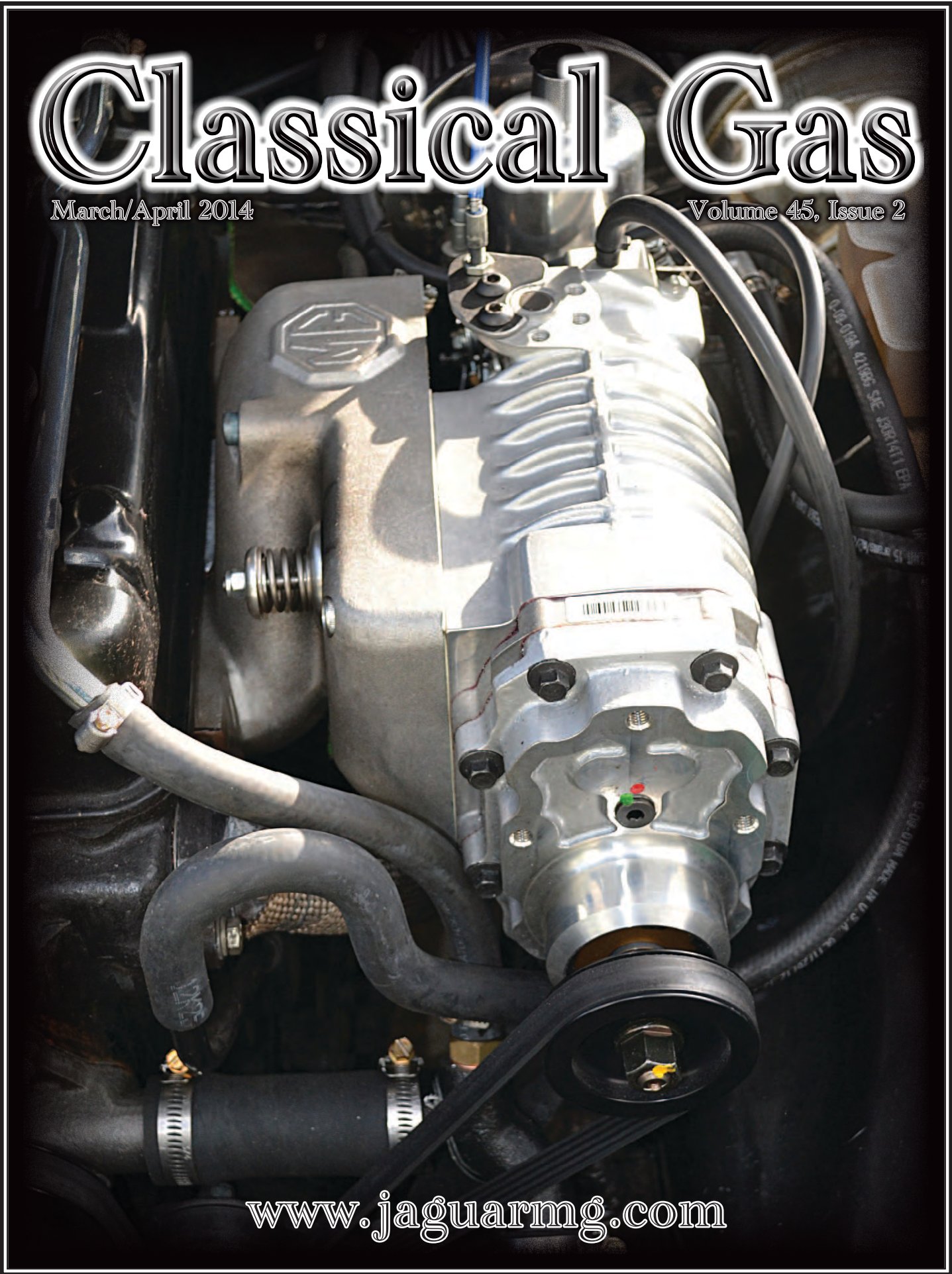


Classical Gas

March/April 2014

Volume 45, Issue 2



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

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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

May/June: May 9

July/August: June 15

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MG Car Club Ltd.
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North American MGB Register
www.namgbr.org

Jaguar Clubs of North America
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CANADIAN XK JAGUAR REGISTER/ CANADIAN CLASSIC MG CLUB

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MONTHLY CLUB MEMBERSHIP MEETINGS

Our club meetings take place at 7:30 pm at the Burnaby Lake Clubhouse
3760 Sperling Avenue (foot of Sprott at Sperling)
normally on the second Tuesday of each month.



ON THIS MONTH'S COVER

The super charged engine in Troy Bell's 1979 MGB LE roadster.
See page 9 "Super Charged Summer". [Photo by Troy Bell]



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April

April 12

Kaffee Klatch *
[see page 22]

April 19

Tulip Rallye
[see page 7]

April 27

LAMB St. George's Day Show
[see www.lambscarclub.com]

May

May 3

Drive Your MG or Jag Day *
[see page 18]

May 12

JCNA Concours Judges Training
[see page 7]

May 17

VanDusen All British Field Meet
[see www.westerndriver.com]

May 19

Hagerty Driving Experience *
[see page 17]

May 27

Clarke Garage Night *
[see page 26]

June

June 1

Kaffee Klatch *
[see page 18]

June 6 - 8

BritsBest Classics
Radium Hot Springs
www.calgarymgclub.org/
britsbest2014.html

June 7/8

Jaguars in the Meadows

June 15

Father's Day Railway Picnic *
[see page 26]

June 21

BC Highland Games
British Car Show
[see page 26]

June 21/22

Vancouver Collector
Car Show & Auction
www.vancouvercollectorcars.com

June 22

CXKJR/CCMGC
Summer Slalom *

July

July 4 - 14

C2C (Victoria to Ottawa) *

July 12

The Powley Prowl/Kaffee Klatch *
(Joint event with Morgan Club)
[see page 18]

July 14 - 18

NAMGAR's GT-39 (Ottawa)

July 20

Fraser Valley Classic Car Show
(Previously at Minter Gardens)

July 25 - 27

Jaguars on the Island (Victoria)

July 26

Western Washington All British
Field Meet

August

Aug 7 - 10

Club T- MG Rendezvous 2014
Florence, Oregon

Aug 8/9

Jaguars on the Green (Tacoma)

Aug 15 - 17

BC Historic Motor Races

Aug 15 - 17

Heritage Classic Weekend *

Aug 29 - 31

Portland All British Field Meet

Aug 30

Crescent Beach Concours
d'Elegance

Aug 30/31

JOCO Concours & Slalom
(Portland)

September

Sept 2 - 6

JCNA Western States Meet
Colorado Springs, Colorado

Sept 6/7

Luxury & Supercar Weekend

Sept 19 - 21

Sun Peaks Run to the Sun

Sept 20

Sea to Sky All British
Rally to Whistler
[www.seatoskyallbritishrally.com]

