.

To maintain Concours and Slalom programs the need for volunteer club members to help run the events is of utmost importance. Consider talking to your executive about what's involved

and if a volunteer position is a good fit for you. It's the best way to meet members and form new relationships in the club.

I'm always available to discuss questions you may have about JCNA.

Here's to Safe Summer Motoring!
Carole Borgens

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2025 JCNA Concours Awards: CXKJR Members

North American Standings

Champion Division

Class C6/E2	2nd	Gary & Lynne O'Keefe	1970 E-Type Series 2	99.21000
Class C12/JS	1st	Carole Borgens	1990 XJ-S Convertible	99.94333
Class C20/F	1st	Doreen & Ian Newby	2024 F-Type Coupe	99.98333

Special Division

Class S3 Rep	1st	Doreen & Ian Newby	1956 D-Type Replica	9.92083
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North West Region Standings

Champion Division

Class C13/JS	1st	Jeff Seidel	1994 XJS Coupe	99.29500
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Driven Division

Class D8/XJS	1st	Christine Van Horne	1987 XJS Coupe	9.96800
Class D15/F1	1st	Ken Grahame	2014 F-Type S Convertible	9.98550

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

CXKJR/CCMGC Spring Run

Mark your calendars for our Club's annual rite of Spring, this year on **Saturday, March 21**, one day after the official start of the season. The drive will begin at the Real Canadian Superstore in North Vancouver, close to the north end of the Ironworkers Memorial Bridge. The

1 to 1 ½ hour scenic drive will wind its way through the villages and neighborhoods of North & West Vancouver, ending for lunch at the West Vancouver Yacht Club. This year's run is being organized by Kevin Parenteau. Watch for details in Little Classical Gas and at www.jaguarmg.com. Registration will be on the club website.



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2026 Cox Memorial Whimper Wonderland Run

Peter & Anne Tilbury, with photos by Ria Zapf



The group in a merry mood at the start.

63 people, in 41 cars, came out on January 1st to celebrate the New Year. In addition to the CCMGC (11 cars) and the CXKJR (8 cars), an invitation went out to other British Car Clubs in the Lower Mainland. There were 2 Minis from the Vancouver Mini Club, a London Taxi and others from the Old English Car Club, a Morris Minor and others from the Langley Area Mostly British Motoring Club, 2 Morgans from the Pacific Morgan Owners Club and 3 MG T-series cars from the Pre 56 Club.

The route took cars from South Surrey through Langley to the Jimy Mac's Pub in Port Kells. There was some fog on the route but the roads were dry, and air temperature around 6 degrees Celsius.

During lunch at the host pub, teams of two or more people took on the challenge of a quiz. They were asked to identify fifteen British car logos and hood ornaments, dating from 1900 to the present day. First place, with eleven correct, was Stephen Blake while joint second place with ten correct went to the teams of Bob & Jane Norquay, and Brian Yates with Mary Lou & Alan Myles. (See page 11 for the pub quiz.) Entrants were encouraged to wear crazy headgear and the prize winner was Richard Labossiere with a turkey hat. Andrew Cox, the son of Tony and Judy Cox who were the instigators of this annual event over ten years ago, was on hand to present the prizes.

