



Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club
Volume 3 – Number 2 – May 2023



The Big Story
for this Year
MG 2023

Convention at
Deerfoot Inn
and Casino
July 17-20

Car Show at
Heritage Park!
July 20

May Issue Highlights:

- CMGCC Driving Challenge
- Club – MG Model Inventory
- Meet Your New Executive
- MG 2023





Dean Harrison, at the Show Site for MG 2023

As I am finishing up this editorial, I am watching the snow fall outside my window. Duncan, I know you wanted to start the Driving Season as early as possible, but this is Springtime in Southern Alberta!

'Nuff said' about that!



Trish Harrison with a larger Inukshuk inspiration for an MG 2023 craft

Looking ahead now to Driving Season, I have one question for everyone in the club: **“Where should you be July 17th to July 20th?”**

The answer of course is MG 2023 in Calgary.

Where else can you find in three days - several hundred MG enthusiasts, a couple hundred MGs, hear phenomenal speakers at tech workshops with an MG focus, attend a John Twist rolling tech session, race valve covers, build an Inukshuk, tour southern Alberta as well as socialize over a few beers, glasses of wine and meals, including a full banquet. For those more adventurous, you can even ride the mechanical bull at Ranchman's. (Not necessarily an MG focus but should be great for stories and best of all, bragging rights!)

Who knows what mischief MG aficionados can get up to? To find out you need to register and attend MG 2023 at the Deerfoot Inn, Heritage Park and a few other key locations around Calgary. See Club News later in this issue.

In the meantime, there are upcoming drives, mini-tours, member tech sessions and the CMGCC Centennial Driving Challenge. We know a few cars have made it out of the garage already, not far maybe but members are “On the Road Again” for 2023.

Until next Issue

Dean and Trish Harrison

Editors, CW&O

Crown Wheel and Opinion

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

CW & O 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 sole responsibility of the editors and cannot generally be blamed on the club executive or any club policies. Advertising is being considered for 2023 – let me know if you think it’s a good idea.

Questions, comments and even rebuttals are welcome. Letters (email) can be sent to:

Newsletter@calgarymgcarclub.org

Who knows, the editor (Ed.) may even publish them! – With or without comment – it all depends.

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On the Cover this Issue: MG 2023 The event of the decade for the club. Certainly, our biggest challenge ever and the closest opportunity for our members to mix and meet with the largest gathering of MG Enthusiasts in North America. WE WILL SEE YOU THERE!!

Presidential Ponderings –



The driving season for the Calgary MG Car Club typically runs from May to October, with events and activities scheduled throughout the season. However, this year we have set a new record for the earliest start ever – April 7, 2023. Of course, a few days after I called it – it snowed. Welcome to Calgary. Please send in your starting mileage as soon as you can to events@calgarymgclub.org

We have numerous drives beginning on Saturday, May 6, 2023, with a drive from NW Calgary through Cochrane, Bragg Creek on to Nanton. Stop at Bomber Command Museum. Lunch TBD then back to Calgary South.

There are at least 2 drives per month on our website under the Events tab. We are also working on Tech Sessions of our own, to be held during the course of the year. Suggestions are always welcome. If there's anything that you might need some help with, please let us know.

The Annual Safety Inspection will take place on Saturday, May 13, from, 9am – 12pm. The location is North Glenmore Park (West) Lots E and F with lot G available for overflow. This is a joint event with our club, SVAA, the Vintage Sports Car Club of Calgary and the Alberta Pioneer Auto Club. This is an important event to make sure that your LBC is safe and road worthy. And another opportunity to meet other enthusiasts.

MG 2023 is moving forward nicely. I only have one concern. Numbers of CMGCC members who have registered are very "light". Only ~15 of our nearly 70 members have registered on the NAMBGR website. It would be embarrassing to have only a handful of registrants from our own Club attending this huge event ! We have cars and NAMBGR members coming from Florida to Texas to British Columbia. And points in between. The committee, steered by Andy Hardie and John Towler have done an outstanding job getting events, drives and technical sessions organized. We will even have custom labelled craft beers for sale!

This is a great opportunity to meet fellow LBC owners, participate in some fun drives and attend some excellent events and Tech Sessions. Please register and plan to attend.

<https://mg2023.regfox.com/calgary>

We are planning to have a New Members Event sometime in late August / September. The summer is just too full to squeeze in another event- which is actually a good thing!

See you at the next meeting on May 9th . Or sooner – May 6th!

