



Crown Wheel and Opinion

The Quarterly Newsletter of the Calgary MG Car Club
Volume 1 – Number 3 - October 2021



There may be prettier cars made – but not very many!! 58-60 MGA – Twin Cam Coupe

Highlights: A Thanksgiving Issue!

More of What We Did During the COVID 19 Driving Season

Meet Our New Regalia Chairman – Duncan McFarlane

Things to do with Your LBC – Autocross and Solo Events





Crown Wheel and Opinion - volume 1, number 3

Editor's Letter – October 2021

– Dean Harrison

Shameless Plug Section - Welcome to this, the third issue of the Crown Wheel and Opinion. I have been working to make each issue as good or better than the last – and maintain a quality publication for you the CMGCC membership. This issue touches on a number of topics, some of which may even be relevant. If you have comments, suggestions, or ideas for the newsletter, by all means send me a note. I do read all the emails the newsletter does receive – although lately I have not been overwhelmed by tons of them. The newsletter has its own email address: newsletter@calgarymgcarclub.org

Health and Wellness Section - This driving season, I Have discovered a new reason to get out in your LBC and go for a drive. Exercise! No really! I wear a FitBit to track my efforts or lack thereof on a daily basis. Turns out some of my best days recording steps taken, heart rate, stairs climbed etc. have been those spent driving the “C” on events like the Tour of Alberta, Parts 1 and 2 as well as the Fall Colours Run this year. Who woulda thunk it?!

For example; the day of the Fall Colours Run, after spending several enjoyable hours in the C, I logged the following:

Step Count: 8,582
Exercise Zone Minutes (Elevated Heart Rate): 186 minutes
Resting Heart Rate: 68 BPM - Must be related to RPM I would think
Stair Flights Climbed: 49
Weight Lost: 1.1 lbs.

So, the point of all this, despite the protests of my wife the retired nurse (she doesn't appreciate my logic here at all), is that driving your LBC can be an extremely healthy pastime for you. In no way do I attribute the 49 stair flights to driving over the 7300 ft. Highwood Pass. Who needs all that running and walking stuff anyway!

CMGCC AGM Notice Section – next month sees a major event for CMGCC – our Annual General Meeting. It will be held in conjunction with our General meeting, November 9 at the Chapelhow Legion. More details to come under club news later in this issue.

And Finally, Thanksgiving: Thanks to everyone in the club for the fun, fellowship, and general enjoyment of all the CMGCC events this year! Special thanks to all those who organized and conducted the events and made sure everyone was welcome and had a good time. It has been a great year!

Till next time - *Safety Fast* – Dean

Crown Wheel and Opinion

Our club objective is “to enhance the MG British style of motoring and the preservation of the MG marque”

This newsletter is the ‘official’ publication of the Calgary MG Car Club. It is normally published four times per year although special issues will be produced when club activities warrant, or content is available. The material herein is the responsibility of the editor and cannot generally be blamed on the executive or club policies.

Questions, comments and even rebuttals can be sent to: Newsletter@calgarymgcarclub.org

The editor may even publish them!

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Our objective is “to enhance the MG British style of motoring and the preservation of the MG marquee”

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On the Cover this issue: One of my favorite MGs ever – 1958-60 MGA Twin Cam is clearly one of the best-looking cars by any company – not just MG. Seems I have a bias toward cars with short life spans and low production numbers.

Newsletter Quiz number 4:



– anyone know the model number of this MG?

Submit your answer to Newsletter@calgarymgclub.org

(Hint for this one: the car was driven by George Eyston at Bonneville in 1954 to a record of 153 MPH – the car is currently in the British Motor History Museum)

Answer to Newsletter Quiz number 3:

1933 MG K3 Magnette and

1933 MG J4 Midget

Congratulations to those of you who identified it correctly and submitted the answer!