Sept 28

LAMB Autojumble

November

Nov 2

Kruise for Kids

Nov 2

London to Brighton
Commemorative Run

Nov 4 or 11

CXKJR/CCMGC AGM
& Elections *

December

Dec 9

CXKJR/CCMGC Annual Awards
& Potluck *

*CXKJR/CCMGC events are indicated
with an (*).*

2014 General Membership meetings:

May 13, June 10, July 8, Aug 12,

Sept 9, Oct 14, Nov 4 or 11, Dec 9

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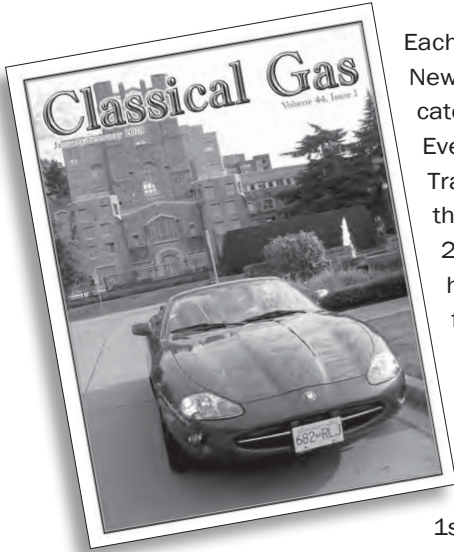
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JCNA & MG NEWS

MORE NEWSLETTER AWARD WINNERS!



Each year JCNA presents ten Newsletter Awards in five categories: Photography, Event Reports, Heritage, Travel and Technical. In the seven years 2006 to 2012, CXKJR members have won fifteen times for photos and articles in *Classical Gas*. The 2013 JCNA Newsletter Award winners have just been announced and Jim McLean won a 1st place in the Technical

Category for his "Hot Kitties" article in the May June issue. Marcia Vanwely received a 2nd place in Photography for her photo in the January February 2013 issue of Lex in the family 1997 XK8 in front of the University of BC library.

REMINDERS OF NORTHWEST REGION JCNA EVENTS

June 7 & 8: Pacific Jaguar Enthusiasts Group *Concours in the Meadows* and *Jags & Friends All-Out Slalom*. Info: Art Dickenson at silver007@telus.net or 604-465-7244.

July 25 - 27: Jaguar Car Club of Victoria *Jaguars on the Island*. See www.jaguarclub.com or for more info JOTI Chair Wayne Watkins at wandl-watkins@shaw.ca or 250-652-1247.

August 8 & 9: Jaguar Drivers & Restorers Club *Jaguars on the Green*. Info: Concours Chair Ray Papineau at papineaus@aol.com or 425-483-9641.

August 30 & 31: Jaguar Owners Club of Oregon *Concours & Slalom* at the Portland All British Field Meet. Info: Concours Chair Bill Lopnow at 360-253-9144.

33RD ANNUAL TULIP RALLYE UPDATE

Sponsored by the MG Car Club Northwest Centre (Seattle), the Tulip Rallye takes place April 19 with a start in Burlington and a route that includes the stunning tulip fields of the Skagit Valley. While MGs will be participating in large numbers, British as well as other sports cars will also be entered. For information, see the MG News page of the January February 2014 *Classical Gas* or contact Rallye Master Dave Ellis at tuliprallye@aol.com or 425-277-1086.

LONG DISTANCE CRUISING THIS SUMMER!

Participants from both the US and Canada will be taking part in the CCMGC-sponsored *Cruise to the Capital* July 4 to 14 en route to the North American MGA



Register's GT-39 show in Ottawa July 14 to 18. The 11-day cruise will go through BC, Alberta, Saskatchewan, and then south into North Dakota and through Minnesota, Wisconsin and the Upper Peninsula of Michigan, before re-entering Canada at Sault Ste. Marie and on to Ottawa. MGAs, MGBs, other MGs, as well as Jaguars and other British cars are welcome. In the event of any breakdowns that can't be handled by a roadside tech session, Hagerty Insurance is providing flat-bed towing assistance services along the route in both Canada and the US.

Note: The plan is to have one CCMGC/CXKJR member drive an SUV, truck or other larger vehicle to accompany the convoy, carrying spare parts and supplies. Anyone interested in this opportunity should contact the C2C organizers Peter & Anne Tilbury at C2C@namgar.com or 604-535-0648.

For information on the NAMGAR GT-39 show in Ottawa July 14 to 18, see <http://gt39.namgar.com>

CXKJR CONCOURS JUDGE TRAINING

Chief Judge Les Garbutt is looking for CXKJR members to act as judges at the August 16 Heritage JCNA Concours. Why not come out to the training session at 7pm on Monday evening May 12 at the Confederation Park Railway Station to learn how to get involved? For further information, contact Les at 604-266-9086 or les_garbutt@telus.net. □

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SUPER CHARGED SUMMER

Troy Bell

Are you ready for the super charged car summer? The possibilities are literally limitless - from MGB events in places like French lick, Indiana, to the MGA international gathering in Ottawa. Plus the adventure of driving there and back - like the opportunity to start in San Francisco, driving to Vancouver, joining the Cruise to the Capital to Ottawa and then down Route 66 back to the west. What's more, these driving adventures have been planned by members of our own club.

Let's not forget the GOF (Gathering of the Faithful) events in San Diego CA, Chaska MN, and Middlebury VT for the T-series cars.

How about the many Jaguar events in the Northwest: the Concours in the Meadows in the Fraser Valley, Jaguars on the Island in Victoria, Jaguars on the Green in Tacoma and the Jaguar Owners Club of Oregon at the Portland All British Field Meet. Then there's the Western States Meet for Jaguars in Colorado Springs, Colorado.

As you may or may not be aware my father Reg Bell is an avid MG Car guy as well with having owned and restored 44+ MGs.

Yes, this is where I got the bug. There was no "hanging out" getting into trouble when I was growing up. My evenings and weekends were spent in the garage holding the trouble light "properly" and not shining it in his eyes. I do know all

the correct names of screwdrivers as well as standard and Imperial wrenches. The Whitworth wrenches came after I moved out, so my knowledge when grabbing those out of the toolbox for him is limited and far too slow for his liking. LOL.

Here he is pictured with his latest stable: 1959 MGA, 1946

MG TC and a 1967 MGB GT. All three came to him as completely rusted out "barn finds" that in two cases required at least one other donor car for parts. The MGA is actually a combination of three cars. Along with other T-Series friends, he is also planning trips to

the Okanagan in June and the Oregon Coast in September. Imagine doing that in an MG TC!

So there is no excuse to not get out and drive. From the local events like the VanDusen ABFM and the Kaffee Klatches to rallies and slaloms. Please don't forget about the CXKJR/CCMGC's 45th Anniversary Heritage Weekend in Langley that is shaping up to be epic with its own air show from an original Ray Ban Gold!

Let's get out there and drive this summer. This is your year!