Safety Fast, *Duncan*

Duncan MacFarlane
President
Calgary MGCC

Newsletter Quiz number 11



**Does anyone know the Year and Make of this car?
It is not an MG (I'm trying to expand our general car knowledge)**

**Here is the answer to the last quiz question.
Newsletter Quiz number 10:**



1951 Connaught L3/SR

The Connaught L3/SR was a pretty special car. There were only 3 built with the special aluminum body seen here, this one was shipped to the US as a race car. Some history is found later in the newsletter.

Letters

Hey – we love the feedback – and we do publish them! So let us know what you like, dislike, want to see more/less of or just to tell us off. We can always tell you what we think, we are somewhat irreverent, not always politically correct and we control the content!



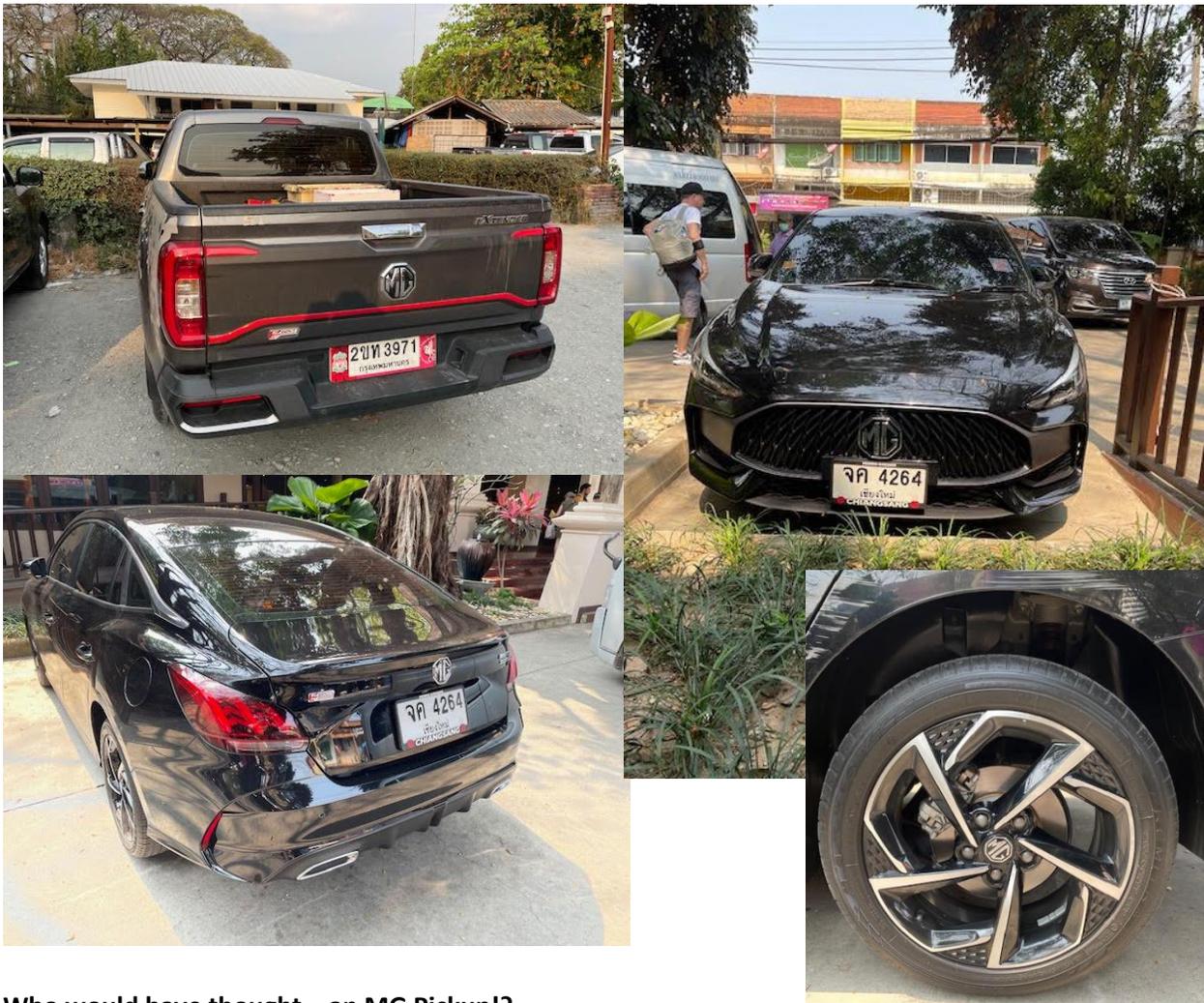
H. Stevens

to Events, me, communications, editor

Mon, Feb 27,
6:22 PM

Thank you for continuing to send the newsletter to me though I have not been a member for a few years now. I hope perhaps to renew my association with the club again at some point, however. I thought you might be interested in these photos of MGs I found in Thailand earlier in my trip to this region. I only had brief moments so not the best pictures I am afraid.