Presidential Ponderings –



"Sitting in my office writing this the day after Thanksgiving, the last leaves are grimly hanging on to what was a magnificent fall. A chilly -6C reminding us of what is to come, it seems ages since we got the cars out for the 2021 driving season. And what a great driving season it was - at times almost too hot to have the top down! Despite the restrictions and not being able to hold our regular club meetings in person for the second straight year, we again concentrated on running some superb driving events, expertly organized by Charles Champagne, with the able assistance of various other members. In particular, our two highly enjoyable Tour of Alberta events added over 2000km to the clocks of those who participated, so we should be seeing some pretty respectable mileages when all is totted up at season end. On that subject, I will probably announce the formal end to the driving season at the end of October to allow for the October 16 highway cleanup and any other late fall run we may decide to squeeze

in after that. This year's AGM will be held on November 9th at the Chapelhow Legion, together with our regular club meeting. At the AGM you will have an opportunity to stand for and elect your executive team for 2022, so please think about putting your name forward. We have settled on December 2nd for our combined Christmas Party and Awards Banquet which will be held at the Danish Canadian Club, so mark that down in your calendars".

thanks,

John Towler,
Calgary, AB

Club News

Membership

New Members: This year the club has welcomed more new members than ever except when the club was new. Mind you, a few of those were returning members who had left us for a bit or members whose membership status changed. So far this year we have a total of 15 new members. In addition to those we welcomed in issue number 2, please say hello and welcome to:

Ernie Andrews and his wife Mary, they reside in Longview, have a 1980 Brown MGB, and met up with some of us in Black Diamond during the Fall Colours Run.

Jeff Allan, from Calgary, comes to us with a Carmine Red 1978 MGB.

Bob Baird and wife Marie, Calgarians with a 1958 MGA; (lots of MGA news this time around)

Anthony Churchill and wife Laura, bring in another 1978 MGB but this one is white.

Ian Clark, from BC, and now a neighbor of the CW&O in SE Calgary has just had his 1974 MGB shipped into town.

Mark Eckerle and partner Kim Montague, have joined us from Cochrane, they own a Black 1953 MG TD; (Canmore is becoming the T series branch of the club)

Norm Nelson and wife Wendy, more south Calgary members, join us with a Yellow 1976 MGB.

Jim Remai and wife Dee, come to the group with an Orange 1978 MGB; (78s are popular it seems)

Ken Wrigley and partner Kathleen Rainsong, have a 1971 MGB GT, we get to guess the colour when we see the car.

A big Calgary MG Club welcome to you all and we hope to see you out at all our remaining events this year. This will have to do until we can see you in person at meetings and events over the next few months. By the way, if there is a story that goes with your car (and there usually is) – let me know – we will print it!

Our current membership stands at 64 – including: 60 regular members, 3 life members and 1 honorary member.

Personalities

Back in issue number 2, I promised an update on our one executive change this year. You met our newest executive member, Regalia Chairman Duncan McFarlane when he modeled our latest club t-shirt. I asked Duncan for an executive bio and a bit of history so – here it is with a couple of side notes:

My MG Story – a History by Duncan McFarlane

My introduction to the MG marque was a drive in a 1970 MGB GT in 1971. While a group of friends and I were camping in upstate New York (Port Kent), a friend of ours showed up in a British Racing Green MGB GT. Of course, my other friend Greg and I had to take it for a ride. We got lost and ended up on a dirt road – which led us straight onto a golf course! While the golfers were yelling at us, we did a 180 and drove away. A State Trooper showed up later that day – but that's another story.

My first actual MG was a 1966 MGB- the Silver Bullet – purchased from a friend in university for \$250. It needed a lot of work but was drivable. The front brakes were virtually nonexistent, so I drove to Mid-Town Motors in Montreal to get a quote. The cost was \$250!! So began my exploration of the workings of the MG. I did the brakes myself and took it for a spin. Unfortunately, one of the wire wheels spun off when I came to a stop at a school crosswalk and bounced down the road, hit a curb and flew up in the air – sort of like F1!!