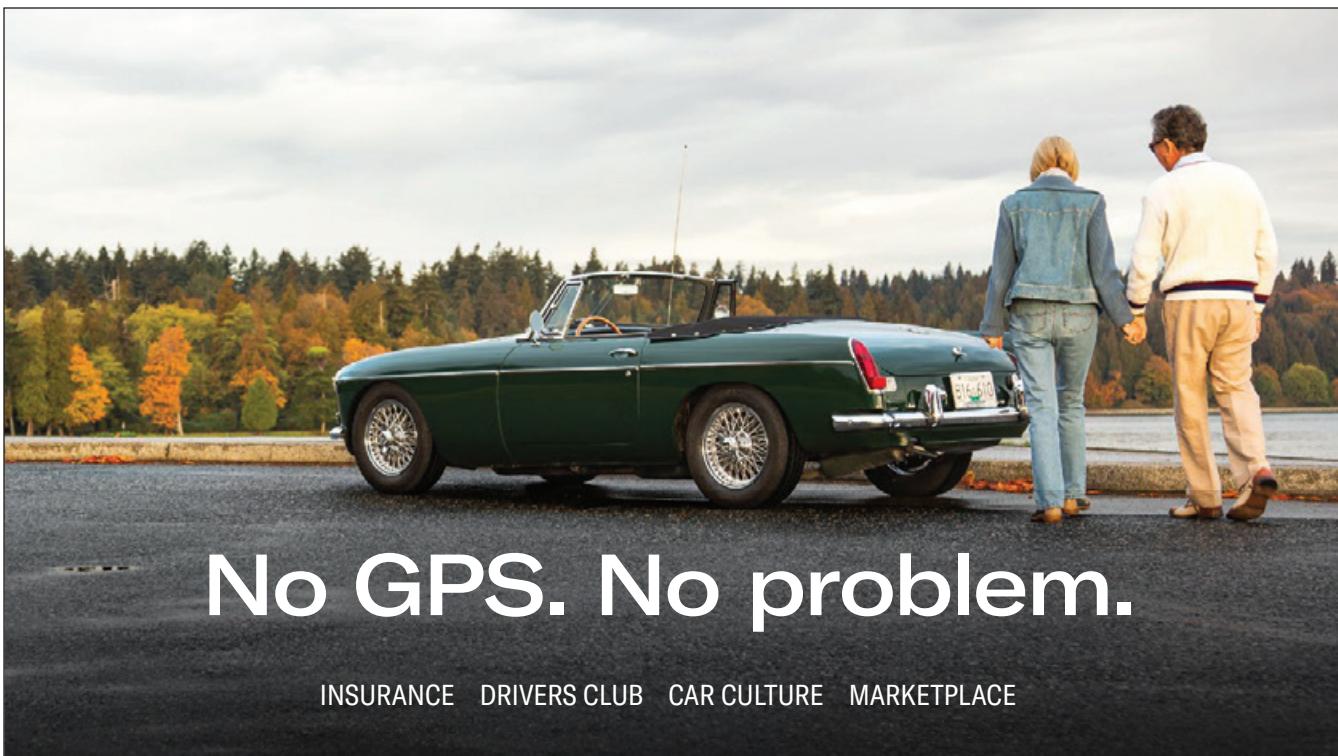
[See page 11 for the Pub Quiz & more photos]



*Malcolm Scanlon
from the OECC.*



John Walkden from LAMB.



No GPS. No problem.

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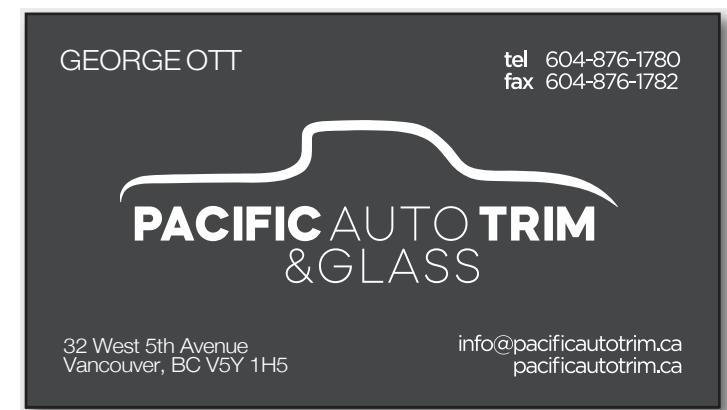
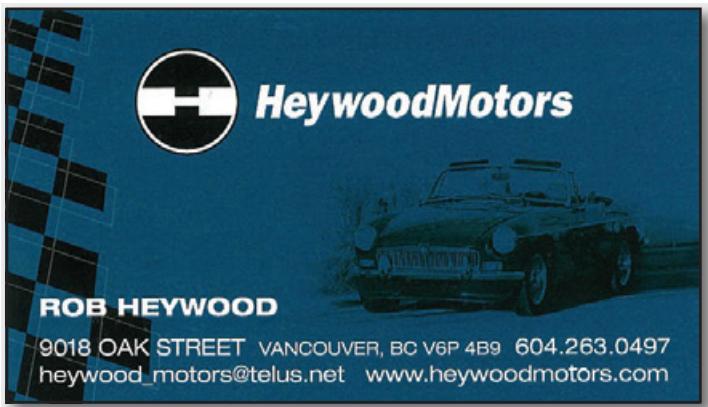
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Richard Labossiere displays his winning turkey hat.