Henry Stevens



Who would have thought – an MG Pickup!?
Thank you Henry; the pictures are great! – Ed.

Club News

Membership

Renewals for 2023 are now closed, anyone joining after April 30 is considered a new member. Individual memberships are \$40.00 annually, plus the new member fee of \$10.00. We continue to grow, adding more new members this year. New members since the last report include:

January 23, 2023	David Newby & Angela Avery	Calgary	No car listed
March 31, 2023	Keith & Donna Clarke	Calgary	1975 MGB – Bracken
April 23, 2023	Shawn & Toni Morton	Calgary	1978 MGB-GT - Green

Our membership is holding its own these days as 2023 renewals are coming in. As of yesterday, our membership numbers include:

Lifetime members:	2
New members:	8
Renewed for 2023:	49
Not yet renewed:	12

So, this is your May reminder – if you haven’t renewed, it is past time to. There is a fabulous year ahead for the club. It all starts in a week, with the first drive of the season May 6, to Nanton and the Bomber Command Museum. This is a precursor to the drive for our guests at MG 2023 in July. May 17, will see 8 cars and crew heading off to Vancouver for the All-British Field Meet in VanDusen Gardens.

Watch for the new members welcome event – coming soon to a venue near you! A post-COVID chance to put faces to names and get to know our newest members and learn the stories behind their LBCs.

Meet Your New Executive (part 2)

Troy Parker – Secretary

Member of CMGCC from 2021/2022



Born, raised and educated in Calgary. I still live in Calgary, not far from where my parents still own the family home. My youth was spent working on cars on the weekends, with passing wrenches to dad during the quarterly tune ups, and learning how to set spark plugs, clean points and set timing and carburetors early on. One rule to follow, “If you take it apart, you better be able to put it back together.” My first engine rebuild was with my dad in 1980 when we rebuilt the family station wagon, a 1976 Dodge Colt (Mitsubishi) 2L. Upon completion after midnight on the 3rd day, we headed across Canada 4 hours after the initial break-in run. The car made it the whole trip and was dad’s daily driver until he bought his 1977 MGB in 1986.

My first memory of an LBC is riding in my dad’s Hillman Minx when I was very young, but after it spun a rod it wasn’t until the mid-80’s that I was reintroduced to the LBC and the venerable ‘B’. In 1986, Dad

bought a 1977 MGB and within the year we had pulled the motor and transmission and rebuilt it. It was dad's daily driver until 1993/94 and I can remember the annual tune-ups with dad and Ken Porter before driving season. In 1990 I got my 1974 MGB in non-running form. Dad picked it up as a possible parts car. If I could get it running, I could have it. Within a couple days I had it running in tip-top shape and no longer overheating, and I drove it constantly with the top down for a couple of seasons. We then started a ground up restoration due to the cancerous rocker panels, which ground to a halt when life started to get too busy.

In the past 12 years or so I have helped dad with his 1953 MG TD and keeping it running and on the road as much as possible. We have recently started to rework his '77 B and should see it on the road in 2023, with my '74 to follow as soon as we can get that body work finished. As the family grows up and free time expands, I remember the joy of driving and even more, with the top down in the LBC's.

If money (even more so time) were no object, I would like to have a garage with an A, B & C parked and ready to go for a drive.

MG Centennial Driving Challenge (Update)

The 2023 Driving Challenge has been answered! I have submissions already. Four member crews have stepped up to the pre-driving season portion of the challenge and have submitted a total of 40 pictures submitted for the pre-season challenge.

Congratulations to Andy Hardie and Donna Messier on winning the pre-driving season portion of the challenge. They have a bit of a lead in the overall challenge, but Reg and Jane Beckett and Cam and Jill Lambert are not far behind. Reg and Jane even got the LBC out for some of their pictures in pre-season!

