



Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club
Volume 3 – Number 4 – November 2023



**Merry Christmas
from the Crown
Wheel and
Opinion**

**May All Your MG
Wishes for 2024
Come True – and
the Parts Not Cost
a Fortune!**



Christmas Issue Highlights:

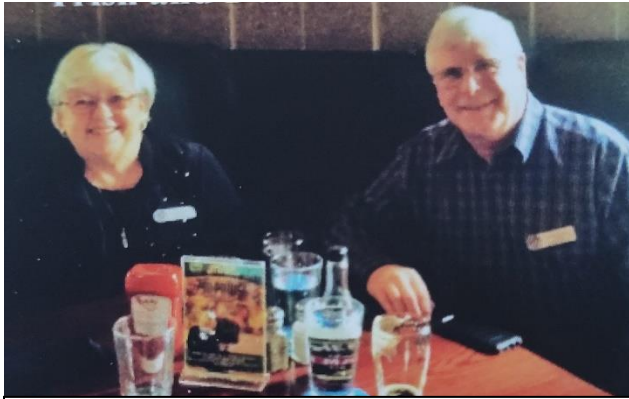
- Tech Issue – Forensic Engineering – An MG Midget Wheel Stud Analysis
- Club – MG Model Inventory
- 2023 Driving Challenge Update

Crown Wheel and Opinion

- volume 3, number 4

Editors' Letter – November 2023

The Winter Issue (Part 1)



Your Editors in Eugene OR, we were having lunch with Mark and Susan Miller. Mark is Technical Director of the American MGC Register Association

This has been quite the year for all of us in CMGCC. For some it started with the 3100 KM run to ABFM in Vancouver. Upon our return, we were all thrown into major work mode preparing for MG2023. This meant nothing happened other than MG stuff for a few months!

After MG2023, many were slow to get going on trips and tours for our Driving Season, but a few hardy individuals did get out for some runs, Water Valley comes to mind among others. Once

restarted it became a great driving year for the club. Trish and I did get out to Heritage Park and the Bomber Command Museum to deliver the cheques from MG2023.

One of the things we need to do is acknowledge all those in the club who have contributed to the Crown Wheel and Opinion this year. We can't come up with all the ideas for the newsletter and we depend on the executive and all our members for the stories, articles and content each issue. I have been known to steal from the best and we get material shared by others writing for other clubs as well. So, a huge thank you to everyone for all your contributions. And by the way – you are not off the hook for next year – LOL!!!

Finally, to everyone – we wish you all the best this holiday season:



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.

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**On the Cover this Issue: Merry Christmas to All
And the Best of Driving in 2024**

Presidential Ponderings –



With an early start to winter, I have officially declared that midnight, October 31, 2023, is the end of the 2023 Driving Season. Of course, this means that we will be in for some warm days in November!

After the MG2023 “hangover” wore off we had some successful drives including a drive to Water Valley, the Dalhousie Show and Shine Car Show and the Annual Highway Cleanup near Millarville.

Don’t forget to send in your ending mileage, so that we can order mileage plaques in time for the Christmas and Awards Banquet on December 8.

Perhaps the most rewarding moment of the year was the presentation of a cheque for just over \$3000 to The Veterans Food Bank of Alberta on behalf of the Calgary MG Car Club. The money was a portion of the profits raised by MG2023. Andy Hardie, John Towler, Henri Lefebvre and I were there with our cars to present the cheque. (The cars were a big hit too!). This is one of 3 food banks in the Calgary area that helps Veterans and their families as well as Frontline Emergency Personnel. It serves over 150 clients at this location alone.

We were given a tour of the facilities by Jason Mckeown (Vice President Calgary Veterans Services Society and a veteran himself) who described warehouse operations and the challenges that many of their clients (and the Bank itself) have to overcome. Some of the bureaucratic hoops that they have to jump through are, honestly, quite shocking. Aimee Dodd (GM Veterans Food Bank Alberta (Calgary Branch)) also provided insight into their operation regarding clothing and even appliances that they can provide. So, it is not just food! If you have any gently used (or even new) items that you no longer need, please consider

donating them. I am going to discuss if there is an interest in donating such items at our upcoming AGM. If there is, we can collect them at our Christmas Party on December 8 at the Danish Canadian Club, and I will deliver them myself.