I jacked it up, hammered on the wheel and drove off. The face on the crosswalk guard was priceless

I left the Silver Bullet in Montreal when I moved to Calgary in 1978. First thing that I did was buy a 1961 MGA – for \$2500. (There is an inflation pattern here – Ed.) It too needed a lot of work. But being young, I drove it to Vancouver with my then girlfriend (now wife) along with my friend Wayne and his girlfriend

who had driven from Montreal in a Honda Civic. The A only had a hardtop. Driving through the Okanagan in August at 35°C was quite an experience. Wayne could not take the hardtop in his Civic, so we drove on.



Once at Catherine’s Uncle Ed’s in North Vancouver, we settled in. Later that evening we sat up on Ed’s deck overlooking English Bay, having a pint. At about midnight someone yelled up and asked, “does someone up there have a red sports car?” I said, “yes, I do.” She replied, “well, it’s making its way down the street, backwards.” I had not cranked the wheels correctly; it had no handbrake, and the compression was so bad that it was “letting go” and slowly creeping backwards towards a REALLY steep hill. I ran down, started it up, parked it, cranked the wheels correctly and threw a brick behind it for good measure. Ed said, “you’re going to drive my niece back in that ???”

We made it back to Calgary a week or two later, through rain and snow in the mountains – with no windshield wipers.

The first paint job was not great; but it was all that I could afford. When putting the car back together, I had a lot of difficulty with Lucas, the Prince of Darkness. A German friend, who had been a mechanic at Lufthansa. Offered to help. We spend 5 hours trying to get it running but to no avail. Peter finally looked at me and said, “I can’t believe you won the war.”

I decided to take it to Bert and Jack’s in Calgary. Two of the mechanics were from the West Indies (I knew them from soccer). They said “don’t worry, man. We’ll fix it.” They had it up and running in less than 2 hours.



I spent the next few decades slowly replacing virtually every part on the car After 3 engines (I broke the crank on the first one), suspension work and a new, much better paint job, she was finally looking better.



(Restorations are sooo....much fun!! – Thanks Duncan, but we still want to hear about the Trooper! - Ed)



It looks a 100% better than when I first bought it (with thousands of dollars in parts and countless hours). But all fun and worth every penny and hour put into it.



The results speak for themselves – Ed.

Events

Despite COVID and restrictions, we still had one of our best driving seasons ever. Through the great work of Charles, Dick, John and several others, events were frequent, engaging, and enjoyable. I can't cover all of them unless you want a newsletter the length of 'War and Peace'.

The year saw several major events but also a few low-key just show up gatherings that got members off the couch into our cars and out in the sunshine. A quick look at the calendar from May through October this year shows:

- Wild Wednesday Car Shows at New Horizon Mall – July to September
- Bi-weekly breakfasts at Grey Eagle Casino – July start – ongoing!
- Legion Car shows – Horton Road and Chapelhow
- Father's Day and other drive-bys to seniors' homes etc.
- Ice Cream (Vitamin X) runs throughout the summer
- One day drives to Carstairs, Sundre, Canmore and other towns
- The Fall Colours Run

Even with the slow start – there should be some high mileage claims for the 2021 Driving Season. Once we got going there were few weekends that didn't have an LBC event of some sort available to us. Some highlights from the second half of the year included:

Tech Session 2021-02 – Carburettor Tuning and Timing - Carstairs AB – June 26

A good bunch of us made the trek from Brentwood to Carstairs and the home of Reg and Jane Beckett for a tech session focussing on carburettor tuning and engine timing. The warm (actually HOT day ensured a good turnout). It was a great session led by Reg. Most of us came away with several new ideas about SU carbs, balancing and timing. We also got some insights into tools and techniques for improving our LBCs in other areas. Look for updates next issue.

Sincere thanks to Reg and Jane for setting a new gold standard for tech sessions! We arrived in Carstairs about lunch time. No one on the tour had given much thought to lunch or its impact on the time for the session. When we arrived Reg and Jane had us covered! Hamburgers and hot dogs were waiting for us on the barbeque along with salads and appropriate liquid refreshment.