Troy's father Reg with his fleet of MGs



The super charged engine in Troy's MGB



Troy's 1979 MGB LE roadster

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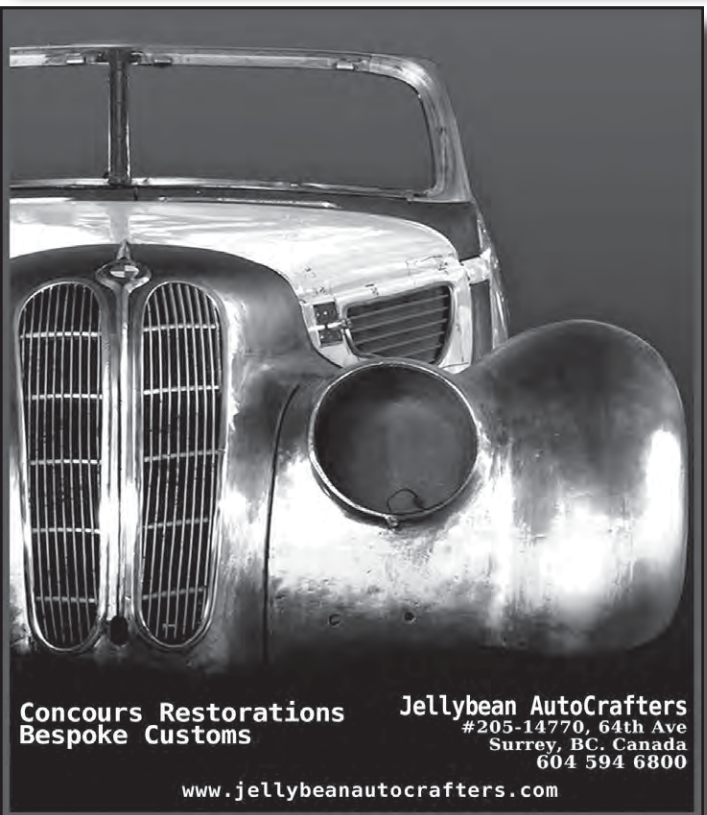
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WAKEY-WAKEY!

Joe Carroll, with Photo by Steve Collins



Joe and Marjorie Carroll with their 1967 MGB GT ready for the cruising season.

Daylight Saving Time has arrived and it's about time to get your favourite car back on the road. Where to start? Let's lift the bonnet and take a good look. Any signs of rodent activity? Look for nibbled wiring, hoses and plastic and maybe even mousey poo or leaves and other debris. If all is well, move on to check the levels of coolant, brake and clutch fluids. Don't forget to put a little oil in the carburettor while checking the engine dipstick.

If your battery is up front and is not of the sealed type, check the electrolyte levels. If low they can be topped up with distilled water from the drugstore. For those of us living in the Vancouver Lower Mainland our tap water is basically rainwater and will work fine if you leave it in an open container for a few days to allow any chlorine to evaporate. Be sure that the battery terminals are tight and wash any corrosion residue off with a solution of baking soda and water, taking care not to allow any of the solution to enter the battery cells. When finished, rinse the solution off with clean water.

Ready to start? Turn on the ignition key - the ignition light should come on and if your car has an SU fuel pump, you should hear the friendly clicking. The fuel pump should stop when the carburettor(s) are full. A continually running pump could mean you are flooding your garage with gasoline! Check for leaks. If all seems OK, start the car with full choke. Once started use only enough choke to keep the engine speed at 1500 rpm, and check that the oil pressure is over 25 and the ignition light is out. Don't allow the engine to race when it's cold. While you are in the driver's seat with the engine running, check that you can

engage second or third gear without difficulty. A problem here might indicate faulty clutch operation.

If you are confident everything is in order, you may now want to check "below decks". Look beneath the car for signs of fluid leaks such as gasoline, oils, brake fluid or coolant. Check all rubber hoses for cracks and metal pipes for corrosion and pinholes. Back on your feet again you can check that all of the lights are working. Your first trip should be to the service station to top up the fuel tank with fresh gasoline and to check the tyres (including the spare) for correct pressure.

It's a good idea to have an owner's booklet for your car. They are written in plain language and contain a lot of helpful information. Our friends at Octagon Motor Group currently stock them and are often able to source them for older models. [See Octagon news on page 15]

Finally, when did you last do the following?

- Change the engine oil & filter
- Change the transmission oil(s)
- Change the coolant (antifreeze)
- Check the rear axle oil
- Flush the brake system and replace the fluid
- Grease the front end & driveshaft

If you aren't sure, why not talk to one of our advertisers in *Classical Gas*? They are our supporters and they have the skills. ■

NOSTALGIA: Part II

The continuing story of a neighbour who had a passion for Frazer Nash and sparked my lifelong interest in sports cars.

Roy Davy

This article is dedicated to my brother John Davy: February 1938 to October 2009. Note that the first part of this two-part series appeared in the January February 2014 issue of Classical Gas.

Early one morning in the mid 1950s I was waiting for a #65 bus to take me into London. It was during school holidays when I always worked for the family firm. Rarely did I take the bus as I usually rode in with my father, the boss. Before the big red #65 double decker arrived, Mr. Cundey appeared suddenly at the top of Tudor Drive, turned right and accelerated smoothly past, changing gear with obvious mechanical sympathy.

It was the first time I'd seen his latest 1951 Bristol-engined Frazer Nash Targa Florio up close. Painted green, immaculate and stunning - it gave me, a teenager at the time, a whole new meaning to the word commute. It also sounded great. A similar car had won the 1951 Targa Florio race outright.

My father knew Mr. H. J. Aldington, the Manager of AFN Ltd., producers of Frazer Nash cars, who said that Mr. Cundey had traded in his T.T. Replica for the Targa Florio. It had been their demonstrator. I rarely saw the car again, emigrating to Canada and thinking nothing more of it.

Fast forward to Wednesday 25th August 2004 and my older brother John and I are cycling past that same bus stop on our way to Richmond Railway Station. The #65 still stops there but is no longer red or "London Transport" but privatized, with a rear engine and no conductor. Pay the driver, climb the central stairs and then enjoy the view!

To put things into perspective, the previous year I had read of a new Frazer Nash museum and archive opening in



Hugh Cundey's 1951 Targa Florio XMC2 now owned by Frazer Nash specialist & racer Patrick Blakeney-Edwards. Shot in February 2012 at the Pomeroy Trophy Silverstone (Photo by Robert Knight, used with permission)

Henley-on-Thames, west of London. In faint hope I wrote and enquired about Mr. Cundey. To my utter surprise not only did they have knowledge of him, but knew the whereabouts of his two cars.

For business and personal reasons I had to visit the UK in 2004. I contacted the museum curator Mr. R.J. Aldington (who must be related to H.J. Aldington) and he told me that the two cars in question were both being prepared for a New Zealand rally. The workshop was in Wokingham near Henley and the cars could be seen there.

After a 20-minute bike ride, we put our machines on the train and headed to Wokingham. At Sunningdale Station we held up the traffic at the level crossing for the A-30, our old route west to Torquay, Devonshire in the 1940s, 50s and 60s.

From Wokingham Station we cycled for about 40 minutes to the workshop, difficult to find as it was on a small industrial estate hidden behind a row of large houses. There was only one access road and no signage. We had been expected and once inside the small establishment, all was revealed.