Ken Grahame in an elf hat and Marina Bailey in a beaver chapeau.



A Jaguar and a Triumph make their way through the fog.

2026 Cox Memorial Whimper Wonderland Run Quiz



1.



2.



3.



4.



5.



6.



7.



8.



9.



10.



11.



12.



13.



14.



15.

[Answers to Pub Quiz on page 27]

Photos by
Ria Zapf



Stephen Blake (left) receives his 1st place quiz prize from Andy Cox.

The MCC Edinburgh Trial: September 26 - 27 2025

John Fry, CCMGC Member & Classical Gas UK Correspondent



A couple of spare wheels protrude from the boot.

The driver/owner was Adrian Tucker-Peake, who held a senior engineering post at the MG Rover home in Longbridge. This included amongst many assignments, curing the soon to be launched MG ZT 260 Mustang engined V8 of severe axle tramp. Adrian also led a team that produced a Hybrid MG TF, which increased BHP from 160 to 200.

A trial is not a race. Back in the early 20th Century when roads were still rough cart tracks, car and motorcycle manufacturers wanted to prove their vehicles were tough and could cope with the terrain. The original Edinburgh Trial did end up in that city, having commenced in London, and a few years later having gone to Edinburgh with participants driving back to London.

The 2025 trial was 200 miles in length and started and finished in the Peak District of Derbyshire. There were 15 sections scattered around the countryside, and whilst there was not much mud due to the dry weather, there were plenty of rocks, boulders and tree roots to halt one's progress!

Participants are not allowed to walk the course, so in the dark forward movement could be "interesting". Many of the tracks are still considered "byways open to all traffic", having been there hundreds of years. Others are on private property or farms. Much work goes into organising these events. Permission is obtained from Councils and land owners, and in sensitive areas noise must be kept down, especially at 3 am! Vehicles have to be road legal and both the driver and passenger need competition licences.



One of the oldest motorsport events in the world – Trialing – is still going strong, and a few months ago I was asked to passenger on the Edinburgh event. In effect this means navigating, bouncing, being tyre deflator/inflator and gate opener/closer, in a 1996 MGF purchased on eBay and modified for trials. This includes raised suspension, bigger wheels/tyres (with knobbly not allowed) and a skid plate front to rear. The standard 1800 engine has been rebuilt to give low down torque, and the car lightened including the factory soft top ironmongery, wind up windows substituted for electric, with carpets and radio etc. removed.



car with tyre gauge and then re-inflating (with compressor) before hitting the tarmac highway.

When daylight appeared, the roof of the MGF was lowered. This adds to the visibility and rain of course! The only reason we didn't drive the whole way thus was that in the dark on the actual sections, one could be assaulted by a passing bush!

Navigating between sections via Tulip Diagrams in the middle of nowhere, was helped by a trip meter, but we still had to be on the ball to locate tracks with no sign posts - nothing but dry stone walls and endless fields. On the sections themselves if losing traction, the idea is to "bounce". At other times you had to make sure the driver takes the correct left or right turn, as to go the wrong way is a "fail".



This area of England is not over populated and the weather can be foul. But on this trial weather was good and the scenery stunning. A couple of gas stations opened up for us, as did a pub for breakfast (coffee only!). Afternoon tea and cakes were at a village hall. Then back to the start at the Heritage Railway - which seemed days ago - to sign off. Many of us stopped the night in Hartington, where tales of woe or otherwise were exchanged over a well-deserved pint and a meal.