On a happier note, Reg Beckett and Charles Champagne were presented with “Good Samaritan of the Year” plaques from NAMGBR for driving some convention attendees to catch up to the Banff bus that they had

missed. An epic effort that showed the true spirit of our volunteers at MG2023.



Our Annual General Meeting will be held on November 14, 2023 at 7:30 PM at the Danish Canadian Club. We will be voting in a new Executive and asking for volunteers for several Committees. All positions are open. As I mentioned, the positions are really not that onerous and actually give you an opportunity to get more involved in Club events and direction.

The Annual Christmas Party and Awards Banquet will be held at the Danish Canadian Club again this year on December 8 starting at 6:00PM. It was a lot of fun last year and I hope to see many of you there.

Cheers ! *Duncan*

Duncan MacFarlane
President, Calgary MGCC

Our executive at the Veterans Food Bank of Alberta presenting the cheque from MG2023.



As you know the club decided to donate a major chunk of our proceeds from MG2023 to the Veterans Food Bank of Alberta. Our gift as well as our cars were very well received by the executive of the Food Bank when we showed up at their location. Duncan was there but I guess someone had to take the picture.



Newsletter Quiz number 12



Does anyone know the Make and Model of this car?
It is not an MG (But it does contain MG components!)

Here is the answer to the last quiz question.

Newsletter Quiz number 11:



Jensen 541R built between 1957 and
1960

The Jensen 541R is a very rare automobile – just 193 were ever made. So, if you haven't seen one it's probably not a surprise! It had some cool features though.

There is more information about Jensen Cars and Jensen Motors Ltd. later in this issue.

Letters

Hey – we love the feedback – and we do publish it! So let us know what you like, dislike, want to see more/less of or just to tell us off. We can/will always tell you what we think. We are often irreverent, sometimes politically correct and we control the content!



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

Newsletter@calgarymgcarclub.org

Letters – This month!

I guess no one is writing this season – too busy out driving!

Club News

Membership

Renewals for 2023 are now closed, anyone joining or rejoining 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. Our newest member (a returning member by the way) since the last report is:

Summer, 2023	Chris Woodward	Calgary	1976 MGB
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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	9
Returned members	1
Renewed for 2023:	49

MG Centennial Driving Challenge (End of Driving Season Update)

The 2023 Driving Season is now history. As of the end of the Season there are 3 teams that have met the challenge of earning 100 points to honour the 100th Anniversary of MG.

Barry and Julie continue to lead the way, literally, with over 150 points to date. Remember there is still the post driving season segment to go. The challenge does not end until midnight December 31 so you still have a way to go before it wraps up for 2023.

Check out more pictures on the next page from this year's challenge. People are finding some of the tougher ones this time around. Challenge yourself and see what you can cover in 2 months.

2023 Challenge Pictures



MG Inventory Continued – MG Models Owned by Club Members - Part 4 – the ‘Modern’ MG, MG RV8, MGF & MGTF

MG RV8



Helen Bhatia with the RV8 she shares with Azim. It is a very pretty car!

So, you thought the last of MGB came out in 1980, right? Not so fast! The idea of a small British roadster rose like a phoenix in Britain in 1993 in the guise of the MG RV8, a traditional roadster that combined MGB structure with the 3.9-liter Rover V8 engine.

By the late 1980s, MG was part of the Rover Group: a descendant of British Leyland. Rover took the best parts of old BMC and BL, producing vehicles in every industry segment but one: the small sports roadster.

The sudden and overwhelming success of the Mazda Miata awakened Rover to the

realization that affordable roadsters were still viable, and that MG, which they now owned, was actually quite good at making them. Even though the MG brand itself was now known more for boxy hatches, it was still associated with the fun of the MGB roadsters that filled the roads in good weather.

To revive, update and redesign the MGB, a team of MG veterans were brought out of retirement for one last project. Rover allotted a budget of only £5 million for the entire project. Project Adder, (look at Azim's Licence Plate) as it was known, took advantage of as much MGB architecture as possible. Old MGB bodyshells were used as the basis for clay models. In went the 3,950-cc Rover V8 engine with Lucas multipoint injection. 190 hp at 4,750 rpm and offering 234 lb-ft of torque gave the MG RV8 the ability to sprint to 60 mph in just 5.9 seconds. Power was sent to the rear wheels through a Rover R380 five-speed manual gearbox.