Remember there are still 2 more seasonal challenges: pre-driving season has now ended as driving season has been declared. There is still the Overall Challenge Trophy as well as the awards for Driving Season, post driving season, and everyone who meets the 100-point challenge for the MG Centennial Year. There is still two thirds of the year left and plenty of good weather coming, so lots of time to take on the challenge and get the car out and get taking pictures.

Remember for driving season, we need you, your car and a piece of CMGCC regalia in the shot. By the way, I will accept pretty much anything with a CMGCC logo on it (that includes the challenge cover), or swag specifically prepared for club events. Short on ideas? Look at the next page for ideas from some of the pictures already submitted this year.



Our current challenge leader

The possibilities are limitless – just enjoy the drive and take more pictures!

Challenge Pictures for 2023



It's not hard to find opportunities for Challenge Pictures – Trish and I have even found a few.

Feature Articles

Reminder - MG 2023 is less than 3 Months Away!



Everyone entered in or working the event will have access to the whole park for the day (If they are in before the park opens). A group rate will be in effect for those members/entrants who come to the show later.

Why should you attend MG 2023? Let me count the why's!

1. The chance to meet MG enthusiasts from all over the US and Canada. A North American event, we already have entries from the west coast, including the Pacific NW in the US, Eastern Canada and as far away as Texas and Florida.
2. A 4 day party at the Deerfoot Inn and Casino with ample opportunity to bench race with others.



Hotel – from the side – with MGs!

According to Tony Burgess, we are running ahead of past trends for entries to the annual NAMGBR conventions. MG 2023 is approaching 140 so far.

Big news about this year's event: after several months of discussion, negotiation and hard work by our core team, the show field has been confirmed for the event. The car show will be held on Celebration Field at Heritage Park.



MG 2023 Show Field – the picture we don't share with the entrants!

This culminates with a wind-up banquet on Thursday with awards after the car show.

3. Technical Sessions, including a Rolling Tech Session by John Twist of University Motors fame. This alone is worth the cost of attending. The full list of presenters is on the website.

4. A chance to show off southern Alberta by joining or leading some of the drives associated with MG 2023 points of interest and sights around our area. Our key destination is the Bomber Command Museum in Nanton. Or, how about Drumheller and the Royal Tyrell, or a foothills drive that gets to Eau Clair Distillers, Diamond Valley and Eamon's Garage. Further afield, there are the Colombia Icefields and



the Reynolds Museum. We have a full day tour to Banff but by bus considering how much parking there isn't in the park.

5. Co-drivers are not forgotten either, craft sessions to make cards and inukshuks are planned. Inukshuks are a natural by their core basis being friendship. Also, there is a Wine Tasting and ideas for food pairing session!! There is a full day bus tour around scenic Calgary with a lunch planned at Pasu Farms and some shopping time.

6. And, finally, if that isn't enough, the chance to ride the mechanical bull at Ranchman's at the barbeque and social Tuesday night.

Our Convention Leader, Andy Hardie, in this case leading a session on valve adjustment. Given the pointer he is using – does that mean if you don't pay attention you get 'cam shafted'?

Remember the dates: July 17-20, 2023. The most important event on the MG calendar for this year!

If you have ideas or suggestions for the team let anyone on the committee know – or **volunteer** to become a part of it. We will need help from everyone in the club before and at the event. Let us know where you can help.

Even more important – **REGISTER** – **this will be your closest to home opportunity to attend an event of this nature!**



Our first try at the Deerfoot Inn – the COVID mini-convention in 2020! No one could get here from the USA.

MG Inventory Continued – MG Models Owned by Club Members - Part 2 - the MG T Type or T-Series Sports Cars

Last issue, we discussed the MGA, MG ZB Magnette and the MG YT. This issue, our focus is the classic looking MG T-Series or T-Type Midgets. Production of these cars started before WWII, halted completely during the war and then restarted again in 1945 after the war. Alas, we do not boast a pre-war T-Series car in the club. According to our membership list, we have a number of T-Series cars in the club. There are, at last count, 2 MG TCs, 7 TDs and 1 TF on the roster. Unfortunately, we can't boast of having any of the pre-war TA or TB models.

The **MG T-Type** is a series of [body-on-frame](#) open two-seater [sports cars](#) that were produced by [MG](#) from 1936 to 1955. The series included the MG TA, MG TB, MG TC, MG TD and MG TF Midget models. The last of these models, the TF, was replaced by the [MGA](#). Although the design was similar to contemporary cars of the 1930s, it came to be considered outdated by the 1950s. The TF name returned in 2002 on the [mid-engine MG TF](#) sports car. (Look for John Towler, our Vice-President, who owns one)

TC Midget



The TC Midget, launched in 1945, was the first postwar MG. It was similar to the pre-war TB, sharing the same 1,250 cc pushrod-OHV engine but with a slightly higher compression ratio of 7.4:1 giving 54.5 bhp at 5200 rpm. The car came with tuning information for "specific purposes"; read competition. This may be the first of the stage 2 or 3 versions of MG competition engines.

