



# Little Classical Gas

Canadian XK Jaguar Register/Canadian Classic MG Club  
Monthly Newsletter

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

June/July 2009

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The Vancouver All British Field Meet at Van Dusen Botanical Gardens was its usual success. Many thanks to everyone from the club who showed up and helped with the placement of the cars. How many cars? "A total of 637 British built classic cars and 23 motorcycles in 64 classes rank this show as the largest in Canada." Congratulations to our club winners:



Class 06	Jaguar XK 120,140,150	Nick Geer	1959 XK150	1st
Class 06	Jaguar XK 120,140,150	Pat Gannon	1951 XK120	3rd
Class 08	Jaguar Mk1,2,240,340,3.4S,3.8S	John McCafferty	1965 3.8S	3rd
Class 11	Jaguar XK8, XKR,S-,X-,F-Type	Doug & Karen Haakonsen	2003 XK8	1st
Class 15	MGA	Steve & Sheila Kaufman	1959 MGA	2nd
Class 15	MGA	Gary Fraipont	1959 MGA	3rd
Class 17	MGB/MGC Roadster 1975+	Norm Stanley	1977 MGB	2nd
Class 18	MGB/MGC GT	Keith Jones	1967 MGB GT	3rd
Class 19	MG Midget	Lou Majta	1978 MGB MkIV	3rd
* ed. Not the correct class for the Mk IV but it's posted on the Western Driver web.				
Class 28	Triumph TR 2 & TR3	Vito Donatiello	1960 TR3	1st
Best Restoration	<\$35000	Vito Donatiello	1960 TR3	1st

There are lots of things happening in the next three months— please check the web for current information, pages 13 and 14 in the Membership Roster and page 5 in Classical Gas for events and for the web addresses of other clubs. Little Classical Gas will keep you informed of changes.

*I hope you all enjoy this response from a non-winner as much as I did:*

Not only didn't we win anything this year, but the perfidious MGC GT opted to delay her debut for another year. Those who have been out here for New Years and Superbowl over the past decade may remember a BRG "C" languishing in storage since 1998, after a previous decade in a shed in Tacoma? Previous owners had decided that they had better ideas and engineering skills than the designers at Abingdon, and had inflicted many mechanical indignities on the poor old girl. MGB braking systems are cheaper and more readily available, so why not remove the entire "C" system, hack away the pedal box and cover, and bodge in a "B" master cylinder, remove both brake power boosters and all related hydraulic and vacuum lines, and anything else under the hood that got in the way. Handbrake cable stretched? No problem, cut the cables at the ends, bend them back in a loop, tie the ends off with cable clamps and install a small turnbuckle in between. SU fuel pump replacement too expensive? Hack away the fuel lines and zap strap an inline German high pressure rotary pump instead, and find that the pressure overwhelmed the carburettor floats so put in a dial regulator before an inline filter, and plug the whole system with crud.

Anyway, after years of emails and correspondence with "C" owners world-wide, scrounging parts from the four corners of the earth, photographing engine compartments in an attempt to find out what was missing and where it should go, I finally had enough bits and knowledge to attempt the resurrection. (the "C" workshop manual is a joke). Starting in February, I had most of the car in the house, aiming at VanDusen as an achievable goal. Whilst Doreen scraped away at years of oxidized paint, aluminum and chrome, I battled with ever yet more "bodes" discovered in the process. Finally the night before the All-British I was able to put the power to the car and she started (and stopped). Doreen had reached the end of her physical endurance, so tucked herself up in bed with a warm milk, hot water bottle and her favourite TV drama, whilst I, in the arrogance of faith in my mechanical restorative abilities took the beast for a test drive. *cont'd after Classified on page 2 ...*





**TO  
EVERYONE  
WHO  
RESPONDED  
TO MY  
REQUEST  
FOR  
INFORMATION  
REGARDING  
WINNERS  
AT  
VANDUSEN ...**





## Events: June thru' July meeting



Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	JUNE 1	2	3	4	5 PJEG Concours & Slalom	6 PJEG Concours & Slalom cont'd
Drive your British Car Week—ends June 6th						
7 PJEG Concours & Slalom cont'd	8 <b>Club Meeting</b>	9	10	11	12 See page 24 in Classical Gas **Good weather event ONLY	13  <b>Venning's Farm Party!</b>
14 See  From members to members (below)	15	16	17	18	19 Shady Grove Farm Contact Al Riches 604-942-7370	20 <b>13th Annual Solstice Run</b> 
21  <b>Railway Round</b>	22 The 'picnic master' this year will be Jerry Parkhill 604-794-3652 Rides begin 11AM, site closes at 5 PM. Near Willingdon & Penzance	23	24	25 NAMGBR 2009	26 NAMGBR 2009	27 <b>Highland Games</b> <b>Mike Powley</b> NAMGBR 2009
28 <b>Club Slalom</b> 	29 Slalom master John Morse 604-594-8992	30	JULY 1 	2	3	4
5	6	7	8	9	10 Rally in the Valley	11 Rally in the Valley
12 Minter Gardens Concours	13 <b>Club Meeting</b>	14	15	16	17	18

The registration form for Heritage Classic 2009 has been sent by email to all Club members, and it will be available at the Club meeting on June 8th or it can be mailed to you. Also, the first 40 Jags and MG's entered will get a complimentary 40th Anniversary pin. Contact Peter and Anne Tilbury on 604 535 0648.



### From members to members

The family of Bruce Hargott will be hosting a Wake for Bruce on **Sunday, June 14<sup>th</sup> from 11:30am- 3pm at Le Gavroche Restaurant, 1616 Alberni St., Vancouver.** This will be a casual, stand up reception designed to allow people to mix and mingle while enjoying fine wines and delectable hors d'oeuvres. If you have any photos of Bruce, or anecdotes that you'd like to share with the group, please bring them along. If you are one of Bruce's wine enthusiast friends, please consider bringing a bottle to share at the party. Please RSVP to [annahargott@yahoo.ca](mailto:annahargott@yahoo.ca)