While the MG RV8 was a mix of old and new technology, only 5 percent of the parts ended up being interchangeable with old MGBs. Up front, the car was sprung with an independent double-wishbone suspension with coil springs, telescopic shocks, and an anti-roll bar. In the back, Rover went with a live axle with twin-taper leaf springs, telescopic shocks and another anti-roll bar. The brakes were discs up front and drums in the back, covered by 15-inch cast alloy wheels. The steering and dash were very luxurious, compared to older MG interiors.

MG displayed the car to the British public in October 1992. The initial response was lukewarm, (shades of the MGC) owing to the £26,000 price, which works out to approximately \$78,000 today, adjusted for inflation. That was certainly Jaguar pricing, but not quite up to Aston Martin levels. But the RV8 found its market in Japan the following year. There, 1,300 buyers signed up on the spot. The MG RV8 went into production in 1993, with 75 percent of cars being shipped to buyers in Japan. The rest stayed in the U.K., while a handful found buyers in Europe and a number of other RHD countries.

The chassis of the RV8 feels very different from that of old MGBs, as it should. For starters, the suspension has been redesigned pretty thoroughly, the wheels are wider, and so are the stance and the tires. And, it's a much heavier car with plenty of luxuries inside that would have seemed out of place in the old MGBs. No expense was spared to take the interior as far upmarket as possible, and the modest production plans allowed for every luxury trimming to be thrown at the RV8.

With the run of under 2,000 examples, it is about what you'd expect when it comes to sourcing parts. There really isn't anything in the RV8 that cannot be sourced from the Rover Group parts bin or reproduced from scratch, if needed, given the cottage industry for reproduction MGB parts.

MGF

The MGF and MGTF are mid-engine, rear wheel drive roadsters that were sold under the MG marque by three manufacturers between 1995 and 2011. This was a period of corporate uncertainty to say the least. MG had stopped producing sports cars in 1980 when British Leyland closed their Abingdon, Oxfordshire plant.



The MGF was initially designed by Rover Group when it was owned by British Aerospace and was only brought to market after the business was sold to BMW.

Rover started work on a new mid-engine sports car similar in size (and expected to be similar in price) to the recently launched Mazda MX5 and Lotus Elan. The final product, the MGF, was finally unveiled on 8 March 1995, and went on sale in September that year with a 1.8 litre 120 bhp engine and was joined several months later by a 145 bhp VVC (variable valve control) version. It was hugely popular and received plaudits for its excellent ride and handling. The MGF received a mild facelift in August 1999, marketed as a Mark II version. A high performance Supersport version was reportedly in the pipeline, but this version was never launched. The highest performance MGF model was the 160 bhp Trophy model which joined the range a year after the facelift. They also created a version with a CVT automatic called the *Steptronic*.

The MGF was the first new model designed as an MG since the MGB. The badge of MG was used on badge engineered hatchbacks and saloons between 1982 and 1991. The marque was also used in the 1980s to denote performance models from then parent Austin Rover Group. The MGF quickly shot to the top of the affordable sports car charts in Britain and remained there until the introduction of the MGTF in 2002.

BMW broke up Rover Group in 2000, divesting the Rover and MG passenger car businesses to a management buy-out group who formed the independent MG Rover business. MG Rover manufactured the MGF from 2000 onwards.



John Towler's newest – the MGF back from the body shop!

MGTF



In 2002, released the MGTF. Named after the MGTF Midget of the 1950s, it was based on a heavily redesigned and reengineered MGF platform. The most significant mechanical changes were the abandonment of Hydragas suspension in favour of conventional coil springs. A new design of the air induction system along with new camshafts produced more power than the MGF engines, and the torsional stiffness of the body increased by 20%.

Cosmetic changes include a revised grille, redesigned front headlights, bumpers, side air-intake grills, rear boot, etc. It held a decent number of sales despite problems including uneven shut lines on the driver's door on models for the United Kingdom.

MG Rover entered administration (protection) in 2005, and production of the MGTF model ceased. The remains of the MG Rover business were sold to Nanjing Automobile and the MGTF resumed production under the Nanjing owned MG Motor in 2007. The model which by then was really outdated, was not a sales success and production ceased for a second and final time in 2011.

CMGCC Public Service (Our Annual Highway Clean Up)



Again, this fall a large crew from CMGCC ventured into the ditches along the highway by Millarville to clean up before winter.