The MGF ran faultlessly despite the bashing and ill treatment it received. Such use and abuse the designers and constructors at Longbridge never envisaged.

A thoroughly enjoyable weekend of grassroutes motorsport.

To get a feel for what trialing is about, check out the following link:
<https://youtu.be/zaVwsAPtfv4?si=u8EqAwiYQdlyKT0N>

The idea is to get to the top of the section for a Clear, in a forward motion. If one stops that's ok, but then rolling back on trying to restart is a "fail". Much depends on the driver's control and when to apply more/less power. Depending on class of vehicle and which section, there are compulsory stops (generally placed in mud/rocks), when having stopped, you are required to get going again. We failed to do so on one section annoyingly. So instead of being awarded a gold for Clears everywhere we got a silver award. Perhaps our tyre pressures were not quite right. There are minimum pressures on sections so plenty of getting out of the

Kevin Parenteau: Vice-President CXKJR



As the owner of two Jaguars – my 2015 Jaguar F-Type R Coupe and my wife's 2022 F-Pace – I decided to join the CXKJR Club in March 2025. It all started after chatting with a couple of neighbours about the car clubs they belong to (Porsche and Rolls-Royce). Their experiences sounded pretty interesting, so I went down the rabbit hole looking up Jaguar clubs online... and here I am.

My first car was a 1981 Datsun 200SX, and while I've owned a few cars since then, this is actually my first time joining a car club. Before this, the last organization I belonged to was the Entrepreneurs' Organization (EO), where I spent 12 years. I've done a lot of different things over the years, but I'm always drawn to learning new skills and taking on fresh projects.

Last summer, for example, I decided to turn my backyard into a mini food-growing experiment. I'm definitely not an experienced gardener, but I liked the challenge, the hands-on learning—and, let's be honest, the chance to push back a bit against big grocery stores.

I'm the founder and CEO of Asana at Home Online Yoga, an online provider of yoga classes and teacher training. I started the company as a side project during COVID. A few years later, I sold my design-build construction company and went all-in on the yoga business.

On the home front, my family includes my wife Lene, my daughter Mikaela, my sons Ethan and Carter, my grandson Giuseppe, and our two dogs, Taffy and Rico.

Editor's Note: Since both our Vice-Presidents this year, Kevin and John, are relatively new members of CXKJR and CCMGC, we asked them to provide some background to introduce themselves to club members. Photos by Ria Zapf

John Evans: Vice-President CCMGC



My first car was a 1963 VW Bug, while a high school student in Coquitlam. Over the next 10 years Ria and I had a series of VW Bugs and Vans, including an old beater we drove throughout Europe, and later, back at home, a 1975 Westfalia camper.

Our collectible today is a 1962 MGA Mark II roadster, which we purchased in 2020. Prior to this my only other 'classic' experience involved a 1971 Volvo 1800 ES Sportwagon. At a young and foolish age, my friend and I purchased one we thought we could easily restore. This turned out to be a very unwise decision as the car's restoration needs (rust, rust, rust!) were far beyond our capabilities. Fortunately, my friend's father owned a body shop and he saved our bacon by fixing the car 'pro bono'. This allowed us to sell the car for what we had paid for it.

At the 2022 ABFM Brian McBride approached me and we discussed the CCMGC and what it had to offer. I also picked up materials from Mike McChesney at the club tent at that time. As a result, we joined the following year – it's our first experience with a car-related club.

Ria and I are long-time boating enthusiasts. We have cruised our boat throughout Eastern Canada and the United States, the Bahamas, and up and down the west coast as far north as Alaska. My other regular hobby is playing golf (not very well I might add).

I retired from the BC Automobile Association in 2011, where I held the position of SVP and CHRO. I spent my entire career in human resources and labour relations with a variety of private and public sector organizations.

Besides me the Evans family consists of Ria, Ryan (son), Vanessa (daughter), Joanne (daughter-in-law), Felix (grandson) and Cora (granddaughter). No dogs or cats.