As the manager welcomed us and showed us the two ex-Cundey cars, it was quite an emotional moment.

For the first time we saw the chains and sprockets which make up the transmission on the T.T. Replica. (Frazer Nash often called their production cars Replicas if their team did well in a race.) The chain-driven cars were known as the "chain gang." The rear track was made narrower than normal as there was no differential, we found out. So this was a learning experience too.

Although both cars were being worked on, we could see they were still in excellent original condition. Also being worked on was a superb mid-1950s Fraser Nash Sebring. It was due to race at the upcoming Goodwood Revival.

It started raining when we wanted to leave so we waited, hoping it would stop and talked to the manager. They looked after a number of marque customer cars, doing repairs, restorations, tuning and greatly increasing the power of Bristol Engines with modern technology. They also did unleaded valve conversions.

Eventually we had to leave, regardless of the rain. Being a long term Vancouverite, I had taken an umbrella, John had not. Cycling under an umbrella is good for balance! Once on the train John started to dry out and again we held up traffic at Sunningdale, now very heavy as it was rush hour.

Back in Richmond the rain had stopped and we went to the 'Ship Inn' for some liquid refreshment and to reflect on our afternoon adventure into the past. Extreme nostalgia for two pensioners.

FOOTNOTES:

H. J. Aldington bought the company called AFN (after Archie Frazer-Nash, the founder) in 1928. He imported BMW sports cars to the UK up to 1939 and in the early 1950s, Porsche and DKW were imported. Frazer Nash production ceased in the late 1950s, as they were unable to compete with sports cars from MG, Jaguar, Austin-Healey, Triumph, AC Cars, Aston Martin etc.

My brother John had a passion for Essex cars. (Our grandfather owned both an Essex and a Studebaker.) John collected only 1930 models (5 or 6 cars) and one 1930



THE FRAZER NASH ARCHIVES

Registered Charity No. 1072918

Roy J Davy, Esq.,
339 East 12th Street,
North Vancouver, BC.
V7L 2K1.
CANADA.

12th March, 2003.

Dear Mr Davy,

As you will realise, your note has reached us !

It is very interesting for us to know that you were a neighbour of Hugh Cundey, of Henry Poole & Son, Savile Row, when you lived in Kingston-on-Thames.

Although Hugh is no longer with us, it just so happens that his black chain driven Frazer Nash is in our display area here. His later post-war car, XMC 2, is still in existence and much cherished by its present owner.

If next year, when you are in the UK, please make contact with us and we will be delighted to show you what memorabilia we still hold of Frazer Nash cars. As the Archives are not manned all the time, please let us know, in advance, of your travel plans and we can arrange a mutually convenient date to meet.

I look forward to hearing from you.

Sincerely,

John Aldington.
cc. J H Davy.

The Archives were founded to preserve, extend and promote the history of the marque
TRUSTEES: Sir Antony Pilkington, Alastair Pugh, Lawrence Hardwicke, John Aldington
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Confirmation from the Frazer Nash Archives that Hugh Cundey's T.T. Replica and Targa Florio still exist.

Hudson Straight 8 ex-Chicago police car. The pride of his collection was, I think, a green Six Light Sedan (6 cylinder) bought new in 1931 by a bridge builder in BC. Reputed to be the 1930 Vancouver Auto Show car, it had wire wheels, two side mounts and other options. I bought it from Norm Tuddenham in East Vancouver and shipped it via the Panama Canal in 1997. It was mint.

My thanks to Joe Carroll for research into the history of AFN Ltd. and Jennifer Orum for converting my handwriting into print. – Roy

OCTAGON MOTORS OPEN HOUSE

Joe Carroll

Just before 10.00 am on an unusually cold Saturday morning in early February, over thirty well-bundled and suspicious characters were seen on Venables Street entering a business usually closed on Saturdays. Even the parking meter man was making notes on a pad as he checked the strange vehicles these odd characters had driven. Had he checked with his supervisor he probably would have been told that it was normal for odd people and odd cars to be at 1538 Venables Street any day of the week.

Once inside the warm building the visitors unbundled and headed for the Tim Hortons hot coffee and doughnuts table. (What, no tea?) They were then greeted by Brent Upton and Michael Kezinski at the Parts counter and by one of the owners Cam Lusztig. The adjacent showroom had been cleared of displays, except for some classic motorcycles, and made into a temporary classroom. The windowed overhead doors to the tidy service department were opened to reveal everything from an early Austin A40 Devon to a Lamborghini Urraco. Besides the usual sports cars, I was pleased to see a favourite of mine, a three-cylinder Berkeley. These little cars fascinate me, although if I ever rode in one I think I'd be in a catatonic state for weeks!

With most of us seated, Cam formally welcomed us, and after announcing the parts specials introduced Syd McNabb to lead us through the procedures for replacing a head gasket. Syd had chosen the MGB 1800cc engine for his presentation because of our familiarity with it and its old-style relative simplicity. Head removal is simple and this engine is rarely troubled by occasional overheating. The engine was mounted on a table with its head attached, complete with valves and

rockers but little else. Our speaker took a little time to recommend a couple of tools someone contemplating a head gasket replacement ought to have. The first was a torque wrench to accurately tighten fasteners, the type which gives an audible 'click' when the set torque is

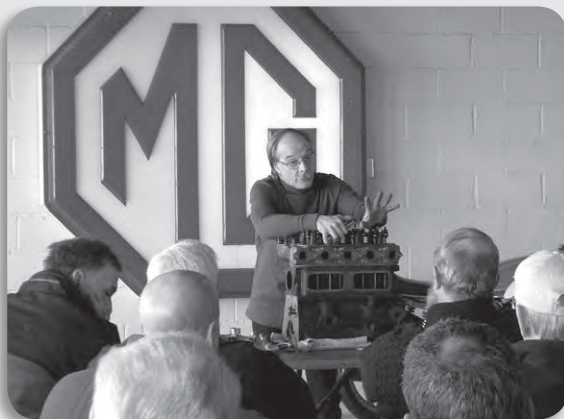
achieved. The other advice was a good set of stud removers. For this sometimes difficult task he prefers the 'Mac' brand, a socket-like device that really impressed many of us.

The first step was to undo the nuts on the cylinder head studs. These were loosened progressively in the reverse order from assembly, i.e. from the outside of the head inward to the centre. Syd then undid the nuts holding down the rocker shaft assembly and with the assembly loose he was able to remove the pushrods one at a time. Before removing each rod he rotated and shook them a little to break the "stiction" of the oil and avoid removing the cam follower at the same time. The head was then removed and put down with the machined surface up to avoid damage. It was brought to our attention that in older engines the top surface of the block (deck) may be swaged (raised) around the studs and can effect the sealing of the gasket. With the stud gone this tiny ridge can be removed by carefully using a machinist's countersink or

a twist drill a little larger than the thread diameter. The surfaces were checked for flatness using a good quality straightedge and feeler gauges. Syd said that a gap of over three thousandths of an inch would require re-surfacing at a machine shop. The narrow areas between #1 & #2 and #3 & #4 cylinders call for great care in checking. The straightedge itself was also handled with care; the protective guards were replaced immediately after the check.