The day was relatively warm and sunny so following the clean up (which seems to take less time each year) the team departed for lunch in Diamond Valley. There the decision was made to return home via the Highwood Pass travelling South to North for a change.

Sorry I missed the drive as it's been a long time since I drove it that way – oh well – next time! – Ed.

If you haven't participated – please consider it – we get a lot of positive feedback from the people who live out there every time we go out!

The Run to Water Valley

After the MG2023 'hangover' as Duncan called it subsided, we did get back to driving again. That meant car shows and some touring. One of the good ones was a run to the Saloon in Water Valley. It included all of the best parts of club drives: a good lunch, wonderful scenery, fun roads and the magic drive ingredient:



vitamin X. After lunch a subsequent stop included ICE CREAM! What could be better.

This was only one of many events over the summer. Our members were out to shows at the Legions, and the Reynolds Museum in Wetaskiwin.

Many thanks to Reg Beckett and his organizers for all the events this year.



Above: Ready to leave Calgary
Right: Lunch in Water Valley



The MG line-up in Water Valley

Feature Articles

The Jensen 541R and a Bit More History of Jensen Cars



The 541 series of Jensen cars deserves a bit more mention this issue. The elegant design has been winning fans for over half a century now, the most popular feature is the front grill covering which can be raised or lowered by the driver from inside the car.

Over the course of the company's history, Jensen built everything from trucks to advanced all-wheel drive sports cars. The 541R was built during Jensen's booming post-WWII period, and it was one of the first British cars with a fiberglass body.

Brothers Alan and Richard Jensen gave their name to the commercial body and sports car body business of W J Smith & Sons Limited in 1934. The company ceased trading in 1976. Trading resumed in 1998, but Jensen Motors Limited dissolved in 2011.



Jensen Motors built specialist car bodies for major manufacturers alongside cars of their own design using engines and mechanicals of major manufacturers Ford, Austin and Chrysler.

Car production ceased during the war years, but by 1946 a new vehicle was offered, the Jensen PW (a luxury saloon). Few were produced since raw materials were carefully limited by the new government's central planning. Also in 1946 body designer Eric Neale joined Jensen Motors from Wolseley and his first project, a more modern coupé, named the Interceptor, followed in 1950 and was built until 1957.

In 1955, Jensen started production of Neale's masterpiece, the 541, which used the then-revolutionary material of fibreglass for its bodywork. The radiator grille was covered by an unusual driver-controlled swivelling flap.

The 541S was replaced by another Neale design, the C-V8 in October 1962, which replaced the Austin-sourced straight-6 of the previous cars with a 6-litre American Chrysler V8. This large engine in such a lightweight car made the Jensen one of the fastest four-seaters of the time.



On the left – the Jensen Healy Mark II five speed and on the right – the Jensen FF



The Jensen cars you are likely most familiar with are the Jensen Interceptor, built from 1966-1976

or the Jensen Healy 1972-1975. The Interceptor was a Grand Touring car with Chrysler V8 power. The Jensen Healy was a more traditional British sports car with Lotus power and rear-wheel drive. At the same time, they produced the Jensen FF while similar to the Interceptor, the FF added a Ferguson 4-wheel drive power train.

There is much more to tell about Jensen Motors. Their past history has many ups and downs, similar to other British car companies – but that will have to wait for another time in another issue.



The Hedgehog is here just 'cuz!

According to Trish, he's not even chocolate! But he is cute!

Roads We Wish we had in Alberta!



We do have some fun roads to drive close by in Alberta and BC, but elsewhere in the world there are places that have roads we can only dream of driving. Norway is an excellent case in point. The scenery is phenomenal on the roads I have driven there but I can only imagine how great it truly is on some of their roads.

They do however have many roads on which the scenery is dark as they bypass serious climbs and water obstructions

Left – Norwegian Mountain Roads

with tunnels. Tunnels through mountains, under

fjords and coming soon through the fjords with floating tunnels. They are engineering them deep enough to avoid the disturbances of passing ships and weather but still hundreds of metres above the seabed below.

Even their current infrastructure is impressive. Freeway exits and entrances inside the tunnels are worthy of a double take, (don't rely on your GPS to guide you!!) but what really blew me away was a full-on traffic circle inside a tunnel.