Ria and I are very much enjoying our association with the club. It has exceeded our expectations.

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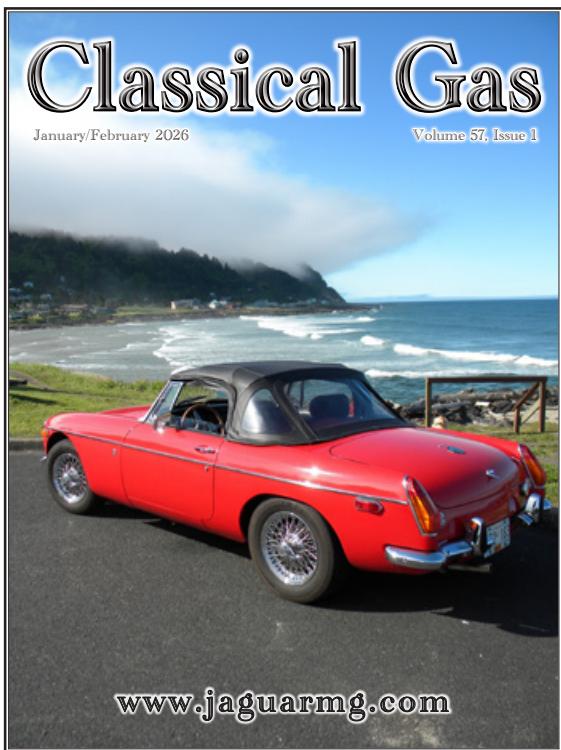
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Classical Gas, The Legacy Continues

Ria Zapf



Classical Gas Magazine is in its 57th year! How amazing! I wonder if Ian Newby wore bell bottom pants and tie-dyed shirts as he edited the first edition of Classical Gas back in 1970. Oh, and how did the name Classical Gas get chosen?

The first newsletter was printed on a mimeographed sheet distributed at the second meeting of the new club. Ian chose the title, after the famous Mason William's 1968 guitar instrumental named Classical Gas. The birth of Classical Gas is described on our club website in "How it all began" www.jaguarmg.com/history-of-the-club .

Today Classical Gas continues to reach members of our club and the broader classic car community. Each issue includes upcoming events, features about classic MGs and Jaguars, member contributions, and photos depicting drives and our social activities.

Classical Gas writers and photographers have won over 35 Jaguar Clubs of North America (JCNA) Newsletter Awards over the past 20 years! In 2011, Jennifer Orum was honoured and won the JCNA Editor of the Award. Recognition via reprinting of articles appearing in Classical Gas includes MG Driver and Classic MG magazines, the

online Moss Motoring magazine, JCNA's Jaguar Journal, the Vancouver Sun, and other club publications such as the MG Owners Club of San Francisco's Octagon newsletter. An article in the November December 2025 Classical Gas has been published on the website of the International MG YT Club. All this speaks of the professional quality of Jennifer's editing and the submissions by our members.

Jennifer took on the role of Senior Editor in January 2008. At that time she agreed to be acting editor for two issues, while the Executive found a person to be the ongoing editor. No one stepped forward and Jennifer is still fulfilling this role. I have been fortunate to assist with editing this past year and I appreciate the detail and time required for her Senior Editor role.

Club members provide valuable support to publish each edition of Classical Gas. This includes the Classical Gas Advisory Committee consisting of Chair Jennifer Orum, Charles Boname, Steve Collins, Les Garbutt, Mike Harford, and Ria Zapf. Ad Manager Steve Collins sources new advertising, while Jennifer oversees advertising renewals, invoicing and retention. Rhonda Gale is responsible for Classical Gas distribution. Printing is handled by Infogo Imaging, using high-quality glossy paper and reproduced in full colour.

Classical Gas continues to be a major contributor to the success of our club. Over time the magazine has evolved, and it is now available digitally on our club website www.jaguarmg.com . Many members still prefer a printed version. For those who cannot pick up their copy in person at our club meetings, it is mailed.