Ian Steward and his daughter Jessica admiring the motorcycles.



Service Technician Syd McNabb sharing wisdom about replacing a head gasket.

Like the majority of engine rebuilders, Syd recommends 'Payen' brand head gaskets. As a general rule all gaskets should be installed with the correct face 'down' - look for the word on the gasket face. If there is no such mark, be absolutely sure that every port (hole) in the block and the head has a matching port in the gasket. If you have to put studs back into the block they should be tightened to only 10 to 15 foot-pounds. Before placing the rocker shaft assembly on the head, loosen the ball ended adjusters and screw them further into the rocker arms. When tightening up the rocker shaft assembly be sure to tip the arms so the balls of the adjusting screws are in the cups of the pushrods. Always use the proper hardened washers under the nuts and then tighten the nuts from the centre of the head to the outer ends. The tightening should be done in three stages, starting at about 15 to 25 foot pounds until the recommended torque is achieved. After a hundred to three hundred miles the nuts should be re-torqued and the valve to rocker clearance checked again.

CMMGC Past President Steve Collins thanked the Octagon Group staff for their hospitality and assistance.

Some Tips from Syd

- Use the rule of nine when checking valve clearances: e.g. When number one (the front) rocker is down, check clearance on valve number eight, and so on.
- Plug open holes in the deck before using compressed air to blow debris off the engine.
- When changing manifold pieces be sure to check that all flanges are the same thickness where they mount to the head.
- A light spray of Permatex Copper Gasket Spray (Part #101MA) on both sides of a head gasket can help with "difficult" conditions. Allow the gasket to dry for a little while before putting it on the cylinder deck.
- Fel Pro gasket sets provide very suitable gaskets for MG manifolds etc.
- Permatex Right Stuff (Part # 30874) is an RTV-like substance. When used with its matching applicator (Part #29247) it's good for sticking gaskets to valve covers and side (tappet) covers before mounting them on the engine. It is not needed on the gasket side facing the block or head.

IMPORTANT NEWS FROM



Octagon Motor Group will be closing its parts sales operations effective September 1, 2014.

Our service department will remain open to provide expert service for all British and import makes and models.

We have taken this difficult decision after a prolonged period of economic losses, which have extended throughout our three-year ownership tenure. We believe these losses are the direct result of increasing competition from internet-based dealers, which have sharply eaten into sales each year. Moreover, this enhanced competition, coupled with the increased demand for low-priced Asian-manufactured parts, has eroded profit margins on what sales remain. All of this is occurring in an environment where the regular use of old English cars is on the decline, so their need for parts replacement is falling too.

We have made sustained efforts to manage through these worsening business conditions. Most notably, we have committed more space and resources to building and diversifying our service side. This service aspect of our business has, since the beginning of our ownership, subsidized the space- and labour-intensive parts business, but the size of that subsidy has now become prohibitive.

After September 1, Octagon will continue to provide the high quality, specialized service for which it is known. We look forward to continuing to serve you in this regard.

Cam Lusztig, Octagon Motor Group

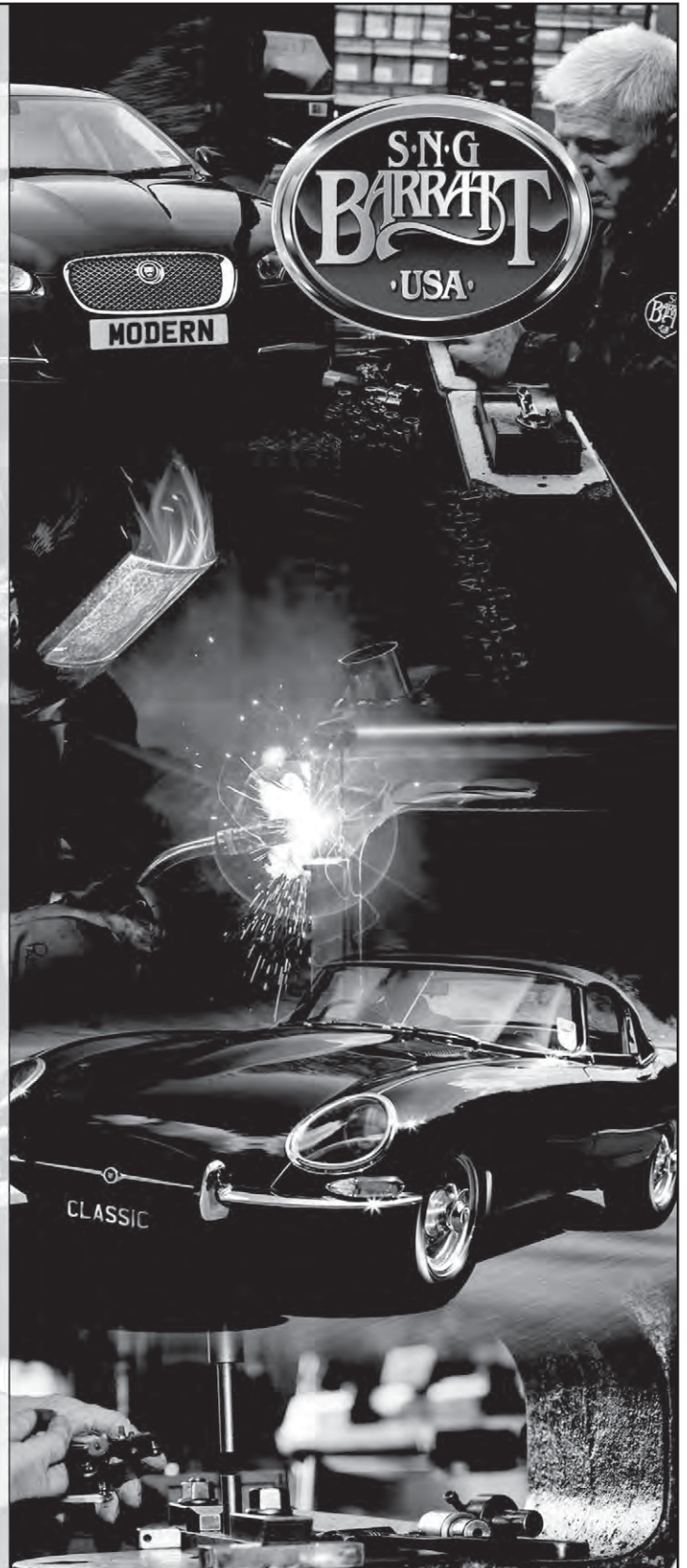
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Heritage 45 Weekend

August 15 to 17, 2014

Join us in celebrating 45 years of Heritage Classic at this year's show in Langley City. Many new features and options are sure to make the weekend memorable.

Friday: Evening "Cars and Stars Boot Party." Welcome reception on the hotel parkade roof, complete with catered hors d'ouvres, cash bar, live music and cars on display.

Saturday: Field Meet for MGs, Jags and all Other British classic cars, including a JCNA-sanctioned Concours. Location: Douglas Park in Langley City, within 1 block of shops, restaurants and the Langley Arts Alive Festival.