I don't recommend some of their highways if you or your passengers suffer from vertigo. You could spend a lot of the trip dusting the underside of the dashboard. Heaven knows – Trish did! These pictures are of the Atlantic Road – a major highway that connects multiple islands in the Lofoten Archipeligo.

Your Winter Technical Reading (Part 1)

A Midget Wheel Nut Study

... or the dangers and pitfalls of using modern processes on our old cars.

Text, Pictures and Charts by John Towler, our resident Forensic Engineer

Two of our club members, Andy and Donna Hardie, were driving back from the Louisville convention in 2017 in their Midget when there was a big “clunk” and a rear wheel became detached from the car.



Fortunately, they had been going at a relatively low speed thanks to a poor road surface, so there was no damage to the car itself (but the occupants required a change of underwear!). They pulled over quickly, and assisted by Henri and Nicole LeFebvre who were following in their MGBGT, managed to recover the wheel

and most of the missing studs and nuts. It was evident that one or more of the wheel studs had sheared.

Andy asked me to look at the broken bits and, using my practiced forensic engineer’s eye, provide him with an opinion as to the cause of the failure. I didn’t need a microscope to see evidence of multiple

Stud head fracture surface



Multiple crack origins

Evidence of fatigue “beach marks” and corrosion

Fracture in threaded section of stud



cracks and fatigue under the heads of the studs and close to the threads.

There were also tell-tale signs of necking, indicating that the studs had been literally stretched. Some of the fracture surfaces were corroded, from which I concluded that the cracks were old and had initiated earlier in the life of the studs, possibly during installation.

Over the years the cracks had continued to grow,

so that eventually the weakened studs were not able to hold their tension, the nuts backed off, the wheel came loose, and the studs finally gave up on the bumpy road. So what caused this? Wheels rarely fall off vehicles, but broken wheel studs are not uncommon, usually they shear when trying to remove rusted on nuts, or when they have been overtightened. There is absolutely no rust on Andy's Midget, so I suspected the latter and began to investigate further.

First a bit of tech stuff, with some definitions:

Ultimate tensile strength (UTS): the maximum tensile load a bolt can withstand before shearing.

Yield strength (or proof load): the maximum tensile load a bolt can withstand without permanent deformation.

Clamping load (or pre-load): the initial tension in a bolt resulting from torquing.

Maximum clamping load:, typically 75% of proof load depending on the application.

What this all means is that a stud, bolt (or any material thing for that matter) has a UTS, the maximum load it can take before failure. In reaching that point it will gradually stretch like a rubber band. If you remove the tension it will contract back to its original dimensions, unless you have passed through the point of yield in which case there will be permanent deformation (like the necking on Andy's studs). Engineers define a clamping load for the stud which is enough to keep the wheel on under all operating conditions, like accelerating hard, cornering etc. And they size the stud so that the required clamping load never exceeds 75% of the proof load so that it never distorts or starts to yield.

So how do you tighten a nut to achieve a defined clamping load on a stud? When a nut is tightened it stretches and tensions the bolt. In practice you can't measure the resulting clamping load directly without very specialized equipment, so long-ago Engineers established the relationship between the torque applied to the nut and the tension in the bolt (or stud). Unfortunately, there are many factors which affect how much tension there is in a bolt for a given torque applied to the nut, including:

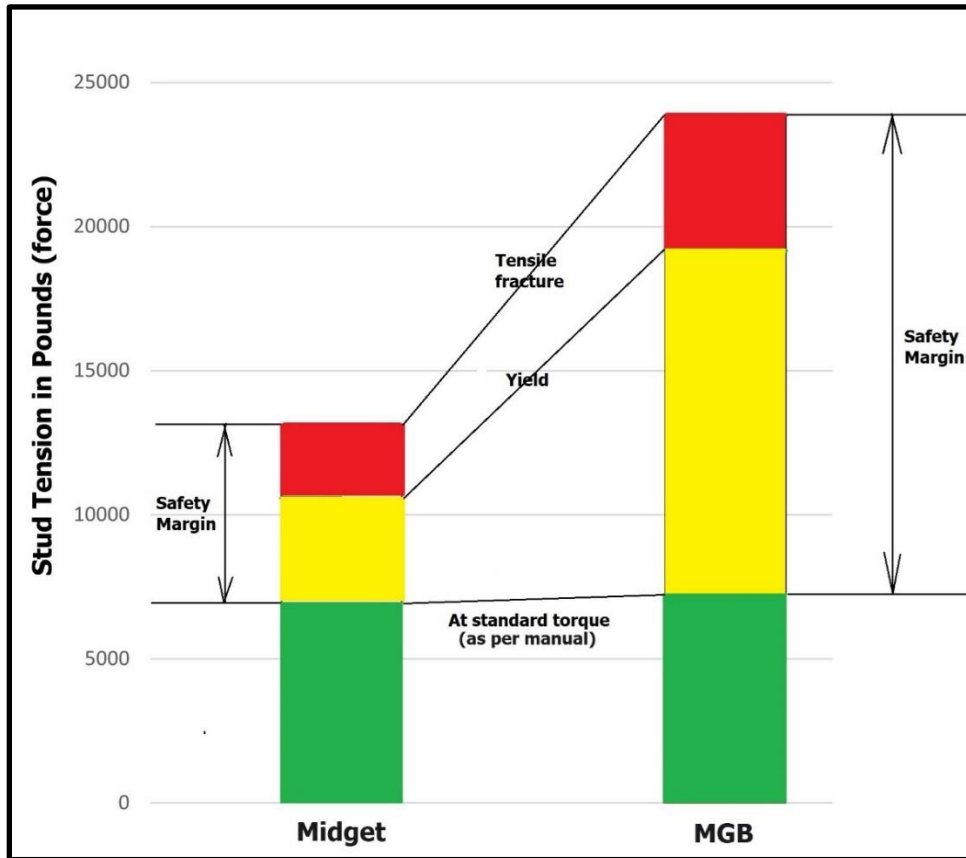
- how well the treads have been cut,
- if the threads are dry or lubricated,
- if the parts are new or pre-used,
- if the nut and bolt are of the same or dissimilar materials,
- what is the friction between the bolt head and the part being bolted, due to material or surface finish (the wheel in this case),
- etc, etc.

These factors can affect the result by up to plus or minus 50%, so safety margins had to be introduced by being conservative, or "over-designing".

Out of all of this came the Society of Automotive Engineers (SAE) standards for the torque tightening of bolts. The MG Midget uses a 3/8-24 thread (3/8" nominal diameter, 24 threads per inch) Grade 8 material stud. From this table you can see that the standard torque for a dry thread is 50 lb. ft. (or pound feet). By

Size	Bolt Dia. <i>D</i> (in.)	Tensile Stress Area <i>A</i> (sq. in.)	— SAE Grade 8 ⁴ —			
			Clamp ² Load <i>P</i> (lb.)	Tightening Torque Dry <i>K</i> =0.20	Tightening Torque Lub. <i>K</i> =0.15	
				lb. ft.	lb. ft.	
5/16-18	0.3125	0.0524	4720	25	18	
5/16-24	0.3125	0.0580	5220	25	20	
3/8-16	0.3750	0.0775	7000	45	35	
3/8-24	0.3750	0.0878	7900	50	35	Midget 45
7/16-14	0.4375	0.1063	9550	70	55	
7/16-20	0.4375	0.1187	10700	80	60	
1/2-13	0.5000	0.1419	12750	110	80	
1/2-20	0.5000	0.1599	14400	120	90	MGB 55-60
9/16-12	0.5625	0.1820	16400	150	110	
9/16-18	0.5625	0.2030	18250	170	130	

comparison, for the 1/2-20 thread used on the MGB, the standard torque is 120 lb. ft. These are standard torques which are conservative and should be taken as a maximum.



The Midget manual specifies a torque of 45 lb. Ft., which corresponds well with the 50 lb.ft. torque standard, but the MGB manual specifies 55-60 lb. ft. versus a 120 lb. ft. standard. At their specified torques, the Midget and MGB studs will have approximately the same tension at around 7500 lbs, therefore being of a larger diameter the MGB stud is loaded more conservatively.

The figure above illustrates this comparison.