If you have an idea for an article or photographs to share, remember all submissions are considered. You may have a personal story about how you enjoy driving your classic car, or you may try to capture a photo for a cover shot. Perhaps you would like to join the Classical Gas team. If so, contact Jennifer Orum at jlorum@shaw.ca or (604) 889-7598

After over half a century of publication, the legacy of Classical Gas continues into 2026.

Not Your Typical Road Trip: Part 2

Story & Photos by John Evans

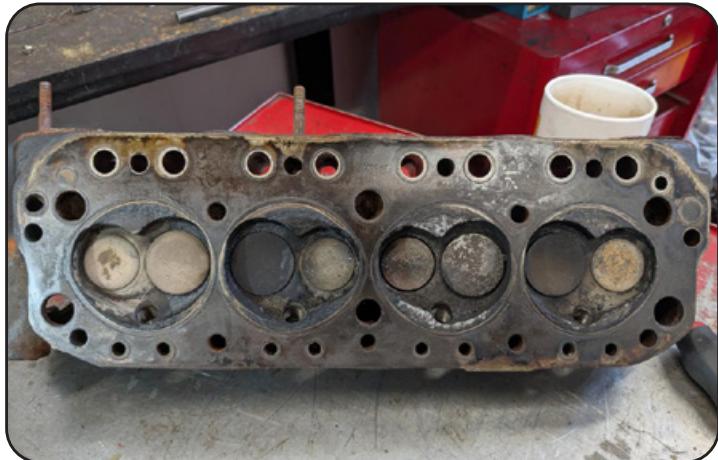
Part 1 of this article in the November December Classical Gas described our summer road trip that was excellent, until it wasn't because of a breakdown. This breakdown occurred on a Monday afternoon not far from the Victoria airport. To our good fortune, it turned out to be within a few kilometres of the right mechanic to fix it.

Most who read this article are very aware of how difficult it is to find knowledgeable mechanics that are skilled at working on old British cars, particularly ones that ceased production long ago. We've been successful in finding someone within a reasonable driving distance of our home in Coquitlam, but we were at a distinct disadvantage



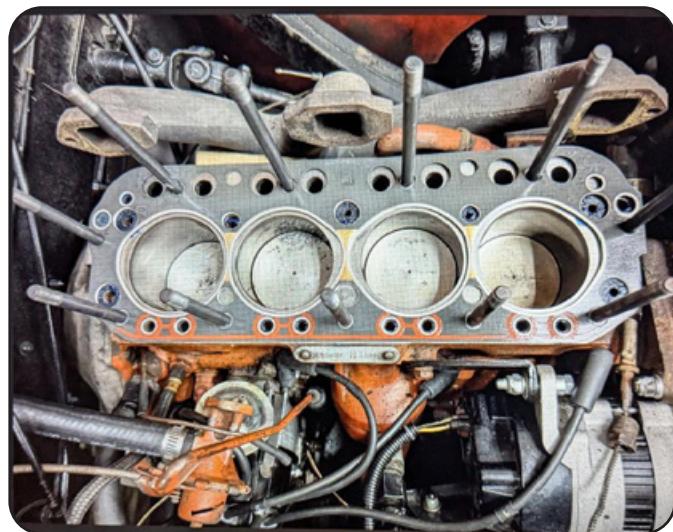
Block before renewal.

This was a situation when the advantage of club membership and club contacts really came to our rescue. Immediately at the time of the breakdown, which I could tell was potentially serious, I recalled that a fellow club member – Jennifer Orum – had mentioned that for years she had been having her MGB serviced by a very reputable small shop in Sidney. An email to her quickly produced contact details for Mike Owen, owner of Owen Automotive, whose shop is located adjacent to the Victoria airport. Mike answered the phone when I called that afternoon (thank heaven for small businesses, where you can actually connect quickly to the right person), and, despite being very busy, he agreed to



Damaged 1622 head.

when our MGA broke down more than 100 kilometres distant, and a ferry ride away to boot.