Reg's custom built synchronizing tool
– one of a pair so you don't have to
go back and forth



Just some of the crew at the Carburation Session in Reg's well set up garage in Carstairs. The lift makes for a handy observation gallery!



Making sure nothing gets missed in the discussion

Tour of Alberta – Part Deux – The Northern Loop

Those of us that went on Part One of the Tour of Alberta came back with stories of a great drive, excellent roads, wonderful weather, and good times had by everyone who joined in. This resulted in a 100% increase in the numbers for Tour of Alberta Part Two. Eleven or twelve cars and twenty some people participated in the northern half of the tour. Again, our erstwhile VP, Dick Aaverns who was a key instigator

of the tours did not make the trip but left us all well cared for with route sections led by Charles, John, Andy and others who suggested tweaks to the route as we progressed.



Day 1 – saw us proceed from the Cross Iron Mills area to Camrose via Three Hills, Delbourne and Wetaskiwin where we stopped at the Reynolds Museum for lunch and a tour. Weather looked a bit unsure early on and by

Three Hills those who started top-up were happy they did. Others scrambled a little to stay dry – although one crew did have a difference of opinion as to whether to put it up. Eventually Jane prevailed. At Delbourne, Andy led us on one of the minor route adjustments, a nice diversion past a small lake and golf course that broke up



some of the straight roads of the Alberta prairie.

The Reynolds Museum kept many of us busy for a couple of hours, wandering through the exhibits, old cars, farm vehicles and other anomalies of the transportation industry. Then on to Camrose and our first overnight stop. A good dinner and great social followed at the Norseman Hotel Pub that evening.

Day 2 – we drove a half loop around Edmonton to Drayton Valley. The first part of the trip from Camrose to Ft. Saskatchewan took us through the Lake Miquelon and Cooking Lake areas to Elk Island National Park. Entering the park, we took a side trip (Gravel Road through the bison habitat area of the park) however the bison apparently did not get the memo – none were to be seen anywhere in the park that day.

We rolled into Ft. Saskatchewan for a stop at the historic fort, and a chance to grab lunch and/or ice cream at the park. A



couple of crews took the opportunity to catch a Driving Challenge picture as the ice cream parlour was in an old railway station. Many were still full from breakfast and so opted just for ice cream. After filling people and cars, the group set out to continue to Drayton Valley via roads that kept us out of St. Albert, an incredibly bad area for traffic, traffic lights and congestion on any

given day.

This meant some back roads around Calahoo, Onoway and Carvel Corner that Trish and I had rallied on back in our university days (say 1970-ish). I knew many of them but only as gravel, dirt, or unimproved trails. Now paved, they made for extremely fun driving in an LBC and provided a lot of nostalgia for us. A couple of these roads, however, pointed out a shortcoming of Google Maps. It does not tell you which are the gravel roads! Even when they are secondary highways.

This led to some discomfort for LBCs which do not do well even over a few miles of washboard. In 1970 the solution was to just drive faster and get it over with! In 2021 however it led to a few crews writing the lyrics to a new tune: “The Gravel Road Blues”. (Song sheets to follow sometime soon – I must enlist Davis Masri’s to help set them to music).

That led us to the Super 8 in Drayton Valley and the attached restaurant the River Rock Grill. Dinner was delightful but made even more so as we celebrated Helen Bhatia’s birthday. Azim had arranged for a cake and after



an excellent meal. We shared in desert. Helen was serious when she said you WILL enjoy desert. When we asked for a knife to cut the cake – and WE GOT A KNIFE!

Day 3 – saw us leave and drive SW through Lodgepole to the Brazeau Dam. From there we were off to



Rocky Mountain House for lunch, Clearwater Crossing for more ice cream and then to our departure from the tour on highway 22 Big Hill Springs Road.