The TC engine is well known for its tunability. It was an improved version of the XPAG engine introduced in the TB. Improvements were primarily from the addition of a hydraulic timing chain tensioner and

automatic mechanical timing advance built into the distributor.

Even though the car was only ever built in right-hand drive, it was exported to North America. The export version had slightly smaller sealed-beam headlights (7-inch buckets) and twin taillights, as well as turn signals and chromed front and rear bumpers with over riders.

The body was approximately 4 inches wider than the TB to give more cockpit space. The overall car width remained the same however through the use of narrower running boards. The tachometer was directly in front of the driver, while the speedometer/odometer was on the other side of the dash in front of the passenger, something about MG's competition history in trials and rallies.

10,001 TCs were produced, from September 1945 to November 1949 ,more than any previous MG model. In 1947, it cost £527 in the home market. Fuel consumption was around 28 mpg. Its 0–60 mph time was 22.7 seconds, a respectable performance at the time. If you want more information about TCs, Joseph De Zwart or Dominic Crawley are good sources to talk to.

TD Midget



The TD Midget, announced in January 1950, combined the TC's drivetrain, a modified hypoid-gear rear axle, the MG Y-type chassis, a familiar T-type style body and independent suspension on the front axle using coil springs from the MG Y-type saloon. A 1950 road-test report described, the resulting "transformation ... in the comfort of riding" as "most striking". This reference cited incorrectly inferred the entire drive train was lifted from the TC. Along with the new hypoid differential, a completely different 4 speed transmission was used. Rack and pinion steering, from the saloon car and smaller 15-inch disc type road

wheels smaller 15-inch disc type road wheels improved the handling and driveability of the TD. The car was also 5 inches wider with a track of 50 inches.

It was seen by enthusiasts at the time as a somewhat of a disappointment. They considered it a 'mild' vehicle and "not a sports car". Left-hand drive was an option on the TD as the new model was largely designed to expand the car's sales in North America.

For the driver the "all-weather protection" was good by the standards of the time. For night driving, instrument illumination was "effective but not dazzling, by a pale green lighting effect". There was no fuel gauge, but the 12 imperial gallon of tank capacity gave a range between refuelling stops of about 300 miles. There was however, a green light on the fascia that flashed a "warning" when the fuel level was down to about 2.5 imp gal. *Ed. Note: this is better than my 1960 VW, you just drove it till the engine coughed and stopped, that meant you had a couple of gallons left in the reserve tank – you then flipped a lever on the firewall to access the reserve. After filling up if you didn't reset the lever, the next time you just ran out of gas. The light is a much better system.*

In 1950, a TD MkII Competition Model was introduced, produced alongside the standard car, with a more highly tuned engine using an 8.1:1 compression ratio giving 57 bhp at 5,500 rpm. The TD MkII also featured twin fuel pumps, additional Andrex dampers, and a higher ratio rear-axle. The higher compression ratio engine was offered with export markets in mind, and would not have been suitable for the UK, where thanks to the continued operation of wartime fuel restrictions, buyers were still limited to 72 octane "pool petrol".

Nearly 30,000 TDs had been produced, including about 1700 Mk II models, when the series ended in 1953. All but 1656 of these were exported, 23,488 of them to the US alone. The main complaint that US owners had with the MG TD sold in the US was the British 12-volt electrical system. Back then, most US cars were still using 6 volt electrical systems. In surveys, owners of the Americanised MG TD seemed to have more positive remarks than negative. The 0–60 mph time was 22.7 seconds according to Popular Mechanics magazine.

An example tested by The Motor magazine in 1952 had a top speed of 77 mph and could accelerate from 0–60 mph in 18.2 seconds. Fuel consumption of 26.7 miles per imperial gallon was recorded.

Talk to several people in the club who are active in our events about TDs. Gord Parker, Jim Herbert and Phil Crowe frequently bring their TDs to our events.

TF Midget



The TF Midget, launched on 15 October 1953, was a facelifted TD, fitted with the TD Mark II engine, headlights faired into the wings, a sloping radiator grille concealing a separate radiator, and a new pressurized cooling system. The styling changes were to make the car look more modern.