Saturday Evening: Awards Banquet at the Canadian Museum of Flight, Langley Airport, with the banquet inside the hangar with museum displays and historical airplanes on view. Transportation provided from hotel to banquet and return. The open air cocktail reception will include a private biplane aerobatics display presented for Heritage guests.



Sunday: A JCNA-sanctioned Slalom at the Scott Road Park & Ride is planned, with the Farewell Luncheon at the Hazelmere Golf Club, South Surrey.

The Host Hotel: The Coast Hotel and Convention Center at the Cascades Casino Resort in Langley. Rate \$112 (king or double-queen room).

Complimentary: Continental breakfast, parking, internet. In-hotel Starbucks and the British pub, Match Eatery and Public House.

Reservations: Canadian XK Jaguar Register, Group Folio #CLC-GF3000. tel 604-530-1500, toll-free 1-877-750-1500, <http://coa.st/cpi6>

Throughout the weekend, displays of the past 45 years of Heritage cars, photos and video will be on view. For additional information: Bev Kolossoff at 604-466-1867, Steve Collins at 604-465-6618 and Carole Borgens at 604-857-1837. □

HAGERTY DRIVING EXPERIENCE: Three-Pedal Fun on May 19

CXKJR/CCMGC is teaming up with Hagerty to offer a special opportunity for forty young adults to learn the art of driving standard transmission

vehicles. A program offered in selected cities across North America, the Driving Experience will include a classroom presentation including topics such as how a clutch and gear box work as well as a Car Care Essentials course on basic vehicle maintenance. The participants will then get one-on-one instruction at the wheel of a variety of classic cars, with the car's owner in the passenger seat. The cars used will include MGs and Jaguars as well as a cross-section of interesting collector vehicles from various marques. To be eligible,



participants must be between the ages of 16 & 25 and have a British Columbia driver's or learner's license. Twenty-five of the forty spaces are reserved for CXKJR/CCMGC Young Enthusiast members or the children, grandchildren or great grandchildren of Club members. For further information:

- Article "Teaching Young Drivers Three-Pedal Fun" <http://www.hagerty.com/articles-videos/Articles/2013/12/20/Hagerty-Driving-Experience>
- Video <http://www.youtube.com/watch?v=Q0kR3ss68cM>
- Contact Joe Carroll at leapoff@shaw.ca

Further information about participant registration will be available at the April 8 general membership meeting. ■

Kaffee Klatch Report

Saturday, May 3 - Drive Your MG or Jaguar Day

HOSTS: PETER & ANNE TILBURY

Now a CXKJR/CCMGC tradition, this annual event started in 2009 as an all-MG variation on NAMGAR's "Drive Your MGA Day." In 2010 it was expanded it to involve both MGs and Jaguars and last year, 32 club cars and 50 people took part. Don't miss out on the fun at this year's event. The start location will be Adrian's Restaurant at the Langley Airport, 5385 216th Street, Langley. The itinerary:

- 10:00-10:30 Tire kicking & photo taking
- 10:30-11:00 Tea drinking & coffee quaffing (cakes available) in the Sun Room
- 11:00 approx Take off: for journey of approximately 94 kms/56 miles)
- 13:00 approx Landing: followed by lunch served by Adrian's hostesses
- 14:00 approx Departure or visit the Canadian Museum of Flight next door

There will be a comfort stop at the 65 km mark at Lepp Farm Market on Clayburn Road in Abbotsford.

Lunch will be prepared by Jimmy the Greek at Adrian's Restaurant, with several choices available – the registration form will provide full details. The price of \$16 per person, inclusive of tax & 15% gratuity, will include the entree, a dessert cake and tea & coffee. Payable on the day to your server. Drinks can be purchased from the bar. For further information, contact Peter & Anne at 604-535-0648 or patilbury@shaw.ca.

Sunday, June 1 - Kaffee Klatch

HOSTS: CHRIS VENNING & JUDY WAY

Klatch participants will meet at the Venning farm in Maple Ridge at 9:00 a.m. for coffee or tea and a Danish. (If you would like to feed a Clydesdale, bring an apple or carrot.) The group will depart for a run through the backwoods of Mission, including a walkabout and photo op at Westminster Abbey. Then on to the Maan Farms Market & Estate Winery in Abbotsford for lunch. The Country Kitchen menu includes homemade soups, harvest salads, burgers, hot dogs, farm fresh paninis, waffles and made-from-scratch baked goods. If you would like to participate, contact Chris at triogold@shaw.ca or 604-462-8638 (H) or 604-437-0318 (W). Further details of the event and directions to the Venning Farm will be coming at the May 13 membership meeting.

Saturday, July 12 (note new date) The Powley Prowl, a joint event with the Morgan Owners Group Northwest

HOST: RIC MACDONALD

Mike Powley was a member of both CXKJR and the Morgan Group and this special event is a celebration of the many drives Mike went on and organized. It is also fitting that the Province of British Columbia has declared July 12 to be 'Collector Car Appreciation Day.' Preliminary plans include a drive through Fort Langley and along the Fraser River to Mission, and then back to a picnic lunch at the south end of Campbell Valley Park in Langley. Further details will be in the May - June *Classical Gas*. □

THE TILBURY QUIZ 2014

Answers to the 'Tilbury Quiz' that was published in the January February *Classical Gas*:

The first two letters in the Question are the first two letters in the Answer.

Vancouver City Parks: Vanier, VanDusen, Valdez; **Auto makers (current):** Audi; **Rock Groups of the UK:** Rolling Stones, Roxy Music; **Auto makers (defunct):** Austin, Auto Union, Austin Healey, Auburn, Aurora, Ausfod, Autotrix, Autocrat, Autovia; **Jaguar Racing Team Principals:** Jackie Stewart; **Recent US Presidents:** Reagan; **Motor Cars Made in England:** Morgan, Morris, Motor Carriers; **Main Ferrari Factory Location:** Maranello; **Car engine components:** Carburettor, camshaft, cam followers, canister; **British Columbia Beach Town:** Britannia; **More MG Record Breakers (person):** Moss; **Canadian XK Jaguar Register Members:** Doug & Carol Carr, Catherine Wood, Tab & Judith Campbell, Afton Cayford, Carole Borgens, Cathie Hall; **Canadian Classic MG Club Members:** Joe & Marjorie Carroll, Carol Clarke, Carole Cohen. ■

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FEBRUARY 2, 2014: SUPER BOWL PARTY AT THE NEWBYS

The total attendance was seventy and a dog, not counting the Paramedics! There was one chap who dropped by briefly, left to pick his wife up from a soccer game to bring her back, but didn't, so I didn't count him either. The last revellers departed at 2300hrs.

Ian and Telma Steward won the grand prize of \$100.00.

A bit of history on how the Super Bowl party came to be hosted out in darkest Aldergrove: David and Vera Roberts originally organized Super Bowl at their house above Fisherman's Cove back in the 1980s, and later David and Birgit at their home in the British Properties. Although I had a minimal interest in and understanding of American football, the excuse for a social gathering was incentive enough to attend and occasionally watch parts of the game.