The numbers on the left denote the stud tension (or load) in pounds. The green sections of the bars denote the pre-load at the specified torques for Midget on the left and MGB on the right. The yellow sections are how far more the load can increase before the yield point is reached. The red sections are how much further (25%) the load can increase before the stud reaches the UTS and fractures. You can see from this that the conservatively loaded MGB stud has much more built in "safety margin" than the Midget's. Note: this does not imply that the Midget is in any way inferior to the MGB - thousands of Midgets were built and millions of miles driven without their wheels falling off! A properly maintained Midget with correctly tightened wheel nuts is perfectly safe. All this means is that the MGB is more immune to abuse, as you can safely torque the wheel nuts to double that specified without damaging the studs. However, those who race Midgets have long recognized this small safety margin on their cars and as a result upgrading to 7/16-20 studs is common practice.

Most modern shops use air guns, and most modern cars use 1/2" or 12mm diameter studs with specified tightening torques of around 80 to 100 lb. ft. As a result, the air guns are often preset to a torque that is much higher than a Midget stud can withstand. This is what we believe happened to Andy's Midget when he took it in for a set of new tires a few years ago. The major lesson learned here is to always to use a hand torque wrench to tighten your wheel nuts on any car, but especially your classic. If you take it to a

shop for any work involving wheel removal, insist the mechanic working on your car uses a torque wrench – that is if he can find one and understands how to use it!

To be continued in the new year. Look for more on wheel specs and torquing nuts next issue.

Upcoming Events

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

The Next Big Event:



Our next major event is the annual Year End/Christmas Party at the Danish Canadian Club

December 8, 2023 – 6:00 PM

Drinks, Dinner, Awards for 2023

This is your chance to catch up with fellow MG Club members, reminisce about all that we did this year and to plan for next year (well how about just socialize and have some fun)

How About a CMGCC Summer Tour 2024

A suggestion from Andy Hardie! Summer tours have been a club feature in many past years, running the gamut from trips to ABFM in Vancouver, to B.C. interior and Island tours, south and north Alberta tours, and of course NAMGBR summer conventions. Apart from the Alberta Tours, every trip has had an event or car show as its “destination”.

Depending on the year, there have been various options offered, but the 2024 NAMGBR convention in Katy, Texas will be held in April, which precedes driving season here in Alberta, so an organized tour to Texas is unlikely.

In its stead, I would like to offer Rallye Glenwood Springs, hosted by the MG Car Club Rocky Mountain Center, in Glenwood Springs, Colorado over the second weekend of June as an alternative.

2024 will be the 72nd running of this event, the longest running event of its type in North America, and one which has a lot to offer. A three-day event, it starts in Littleton, Colorado with a 2–3-hour tour out to Glenwood Springs on Friday followed by two days of activities based in the town, with a TSD rally and Funkana on Saturday and a car show on Sunday before everyone heads for home. It is not a requirement that all (or indeed, any) events be entered, but it seems pointless to go all that way without doing at least one. LOL!!

Registration for the event will not be open until the new year, with “early registration” discounts usually offered until early May, one month before the event.

Here is a link to the 2023 event to give you an idea of what to expect for 2024.

<https://mgcc.org/rallye-glenwood-springs/>

I am in touch with John Fraoli of MGCC-RMC, who will be giving me updates on the event as it develops through the winter.

Proposed routing will avoid Interstate Highways as much as possible, and include key points of interest such as:

OUT BOUND

Big Horn Battlefield and Custer’s Last Stand near Crow Agency, Mt
Union Pacific steam shop and Big Boy Little locomotive, Cheyenne, Wy
Fourney Transportation Museum, Denver, Co (another, static, Big Boy here too)

HOMeward BOUND

Jackson Hole, Wy
Grand Teton, and Yellowstone National Parks, including “Old Faithful”
Remington Carriage Museum, Cardston, Ab

This will be a 2-3 week “summer holiday” trip open to everyone. Obviously, the more MGs “touring” the better, but daily drivers won’t be excluded if you don’t have an LBC and want to join the group.

I am gauging interest at this point, but am confident this adventure WILL happen, even if I am the only one going, so planning IS under way. Numbers will be important for hotel and “attraction” planning, so add your name to the “list of interested parties” ASAP if you’d like to go.

Andy

Editor’s Comment: As a club we are always up for a tour! Cheers D&T

What to Look for in Upcoming Issues:

Next Issue:

- CMGCC Year-end Banquet and Awards Presentations
- More Winter Tech – Dismantling a coil over suspension without killing yourself
- 2024 Touring Ideas -

Future Issues:

- More 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!
- More 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.



Why Not? One more Water Valley Picture

The Back Page:

EV Infrastructure in a Nutshell