The XPAG engine's compression ratio was increased to 8.1:1 and extra-large valves with stronger valve springs and larger carburetors were fitted. This increased output to 57.5 bhp at 5,500 rpm. (Not a huge increase in power considering the changes made).

In mid-1954 the engine capacity was increased by 17 per cent to 1466 cc and resulted in the engine being designated XPEG. The bore was increased to 72 mm and compression raised to 8.3:1 giving 63 bhp at 5,000 rpm and a 17 per cent increase in torque. The car was designated TF-1500, and externally distinguished by a cream background enamel nameplate on both sides of the bonnet, placed just to the rear of the forward bonnet-release buttons.

Production ended at chassis number TF10100 on 4 April 1955 after 9,602 TFs had been manufactured, including two prototypes and 3,400 TF1500s. The TF was then superseded by the MGA. The MGA changed the look of sports cars forever.



MG TF 1500 showing enamel plate.



The Tour of Alberta Crew at Brazeau Lake - 2021

The Connaught L3/SR

Last issue I ran a picture in the quiz column of a rather intriguing automobile. The Connaught L3/SR sports racer is almost a one of a kind. I thought you might be interested in more background on the car.



Out of Surrey, England Rodney Clark and Mike Oliver produced rather simple looking, but sophisticated road cars that would go on to race formula one and their L3/SR 'sports racer' was one of the most developed. The car debuted in 1949 at the Silverstone race course, and the first street version of the car came a year later in 1950. By 1957, the company had folded.

The Connaught L3/SR is truly a special car from that golden age of racing, the 1950's. When seeing this car for the first time, you can

instantly place its period in time. With cycle fenders, boattail coachwork, exposed exhaust pipes, and ash framing, how can you go wrong?

Most of the bodies that Connaught made were not much to look at, and three cars known as the L3/SR used an elegant aluminum cycle fender body by Abbots of Farnham.

Almost all Connaught's were based around Lea Francis chassis and engines, but in a radical state of tune. Most used the 1.7 litre engine, with a Connaught dry sump system and other modifications that increased the 70 bhp anywhere from 100 to 140 bhp. Sometimes a mechanical fuel injection system was fitted or quad-Amal 10TT carburetors in a McGuffin box.

The car here is the one I saw in the Alex Haugland collection in Eugene OR. I believe it is chassis 7110, which was initially shipped to the US and first raced at the 1951 Watkins Glen Grand Prix where it won its class. It also raced at the 1952 Hayground races at Bridgehampton. Decades later it was found in a state of disrepair and underwent an extensive restoration by the Creative Workshop in Ft. Lauderdale, Florida.

This car's first race was the 1951 Watkins Glen Grand Prix, where it secured a class win. It was driven by Harry Gray (a very talented driver who later teamed with Larry Kulok to win the 1952 12 Hours of Sebring). It also raced at Bridgehampton in the 1952 Hayground Corporation races, resulting in a ninth overall finish.



This car underwent a complete restoration at the hands of Jason Wenig's crew at the Creative Workshop in Dania Beach, Florida. When it arrived in the shop, its straightforward metal dash had been replaced with a hunk of lumber, and the Jaeger clocks had been jettisoned in favor of black-faced J.C. Whitney-style units.



The instrument panel itself was re-created out of a single sheet of aluminum, to match the rest of the car's stunningly seductive skin. The design and layout of the dashboard came courtesy of a period photograph of the car's interior, which showed the proper location of all the gauges.

Contrary to most racing car dash layouts, the massive tachometer isn't front and center in the driver's line of sight. Symmetry seems to have been the most important directive in the way the gauges were laid out. The tachometer is mirrored by a speedometer, which could probably only be read by the passenger. The two big gauges flank a full arsenal of ancillary meters that measure (clockwise) oil pressure, water temperature, amps and fuel. Nestled securely in this cluster is the start button. Straight in front of the driver is an oil temperature gauge, as well as a red light indicating generator charge/no charge.

In addition to the gauges, the instrument panel is augmented by a full array of chromed switches, which Jason notes were nearly impossible to find. "The correct switches ended up being WWII-era Spitfire surplus switches," he says. "Even more difficult was that there were two identical styles--one made for the Canadian Air Force, the other for the RAF....We needed the British version with the small Crown insignia in the Bakelite. We found out about the Canada/British thing after we actually sourced a set, and the insignia was Canadian. And remember, there are two pods; we had to find two matching British, WWII airplane surplus switch pods in excellent shape. It was not easy."