Three Club members would take turns hosting a New Year's party; The Roberts, the Newbys and the Strouds. 2002, the final year this event was held was our turn, and by that time we had moved to Aldergrove from Horseshoe Bay; the Strouds had moved to Mexico and the Roberts would have hosted the 2003 party. David was very ill by this time, and during the course of the evening of December 31 2002, he asked if Doreen and I would be willing to take over Super Bowl 2003 should he find himself incapacitated. I promised that we would, never guessing that he would pass away shortly after New Year's. Birgit was understandably unable to host the event so at short notice we changed the venue to Aldergrove, where it remains to this day.

I'm even beginning to understand what all the lads in helmets are trying to accomplish, and intend to continue to fulfill my promise to David.

Ian Newby, with Doreen & Laddie

Immediate right: The Tilbury 1958 MGA coupe in an English town? No - the telephone booth is just one of the many props found all over the Newby Estate.



Anne Tilbury with Marcia and Lex Vanwely



New car storage facility for the expanding Newby fleet



You never know what you'll come across on the Newby estate - in this case a Jensen 1974 Series III with a Chrysler 440 cubic inch V8.



Chris Venning and Judy Way

RWM & Co.

CLASSIC & THOROUGHbred RESTORATION SERVICES

Jennifer Orum

CCMGC Club member Robert Maynard established his restoration shop in an airplane hangar at the Boundary Bay Airport in September 2013, and after two months of renovations, it opened last November. It currently has 4200 square feet, but there are expansion plans when the space becomes available to add a strip-down and "dirty bay" area as well as a spray booth.

Robert is a Mechanical Engineering graduate of the City & Guilds of London and has more than twenty-five years of vintage car experience in the UK. Although RWM & Co. has a full range of services – among them traditional coach building, hammer welding, English wheel work, mechanical & engine rebuilds, vintage race & rally car preparation, work in steel, stainless steel, aluminum, copper & brass – Robert's specialty is custom work and his true passion lies in one-off designs. He is now building two Alfa Specials – one



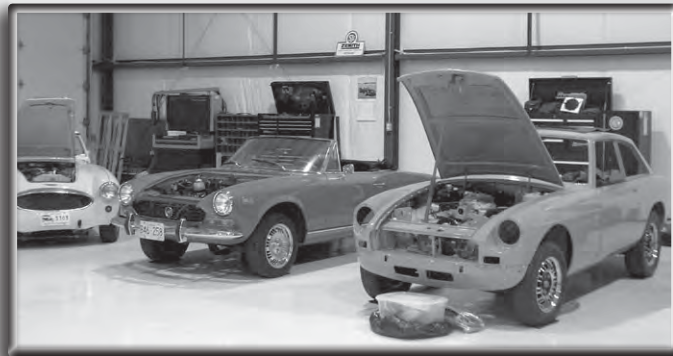
Robert with CCMGC member Neil McLagan's 1974 MGB GT

loosely based on a 1930s 8C 2900 Mille Miglia and custom-designed for the individual driver/owner, and the second based on a 1950s 225 Ferrari Spyder, but using Alfa running gear.

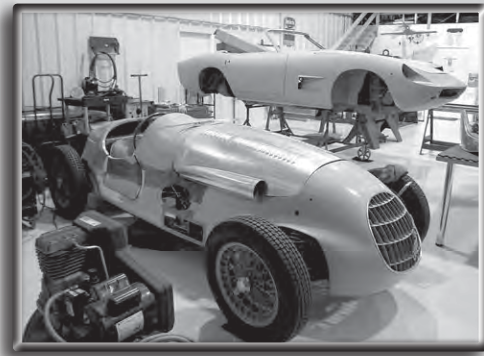
The team at RWM & Co. also includes Office Coordinator Jaclyn Carmichael and Dog Friday Lola, as well as Ian Northey, David Birchell and an apprentice. RWM & Co. is looking for world-class talent.

The company website www.rwmandco.com is currently under construction. CCMGC/ CXKJR members interested in regular updates on projects on the go, interesting tidbits and upcoming events can follow www.facebook.com/rwmandco and the Twitter name is @rwmandco. The shop blog is www.rwmandco.wordpress.com

where visitors can subscribe for email notifications when a post is live. The email address is rwmandco@gmail.com.



A racing Austin Healey, a 1976 Fiat Spyder and CCMGC member Al Riches' 1974 MGB V8.



A 1950s-style Alfa Special and a 1967 Intermeccanica Italia

KAFFEE KLATCH & DRIVE TO RWM&CO

The first Klatch of the season will be held on Saturday, April 12, organized by Al Riches and Allan Lawrence. The start will be Gallagher's Coffee Bar & Cafe in Newport Village - 232 Newport Drive, Port Moody. Participants will gather around 10:00 am at Gallagher's "the corner cafe in the village," which serves a variety of coffees and teas, together with muffins, bagels and other sweet treats. Cars will depart between 10:30 and 10:45 to travel a scenic route to the RWM&Co

restoration shop in Delta. After the shop visit, there will be a short drive to the Boundary Bay Airport for lunch at the Skyway Restaurant where the menu ranges from an all-day breakfast to burgers, pastas, steaks, and authentic Oriental dishes. For further information: Al Riches at amriches@shaw.ca or 604-942-7370 or Allan Lawrence at allan_lawrence@telus.net or 604-937-0439. Those planning to participate in this Klatch should notify Allan Lawrence. ■



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CXKJR/CCMGC CLUB ADVISORS

Club members should feel free to call these contacts who have volunteered to help with the purchase, repair and/or restoration of various MG and Jaguar models.

MG

- TD: Tony Cohen 604-922-3332
- MGA coupe/twin cam 1955 to 1962: John Clarke 604-291-1890
- Z-Magnette saloon: Steve Kaufman 604-943-7492
- MGB 1962 to 1974 1/2: Joe Carroll 604-988-2497; Doug Gale 604-521-3021
- MGB 1974 1/2 to 1980: Allan & Katie Lawrence 604-937-0439
- MGB V8 conversion: Simon Austin 604-277-4816
- MGB GT V8: Al Riches 604-942-7370
- MG Midget: Al Inglis 604-737-0044

JAGUAR

- XK 140: Jim McLean 604-925-0689
- XK 150: Tom Doyle (plus XK engines) 604-896-0159
- In-line 6-cylinder: Jerry Parkhill 604-794-3652
- E-type: John Clarke 604-291-1890; Les Garbutt 604-266-9086; John Morse 604-594-8992; Tom Doyle 604-896-0159

Members are reminded that a significant number of our *Classical Gas* advertisers provide mechanical and other services for MGs and Jaguars. See the advertisers index for details.

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1/18th Inside Page (Business Card Size)	\$ 100

NOTE: All inside pages are black & white.

**Contact Doug MacDonald at
604-435-5803 for more details.**

2013 CLASSICAL GAS AWARDS

Important Note: Selections are in alphabetical order by participant, not in rank order.