As far as roads are concerned, the run over the dam was a highlight for everyone. New pavement and lots of twists and turns kept everyone engaged. Lunch at BPs made a nice break and we all headed home with huge smiles from a great weekend. New and

old friends alike had a great time. Michelle Stanichak came along with Charles and Sharon Champagne. Along with Sharon’s Brother Bob who may now be looking for an MG.

Anyway – we cannot wait for the next “Tour” – who knows, maybe even Dick will be able join us then!



Fall Colours Run

The last major run of the season saw fourteen crews and cars make the trip through Cochrane on 1A, west to the Kananaskis turn off, then south on Highway 40 through the Provincial Parks and over the Highwood Pass to Longview and yet another lunch in Black Diamond. We were joined by members of the VSCC driving an Audi TT and a Porsche Boxster.

Fittingly we ended with ice cream in Bragg Creek. I think I see a pattern developing here.

The Annual Highway Clean-Up

Every year we do our public service good deed out on Highway 549. This year a staunch crew of volunteers made the trek out by Millarville and walked the ditches bagging the trash from the roadside.

This year we got a personal thank you from one of the residents along the road. I did not catch his name, but he stopped and spoke to our crew all along the road, personally thanking them and handed out cokes and water to the team.

Our stretch of roadway – we look after each year - Part of our team and the 11 cars that turned out.



Left - Terrence and Elliott Walters walking the roadside.

A huge thank you to everyone who turned out: Andy and Donna; Henri and Nicole; Phil and Heather; Jim and Linda; Gord and Linda; Terrence and Elliott; Duncan: Cam and Jill; Ken; John; Trish and Dean.

We all had a fun time, got lots done



and even had time for lunch in Black Diamond afterward. Not to finish too early a few even proceeded on to Bragg Creek for ice cream.

In Other Club News:

AGM – Annual General Meeting

November 9th will see two things happening: our November General Meeting and our Annual General Meeting. Both will take place at the Chapelhow Legion, our traditional meeting spot starting at 7:30PM.

This is your opportunity to review the past year, say thank you to the outgoing executive and set direction and policy for the coming year. It is also your chance to run for office and elect the new executive for next year. Executive terms only last one year in this club. Current members may run again as there are no term limits but each year the executive is elected for the next year. Please give some thought to the contribution you can make to the club as an executive member and consider taking on a role in the club.

The next few years will see a number of major events happening:

- The return of BritsBest in some form
- Continuing the Tour of Alberta
- A tour to MG 2022 in Peterborough

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- MG 2023 in July (our replacement for MG 2020 that didn't happen here)

As well as all our regular events that will return to the calendar post COVID.

The AGM is also traditionally the venue for voting on the awards presented at our Year-end Holiday Celebration in December. Please be there to help plan the future of the club.

SVAA Update

At our last meeting Jim Herbert mentioned a couple of items of interest:

1. Of the sixty-five member clubs in SVAA only six held safety checks this year. Two of these were the Edmonton Classic Sports Car Club and the Calgary MG Car Club. It is significant that two of the clubs participating were sports car clubs. Jim noted his appreciation for our contribution to the Association.
 2. If you have ever complained to someone about modern or at least new headlights on vehicles, there is potentially legislation coming about in Alberta to regulate them. Currently there are no provincial or national standards around intensity of headlights in the province. This may be a chance to get something in place that is not only effective but bears relation to common sense regarding headlights. (However, they are politicians – so all bets are off – Ed.)
-

Things to Do with Your LBC

Option 1 – Autocross

Ever thought about competing with your car but decided that you didn't quite want to risk your LBC in full on doorhandle banging racing (or even more civilized 'vintage racing' exploits)?

Racing requires modifications to the car that are likely to go beyond what you might like to undertake on your LBC. They also tend to make the car less drivable on the street and definitely less comfortable on a tour. Well, there are other ways to release your inner Lewis Hamilton, Max Verstappen or Fernando Alonso without the expensive modifications or creature discomfort. Solo Events, particularly Autocross or Slalom give you that chance. Not only that but you can do it in just about any roadworthy vehicle! Just look at these options.