Renewed block ready for replacement head.

have a look at the car. Although we didn't know the extent of the problem or what it would take to fix it, this was a significant relief because the alternatives would be much more complicated and expensive.

The breakdown turned out to be caused by disintegration of the seat for the #3 exhaust valve. This in turn was the result of a crack in the head adjacent to the valve. As they are fairly rare, a search for a suitable replacement 1622 (16) head was unsuccessful. We settled for a modified 1600 (15) head that had improved porting for better performance. Fortunately, no significant damage had been done to the pistons, rings or cylinder bores. After a thorough cleanup, including removal of accumulated carbon, plus skilled lapping of the valves and seats, the 'new' head was installed, ancillary parts were reassembled, and the MGA was ready for a test drive. Mike did a short one to confirm all was well. An extended test awaited my arrival.

Eight weeks to the day after the breakdown I returned to 'the scene of the crime' for a lengthy test run around the Saanich peninsula and Victoria. I enjoyed a sunny and satisfying experience, with an engine that is smoother and quieter, an idle that is much more stable, and, as much as I could tell, no noticeable loss of performance from the non-stock head.

In hindsight I believe there were already indications that something was amiss, such as a measurable compression deficiency in the #3-cylinder, idle fluctuations that I had been chasing for some time, and other, more recent, curiosities.

No time is a great time for a breakdown. That said, I believe we got off lightly this time, as this event could have occurred in a remote location, at less pleasant hours of the day, and with quality help much, much further away. Oh, and the damage could have been much worse. For all these things we are grateful.



Replacement head in place.



Refurbished modified 1600 head.

Concert for Club Members and Friends

Saturday, March 14th, 2026

7.00pm

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Easter Bunny Fun Run April 12



This Easter-themed drive will start at the Terra Nova parking lot (west end of River Road) in Richmond, and departs at 11 am. Exploring a variety of sites in East and West Richmond – such as Steveston Village, London Farm, and Finn Slough – the route will take about 1 1/2 hours to complete. Our final destination for lunch will be the restaurant at Mayfair Lakes Golf Course. Come prepared for some fun questions! If you would like to enter, please email Felipe Angel at felipeangel0910@gmail.com.

Heritage Classic Weekend August 21 - 23

Our club's 55th Annual Heritage Classic Weekend is being planned to take place in Langley, with a Friday welcome reception at Jaguar Land Rover Langley, the Saturday show at Douglas Park and dinner at Adrian's at the Airport, and on Sunday, a scenic drive starting at Jaguar Land Rover Langley followed by the Classical Revival at the Newby Estate in Aldergrove.

The show will include a display of MGs and Jaguars, a Land Rover Class, plus an "Other British" section, with Entrants Choice voting and awards. Given the success of the Youth Judging program at Heritages in 2023 to 2025, it will return this year.



XJS contingent at Douglas Park.

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, in Little Classical Gas and in future issues of Classical Gas. Photo by Ria Zapf.



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Jaguar XK140 (& Panther J72): Jim McLean

Jaguar E-Type: Allan Lawrence; John Morse

Jaguar XJS: Vito Donatiello

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Check out the club website
jaguarmg.com
 & the club Facebook page
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LAMB St. George's Show April 26

The Langley Area Mostly British Motoring Club (LAMB) will be hosting their 18th annual car show at the Fort Langley Community Hall on Sunday, April 26 from 10 am to 4 pm. There will be sponsors, vendors, British music and lots of classic cars on display. Also present will be a restored double-decker bus with a British bus conductress. Awards will be presented in the afternoon. Due to registration being limited to 50 cars, advance registration will be offered to LAMB members first. Pending space being available, registration will be opened to other clubs two weeks prior to the event. For further information, visit www.lambcarclub.org or contact lambmotoringclub@gmail.com



VanDusen All British Field Meet May 16

The Greatest Show on British Wheels has earned its reputation as the longest running and most significant display of British vehicles in Western Canada. The 41st Annual Vancouver ABFM will showcase almost 500 British-built classics, exhibitors and vendors surrounded by the beauty of VanDusen Botanical Garden.