The article serves to illustrate a couple of things:

1. There are very interesting and delightful cars out there that are not MG; and
2. Restorations are never a direct and smooth undertaking. Often details will take extensive research and rework, but the result is worth it.

Article by the Editor: with thanks to all manner of sources

Dean

We do want to be on the Road!



I was beginning to think MGs only came in one color.
2021 Tour of Alberta – Northern Loop – Hysterical - I mean historical marker stop!

Everyone has a garage with this kind of equipment – Rrrright!



Reg's
Garage
on a
normal
work
day

Looking Back

Remembering Mike Holtz

In February this year, CMGCC lost a good friend when Mike Holtz received a tough cancer diagnosis and passed away shortly after.

Mike hailed from Calgary. He spent his early working years in Africa, with Spartan Air. He spent many years back in Calgary working for his own company in business development related to the energy industry. 2019 saw Mike and his wife Ardith retire to Trail BC.



Mike and Ardith were both active in CMGCC for many years, serving on the executive and taking part in tours and events across the province and beyond. Mike drove to events in his ERA (turbocharged Mini on steroids) until he acquired and lovingly restored his 1964 Morgan Plus 4. At the same time, he maintained Ardith's MGB. Both cars came to most events, with Ardith accompanied by their dog, Abby (in sunglasses!) in the B.

I remember Mike as a willing contributor to the fun at all events and always willing to help out on a project or event. When I asked Mike about Lift-the-Dot studs for the convertible top on my MGC (I

needed a couple), his response was sure I have some. Some meant a nearly full box of them and a take what you need response, these are the leftovers. (From the Morgan project)



The Car Club in Trail also came to benefit from his generosity of time when they moved. Mike was very active all sorts of community activity. He is survived by his wife Ardith, his sister Barb and his three children.

He will be missed by all of us...

Technical Updates

Every mechanic, professional or hobbyist has come up with ideas and tips for doing things better, faster, cleaner or whatever in the garage. Here are three suggestions/tips courtesy of Mark Miller, Technical Director of American MGC Register Association. The ideas, not necessarily the exact words were published in C Notes and come courtesy of Richard Stephenson, Coordination Director of the AMGCR.

Tip No. 1 - Holding Your Nuts When Working on an LBC



We have all run into the problem of positioning a nut in a tight space and holding it there while trying to get the threads of a bolt started in it. Under the sheet metal behind the seats attaching convertible top studs in an MGB or C comes to mind.

Mark saw this one in Grassroots Motorsports a few issues back and thought: "I've been doing that for years!"

If you can get the nut in place with an open-end wrench but not your fingers, and can't start the threads on the bolt, then put a piece of masking tape on the wrench to hold the nut while you start the threads. The masking

tape will hold the nut while you start the bolt but will peel right off the nut once that is accomplished. Remove the tape, tighten the nut and you are done. Mark's comment: "This works so well. I've done it enough times; I kick myself when I have forgotten to do this when I should."

Tip No. 2 – Painting Small Parts



When cleaning and repainting parts during a rebuild or restoration you always have an assortment of fasteners, nuts, bolts, washers, lock washers etc. that need to be refurbished. Replating is the easy part, just send them out to a plating shop and they come back cleaned, restored and replated. But when they need to be redone in your own shop holding the parts becomes a major problem. Fingers can do the job, but they do not stand up well to sandblasting or repeated coatings of primer and paint.

The Mark solution is wire mesh screen. Most small screws found on MGs will spin right into the mesh and be held fairly firmly. The mesh holds anything from #8 sheet metal screws through #10 machine screws. Need to hold something larger? Then use a tapered punch to widen the holes in the screen. According to Mark this works well for up to 3/8 bolts. Plus, wire screen is inexpensive to just create a new holder when reuse gets sketchy. He has several small sheets for various sizes of screws and bolts and figures it will work for just about any size. **It saves a lot of wear and tear on fingers!**

Tip No. 3 – Can We Keep It Clean?



This tip is really for whoever does the laundry in your household. If it's you, you owe yourself this tip. If it is someone other than you, it will go a long way to preserving a modicum of peace in the household. Mark came up with this idea of necessity. His C was up on a lift with the wire wheels off. We all know how grease from the hub spline can just simply leap onto clean clothing if you move anywhere near the uncovered hub.