1. PHOTOGRAPHY

Charles Boname: Joe Carroll & friends at the Father's Day Picnic (July/Aug)

Marjorie Carroll: Cover photo of the Presidents' Run at Sun Peaks (Nov/Dec)

Les Garbutt: Adam Langelier at the Heritage Slalom (Sept/Oct)

Mike Harford: Joe Carroll & Phoebe Harford at the Father's Day Picnic (July/Aug)

Samantha Holmes: Heritage Classic cars (Sept/Oct)

Peter Laurence: Sun Peaks Album (Nov/Dec)

Kayte Lawrence: Cover photo of the Heritage Classic Field Meet (Sept/Oct)

Mike McChesney: Jerry Parkhill's Little Helper at the Heritage Slalom (Sept/Oct)

Jennifer Orum: Cover photo of Reg Bell & his 1946 MG TC at the Spring Run (May/June)

Ed Theobald: Ed's granddaughter Nova in his 1959 MGA at the Father's Day Picnic (July/Aug)

Marcia Vanwely: Covers of the Jan/Feb issue (Lex & the Vanwely Jaguar XK8 at the UBC Library), Mar/Apr (Vanwely 1978 MGB and Barb & Rick Zeller's 1960 MGA on Cypress Mountain), July/Aug (Vanwely Jaguar XK8 at the Jaguars in the Meadows Concours)

2. EVENT REPORTS

Joe Carroll: *Octagon Open House* (Mar/Apr)

Rhonda Gale: *Kruise 4 Kids* (Nov/Dec)

Christopher Hunt: *Tulip Rallye* (May/June) and *Mission & Beyond* (July/Aug)

Peter Tilbury: *Sunshine + Classic Cars = Beautiful Day* (May/June)

Chris Venning: *Clarke Garage Night Series* (Jan/Feb; Mar/Apr; May/June; Nov/Dec)

3. HERITAGE

Tony Dowell: *Smiths Instruments* (Jan/Feb)

Lisa Holmes: *All in the Family* (Sept/Oct)

Nigel Matthews: *The Raymond Loewy E-Type Jaguar* (Jan/Feb)

4. TECHNICAL

Joe Carroll: *Tanked Up Pts I & II* (Mar/Apr, May/June)

Allan Lawrence: *Ethanol Updates* (Jan/Feb, Mar/Apr)

Jim McLean: *Hot Kitties* (May/June)

Peter Tilbury: *Preparation for Drive Your MG or Jag Day* (Mar/Apr)

5. TRAVEL

Mike McChesney: *A Tale with a Twist* (Sept/Oct); *Sao Paulo MG Club* (Nov/Dec)

Jennifer Orum: *Cruising in the B – Lessons from the Road II* (July/August)

Bob Sherman: *Bob & Marie's Excellent Adventure* (Mar/Apr)

6. HUMOUR & NOVELTY

Carole Borgens/Sparkle Pluggs: *You Know You're a Concours D'elegance Junkie When...* (Mar/Apr)

Joe Carroll: *A 1940s Christmas* (Nov/Dec)

David Szarkowicz: *Experiencing Classic Cars* (Nov/Dec)

Peter Tilbury: *Do You Speak MG eh?* (July/Aug)



Les Garbutt's winning photo of Adam Langelier in his 1972 MGB roadster at the 2013 Heritage Slalom

The Last Word



Clarke Garage Night

May 27 Garage Nights Return!

John Clarke will be sponsoring yet another evening in this ever-popular series. Reminders from John: only paid-up club members can attend and arrive by 7 pm. Stay tuned in *Little Classical Gas* and at the April and May membership meetings for further details on the topic. For those who need information on the location, contact John at jcclassics@shaw.ca

[John is considering the possibility of offering a “Ladies Only” night to cover some very basic operational items on our cars. There may also be a Pick-a-Part Day, weather permitting, where club members will assist in disassembling John’s 1966 MGB. Watch for announcements.]

June 15 Father’s Day Picnic

One of the club’s most popular events returns this year to the Confederation Park Miniature Railway, located a few blocks north of Hastings in Burnaby at 120 North Willingdon Avenue. There are over two miles of track on two main routes, with steam and diesel locomotives hauling trains through two tunnels and over several bridges. 1/8 full size, the trains carry up to 30 passengers. What to bring? Your

favourite car, picnic food, and folding chairs if you have room. There’ll be dedicated parking by the entrance for MGs and Jags, with parking for non-marque sports cars available on the street and in the adjacent lots. The invitation includes the members’ extended families e.g. grandparents and grandchildren.

Important note: Sometimes parents get upset when they bring the whole family and we are unable to carry their infants. Infants unable to sit on the train seats and support themselves must be in a hands-free ‘snugli’ type carrier worn by an adult.

The railway operates from 11 am to 5 pm. In the past most club members (and their families) were on site between 12:30 and 4:00 pm. How much? No charge. The club has arranged for unlimited rides on the trains and a concession sells hot dogs, ice cream, hot & cold drinks. Further information: Joe Carroll at leapoff@shaw.ca or 604-988-2497.

June 21 BC Highland Games & British Car Display

The 2014 Highland Games and Scottish Festival will be held on Saturday, June 23rd at Percy Perry Stadium (formerly Coquitlam Town Centre Stadium.) Once again, they are having the British Car display. Total entries (from all clubs) are limited to 30, cars so it is best to sign up ASAP. Arrival time is between 10 and 10:30 am, and cars will stay on the field until 3 pm. There is no charge for registration and this gets you free admission into the Highland Games,

so it’s a great deal! The CXKJR/CCMGC contact is Mike Harford at mharford@telus.net or 604 464 2212. You can also email the Highland Games British Display Coordinator Simon Scott for more information at simon.scott43@me.com For more info on the Games go to: www.bchighlandgames.com

Reminders

Details of these two events were included on the Last Word page of the January February *Classical Gas*:

St. George’s Day Show: April 27. For information, contact Carole Borgens at caroleborgens@shaw.ca or 604-857-1837. See www.lambscarclub.com

VanDusen All British Field Meet May 16 -18. For information, contact Joan Stewart at westerndriver.com or 604-736-6754. www.westerndriver.com

Reader Test!

How many of our *Classical Gas* readers noted errors in the January February issue? One was the listing of Mike Mchesney as the author of the “2013 CXKJR/CCMGC Awards” page and the photographer as Vera Lambiasi. The photographs were actually taken by Chris Venning & Bev Kolosoff. Vera is the official photographer of the São Paulo MG Club who was definitely not at our December Awards & Potluck evening, although she certainly would have been welcome had she been in town. [Note that the issue posted on the www.jaguarmg.com website was corrected.] A reminder: The full content of each *Classical Gas* issue can be accessed from the home page of www.jaguarmg.com □



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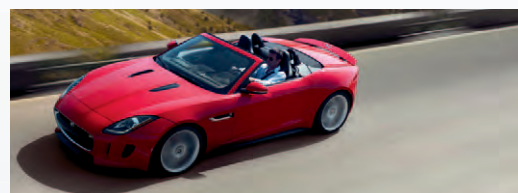
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