The featured marques this year include Rover with a storied history that spans 122 years and 50 models. The display is supported by the Rover Car Club of Canada. The spotlight will also be on the Jaguar XJS, produced from 1975 to 1996, one of Jaguar's longest-running and most successful models. There will be a vibrant display of XJS models showcased in the 75-plus all-model Jaguar zone.

This year's ABFM will have an exclusive EuroBrit display, showing how British cars were influenced and enhanced by European design and engineering. Cars built in Britain but designed in Europe will be featured.

Continuing the educational spirit of the ABFM, the popular Talking Collector Cars evening returns on Friday night at the reception in the VanDusen Floral Hall. The event will be moderated by the seasoned broadcast and automotive journalist Alyn Edwards.

Online registration will continue until March 30. Registrations received after April 30 will be placed on a waitlist, active until May 11. Watch for details online at westerndriver.com.

MG103 Fest August 14 - 16

MG103 Fest is for MG car enthusiasts and will take place in Gananoque, Ontario, hosted by the Toronto and Ottawa MG Clubs. The schedule includes a Friday night pizza party, a scenic Saturday drive followed by a pub night and a Sunday car show. For additional details, visit:

<http://www.omgci.info/wordpress/?p=31869#more-31869> or tinyurl.com/mg103fest .



2025 CXKJR/CCMGC Club Awards



Peter Tilbury (right) passes the MG Bad Penny Award to John Evans & Ria Zapf.



Phil Entwistle (left) receives MCL (MG) Award from Peter Tilbury.

The December 10 Membership Meeting at the Burnaby Lake Clubhouse included presentations of the 2025 Club Awards. [Photos by Timothy Horton unless otherwise indicated]

Most Improved Club Car

DAVID CROUCH (2001 Jaguar XJR)

Octagon Motor Group Award for overall contribution to the club by a MG member
JOHN EVANS

John Sharpe Award for overall contribution to the club by a Jaguar member
NICK BALENZANO



David Crouch (right) presenting the John Sharpe Award to Nick Balenzano. Photo by Ria Zapf.

MCL Award (MG) for participation, sportsmanship & high point car
PHIL ENTWISTLE (1958 MGA)

MCL Award (Jaguar) for participation, sportsmanship & high point car
DAVE EDDLESTON (1969 Jaguar E-Type)

Bad Penny Award MG for regular participation in club events
RIA ZAPF & JOHN EVANS (1962 MGA ROADSTER)

Bad Penny Award Jaguar for regular participation in club events
KEN GRAHAME & MARINA BAILEY (2014 JAGUAR F-TYPE S)

MGA 50th Anniversary Award for contribution to club members
RIA ZAPF & JOHN EVANS



Mark Paterson (right) receiving the Bottom of the Tank Award from David Crouch.

Dirty Boot Award
ROBERT MCCULLOUGH (1974 MGB)

Bottom of the Tank Award
MARK PATERSON (1974 MGB)

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British Car Council of Canada Award



Order of British Car Enthusiasts Medal

The Council is a group of British car clubs in Canada “keen to preserve and enjoy the heritage of all British car marques”.

CXKJR/CCMGC joined the Council in 2022. Each year the Council provides our club with an Order of British Car Enthusiasts Award to recognize members who have demonstrated great enthusiasm for, and robust knowledge about British cars, as well as enthusiasm for club meetings and events. The 2025 OBCE medal was presented to Allan Lawrence at the December 10 Awards Night.

Photos by Ria Zapf.



David Crouch (right) presenting the OBCE Medal to Allan Lawrence.

Answers to the Tony Cox Whimper Wonderland Pub Quiz on page 11:

1. Austin
2. Morris
3. Vauxhall
4. Marcos
5. Armstrong Siddeley
6. Bentley
7. Alvis
8. Aston Martin
9. Napier
10. Rover
11. Sunbeam
12. Singer
13. Triumph
14. Swallow Sidecar
15. Noble



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