Past experience with shop rags, paper towel or other materials to cover the exposed hubs proved totally ineffective at suppressing the grease. Plus, any of these solutions always seemed to fall off just when you were fully concentrating on the job at hand.

The solution was right at hand in the garage or at least the kitchen nearby. Mark noticed the collection of tins holding paintbrushes and stir sticks on a shelf in the garage. Experimenting, he found a common American can size (we can test it with Metric) that closely fit over the hub and covered it completely. Trial and error found the size that fit to the outside diameter of the inner seating cone and still fit inside the groove of the knock-off cap without jamming in place. Using a European style can opener (Pampered Chef sells them) you can open the can with a smooth lip, (no serrated edge here to scratch splines or cut you). A set of four costs next to nothing and can be easily replaced after a lunch or a snack.

I think it's time for a new set of tires!

(Don't forget spring preparation for the Driving Season! We'd hate to see you at the side of the road instead of on it!)



Upcoming Events

May 6 will see the first club drive of the season. The Drive will go from South Calgary to the Bomber Command Museum in Nanton, AB. Here is the description of the drive courtesy of our Events Coordinator:

We will be leaving Calgary from Tim Hortons in Shaughnessy(303 Shawville Blvd SE) at 9:30 AM sharp.

-heading West on Highway 22x

-We will travel **WEST** on Highway 22x to the 14th Street Southwest turn off

-**SOUTH** on 14th Street Southwest until it turns into 64th Street West then turning **EAST** on to 242nd Avenue West.

-. turn **SOUTH** onto Highway 552 to Okotoks

-travel through Okotoks Then **SOUTH** on Highway 783

- continue on Highway 783 turning **EAST** on highway 543 At the junction

- travelling through High River we will go **SOUTH** on 88th Street East

-Taking a right(**EAST**) turn on to 658th Avenue East at the junction ,

- turning **SOUTH** onto 104th Street East (Range Road 290)

- continue **SOUTH** Through CAYLEY on Range Road 290 down to the junction of Highway 533

-Turning **EAST** On Highway 533 into Nanton and the Bomber Museum

For the trip home to Calgary

- we will be taking Highway 533 **WEST** Cayley

- through Cayley turning West on 658 Ave to 88th street East

- turn west at the junction of highway 540 onto highway 22 north

-North on Highway 22 through Longview, Turner Valley, and Black Diamond

-heading **NORTH** to Highway 22x and taking Highway 22x **EAST** back into the city

Lunch will be at TBD.

From here you suckers are on your own as I head back to Carstairs - Reg

May 17th will see 8 members' cars departing for the VanDusen Botanical Gardens in Vancouver for the annual All British Field Meet (ABFM). The purpose of the trip is threefold:

1. Enjoy a longer drive in our LBCs;
2. Attend the event (May 20th) and connect with other British car enthusiasts; LBC friends old and new; and
3. Promote MG 2023 to everyone who attends and anyone else we meet along the way.

The return trip will be a longer drive as we are going on to Vancouver Island, touring there then returning via Horseshoe Bay, Pemberton and Revelstoke.

Consult the Club Calendar for the most up to date information about all our club events and others related to our LBC hobby.

What to Look for in Upcoming Issues:

Next Issue:

- MG 2023 – The Recap – who came, what happened, and other stories
- Continuing the CMGCC Inventory – MG Midget, MGC and MGF
- Acronyms Up the Ying Yang – NAMGBR, MGOC, NAMGAR, both MG and those ‘other’ marques – an alphabet soup of Classic Car Organizations

Future Issues:

- Tour Suggestions: - where you can go in your LBC and find friends you haven’t met yet.
- More Member Profiles – who’s who in our zoo!
- MG Tech – how to fix something if/when it breaks, tips to help avoid having to fix something and general ideas to make our playing with our toys more enjoyable (like we need that!?)

If you have an idea or suggestion for the newsletter, We are always looking for new content so don’t hold back. Every MG and LBC has an interesting story, we would love to hear yours.

The last plug for MG 2023 - Tours



As if you needed another excuse to be part of MG 2023 – Foothills self-drive tour, Eau Clair Distilleries – the bar in the Alberta Temperance and Moral Reform League Hall in Diamond Valley.

The Back Page:

Did it really come from the factory with a towing package?



**Everyone should have a Bentley to tow their Race Car!!
Especially if the Race Car is also a Bentley**

Remember the Driving Challenge – keep your camera handy and take some pictures – then actually send them in to Events@calgarymgclub.org