Pictures from past SASC Events show just how diverse Slalom Competitors vehicles can be!

These cars, though they may be competing on the same course, do NOT run against each other. There are multiple classes in Slalom dividing cars by performance capability, and modification level. Not only that, more than one driver can enter the same vehicle.



What is Autocross?

Well primarily, it is a form of motorsport competition that lets you compete with yourself against a clock rather than directly with other drivers and vehicles. You get all the adrenalin and excitement but not the worry of someone losing it and driving into your carefully restored classic car. And unlike rallying or circuit racing, there isn't much chance of colliding with trees, other scenery (airports are like that) or concrete walls and catch fences. The only casualties tend to be a few crunched traffic cones.

'Autocross (also called "Solo," "Auto-x" or "Autoslalom") is an electronically timed competition in which drivers navigate one at a time through a defined course (typically 1 to 2 Kilometers in length) on either a concrete or asphalt surface. The emphasis is on safe competition and active participation. Autocross differs from track racing in that there is only one car on the track, driving against the clock rather than other cars. An entry-level motorsport, it can provide a steppingstone for drivers looking to move into other more competitive and possibly expensive forms of racing (such as rallying, rallycross and circuit racing).'

(Paraphrased from the Southern Alberta Solosport Club [SASC] Website)

Is it fun?

Just ask one of our members, Bill Ridge, who you know from Brits Best and his British car shop, AutoMann. Bill has competed successfully in Autocross events for the past 20 odd years. Currently, Bill races his 'Lo Cost' Roadster in the modified class. (Something about the 302 Ford V8 tucked into the space frame of the car). Bill regularly travels to events from Red Deer to Ft MacLeod where he continually works to lower his lap times compared to some of the other "old guys" who also run regularly. He commented that some of the young guys running in the events are really fast.



When is a Lotus not a Lotus? When it's Bill's Lo Cost – as close to a purpose-built Autocross car as you are going to get. It definitely runs in the modified class

Autocross places demands on car handling and driver skill rather than on engine power and outright speed. It is really about learning to most effectively use the power and handling you have in your vehicle. In fact, Bill has mentioned Autocross has taught him more about car control than any street driving experience. It represents a learning opportunity for any driver to understand what their vehicle can and cannot do. He recommends the experience for anyone looking to improve their driving skills.

Autocross courses are usually temporary and marked by traffic cones. Ft. MacLeod and Red Deer use airport locations. However, some faster courses have used closed motorsport venues, permanent tracks with approval by the correct motorsport body. (In the old days – parking lots worked but are no longer available as stores stay open Sundays). Typical Autocross track speeds can be slower than other forms of motorsports. You usually do not exceed highway speeds. However, the short straight sections mean the activity level (measured in discrete turns per minute) can be higher than even Formula One due to packing several elements together into a tight course.

Autocross events run on weekends often back-to-back to provide two full days of competition. Cars are divided into groups so that competitors can marshal the track and assist organizers when they are not competing. As I mentioned safety is a primary SASC concern for drivers, officials, and spectators alike.

What do you need?

First, you need a car and as you have seen – pretty much any car can be suitable. The key requirement is that it be roadworthy and sound. Tech inspections prior to events check brakes, steering, tires suspension and anything else that may endanger drivers and spectators. You also need an approved crash helmet, though at some events loaners may be available. Check the SASC website – they have comprehensive list of things to bring to ensure you enjoy the day at the track.

BIG ITEM: your muffler better be working well – solo events have in the past have run into problems with sound and there are strict requirements in this regard. Competitors who cannot meet the sound



The LoCost in action – with Bill looking for the fastest way between the cones

restrictions for events will be excluded by the organizers.

What to expect

If you do show up at a SASC event you can expect to see a lot of awfully close competition – with a few enthusiastic participants all looking for that elusive fastest time of the day for their car and class. You will meet a lot of friendly

car nuts all having more fun than is probably legal.

If you enter you will get the competition experience and the participation experience of helping with the event when you are not running yourself.

You will not get loud public displays of raw horsepower etc. No burnouts, loud exhausts, and such. The emphasis is on getting the car to perform its best and bring out the skill and precision of the drivers. These competitors all want to be able to continue to enjoy their motorsport hobby well into the future.

How do I get involved?

Contact the Southern Alberta Solosport Club (SASC). Their website is: www.sascsolo.com The site will give you the entry requirements schedules and any other information you may need. It also has links to national governing bodies in both the US and Canada. You can review all the rules and find a class for your 'race car' whether it is a classic MGB, Triumph or even a 1958 Magnette sedan.

The club was founded in 2007 by a group of automotive enthusiasts who felt the focus of other motorsports-related clubs in Alberta were more tailored to other racing disciplines. They felt that a club that focused solely on autocross would be beneficial to those interested in the sport.

They have a large and growing membership base which allows it to run great events and raise the level of competition. The SASC is Alberta's largest autocross club. You will be in good competitive company. The club has produced some incredibly talented drivers over the years, many of whom compete in larger events organized by the Sports Car Club of America (SCCA) across the United States. The SASC is proud to have 3 US Solo National Championship winners amongst its ranks and several others who have trophied at US Solo Nationals and/or at SCCA Solo National Tour and SCCA Pro Solo events.

The SASC's goal is for everyone to assess the limits of their cars and themselves as drivers in a safe manner in a safe and controlled environment while, of course, having fun in the process.

If this sounds like fun - and Bill Ridge, Andy Hardie or I can tell you it is, you might give it a try. You do not need a full-on competition car like Bill's. Andy's Midget is a veteran autocrosser and my Datsun 510 ran autocrosses back in the seventies. If you need convincing – have a chat with Bill sometime – you will not only get encouragement, but you will have someone to compare lap times with when the runs are complete. Just watch out though, experience counts in this sport, and he is very quick indeed!



One last look at Autocross events – from the SASC Website – It's a fun way to spend a day or two in the summer

Other options you might want to consider: Hill climbs, Track Days Ice Dices (do they still have those?) or Ice races (though that is a contact sport) – look for more ideas in future issues

Upcoming Events:



The other BIG upcoming event this year is our annual Year-end Holiday Bash and Awards Banquet – hold the date open:

This year we will be celebrating at the Danish-Canadian Club on December 2nd. Details will follow on the club calendar and website. Don't miss it – it's always a fun evening for everyone: good food, good conversation and this year another chance to see some people you may not have seen for a while.

Also:

Our president has decreed – “Driving Season is not over just yet, likely the end of October, and there are 3 months left in the CMGCC Driving Challenge so.....

Please look to our calendar for upcoming events – with COVID 19 and the fourth wave, we are still day to day as far as event planning is concerned. The calendar is the best source of the most current information and confirmation of what is on the schedule. Go to the main web page and scroll down to events. <http://calgarymgclub.org/main.html>

Or for that matter, just grab the keys, jump in the car, and go for drive – I believe you will find the AC works well this time of year!

What to Look for in Upcoming Issues:

Coming Up:

The Next Issue will be the 1st Annual Christmas and Winter Tech Edition

Future Issues:

More Member Profiles – who's who in our zoo!

Association updates – NAMGBR, MGOC, NAMGAR, and those 'other' marques – an alphabet soup of Classic Car Organizations

Always - More Tech, More Pictures, More Stories and Definitely More Fun!

If you have ideas or suggestions for content, I am always looking for more new ideas so don't hold back.

The Back Page:

If you dig too far into the Internet, you never know what embarrassing things you might find!



Edmonton Light Car Club Rally – Winter 1970

Not your editor's greatest rally moment!!! 😊

BTW - This is not recommended in an MG – Particularly not in a Roadster with or without a rollbar

