

Late 2013/ Early 2014 Issue

# Crown Wheel & Opinion



## Old cars—new Executive!

Introductions are in order—as is a big round of applause for those intrepid souls who allowed their names to stand and are now our Club Executive for 2013-14!

Drumroll, please! Congrats to: President—Mike Coe; Vice-President—Dean Harrison; Secretary—Terrence Walters;

Membership Coordinator—Dean Harrison; Events Coordinators—Andy Hardie (returning) and Al Taylor; Treasurer—Ardith Holtz (returning); Regalia Coordinators—Carol and Jorn Hedlo; and Webmasters—Dave Morris and Terrence Walters. Norma Kenward and Dwayne Schellenberg will

continue on as your Editors/Publishers of the Crown Wheel and Opinion and they ask (no, we're begging ya!) members to forward their pictures, articles, stories and ideas to them at any time, for incorporation into an upcoming newsletter.

## BritsBest 2014

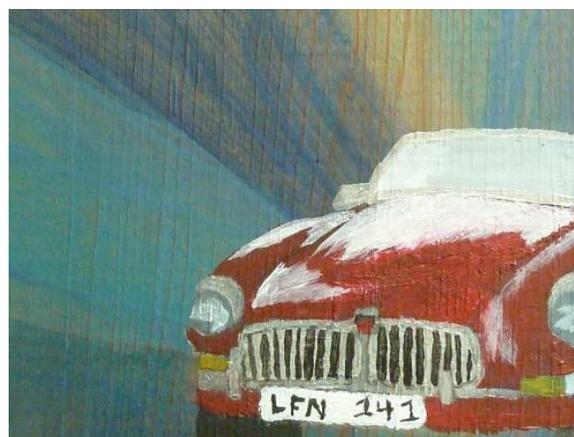
Planning is well underway for BritsBest 2014 and registration is now open!

This year's event will be held from June 6th to 8th at the Best Western Plus Prestige Inn at Radium Hot Springs. Why not make plans to attend CMGCC's premier event—for more info or to register, go to:

<http://www.calgarymgclub.org/news.html>



*Calgary MG Car Club*



## Get to know your new President, Mike Coe

Hello from your new President. It's a position I wouldn't have thought I'd hold so early in my membership but one I'm delighted to have achieved - I don't speak of myself in particular when I say your Club has again a superb group of people on the Executive Committee! One couldn't hope for a better assembly of people all geared to making your Club a big success. I'm actually constantly amazed at the knowledge the Executive members have when it comes to running this Club. That is the truth!

For those of you who don't know me, I'll tell you a little about myself. I was born in England to superb parents. Dad scheduled to become an architect until interrupted by WWII, then becoming a Warden/Home Guard and because of his excellent personality, a representative for Heinz Foods during the day (a good move because jobs were not easy to find during that time). It enabled him to purchase our first family home. (It was later was bombed by the Luftwaffe through which we lost half the house. In some ways I thank them for, because as a result our family then spent three years in a Surrey country cottage. The cottage was set in superb pastoral lands among horse society and I'll cherish the memory of that cottage forever.)

As a student I wasn't too good and school was a period through which I floated, though succeeded because of two favourite teachers. Following which graduation I was headed for the Merchant Navy, but after qualifying all the entrance tests I changed my mind and entered the insurance world. I was employed by Lloyds of London. This was a job I much

enjoyed daily travelling to and fro the City of London until I was offered an insurance position in Montreal. After immigrating to Canada at aged 18 and having my 19th birthday mid-Atlantic (my choice to sail rather than flying), I enrolled in evening classes at Sir George Williams College (now University). There somewhat completing my education in Montreal I discovered skiing. I say somewhat, as three years later driving across Canada and camping out of my 1939 Chevrolet Coupe I purchased for \$ 155.00, I was extremely fortunate to be hired by an independent insurance adjusting firm. There in Victoria, BC, I learned the fine art of the business by a superb man, Glen Kitson, to whom I'll forever be grateful.

I met my now my late wife Rita in Vancouver. We and our three children moved from Vancouver to Victoria, to Vernon, and finally to Calgary where I became a partner in the company. During which time I owned a Riley 1.5, several TR3s, a TR6, a Jensen Healey, a Jaguar Mk11, an MG and several Volvos. Then our lives were turned upside down by Rita's death following which resolved myself to a single life; but to my good fortune into my life came this incredible lady Lorraine who most of you have met.

I purchased my TR8 (Lorraine likes to golf!!) and joined this amazing Club of ours; to which all your Executive committee have pledged their time. And remember it's the Executive and yourselves the members that make this Club work; not the work of just several or one person(s).

Your Committee great schedule of events already for this year—soon to be revealed - and I know this will be another awesome car year.

Cheers.

Mike Coe, CMGCCPresident



*Safety Fast!*

# Annual Canada Day Run

Oh, Canada! Thanks, Mike Coe, for planning the pre-drive meet at Tim Hortons Shawnessey and the pre-barbecue drive to the beautiful acreage home of members David and Sharon Werrett. The day was a huge success as always, with Mother Nature again cooperating with fine weather and providing us with another fabulous Canada Day run!!!

And good news—Dave and Sharon have offered to repeat their hospitality for 2014!



**Q:** What was the inspiration for MG's famed octagon-shaped badge?

**A:** The shape of founder Cecil Kimber's dining table.



# Sylvan Lake—big thanks to Evan and Sharon!

Our annual drive to the Sylvan Lake on June 29/13 was a huge success - courtesy of Evan and Sharon of ECSCC and their tremendous gathering and barbecue meal and some fine weather.

The Calgary contingent met at Timmy's. N.W. and took a casual drive north along country roads to meet up with our Innisfail couple Len and Helen before carrying on to Sylvan Lake (Sylvan Lake, a community that's much changing, if not rapidly, my oh my! Accordingly I'd suggest taking a day drive there to sit by the lake with an ice cream or coffee. It's becoming quite the place!) Our drive was very pleasant along back county roads.

We owe many, many thanks to our Hosts Sharon and Evan who were again extraordinary in friendship and

an awesome meal. Evan and Sharon live in their gorgeous lake side treed home right on the edge of Sylvan Lake itself. Everyone enjoyed perusing the various sports cars from our Calgary and Edmonton sports car clubs.

In addition many thanks to participants from both Cities. From Calgary. Norma & Derek Kenward, Dave & Judy Webb, Helen & Len Leonard, Rose & Davis Bryant, Peter & Brenda Robinson, Carol & Jorn Hedlo, and yours truly. made up just *the right number* from us South folks – even surpassing Edmonton's participation, by the way!

Here's to next year!

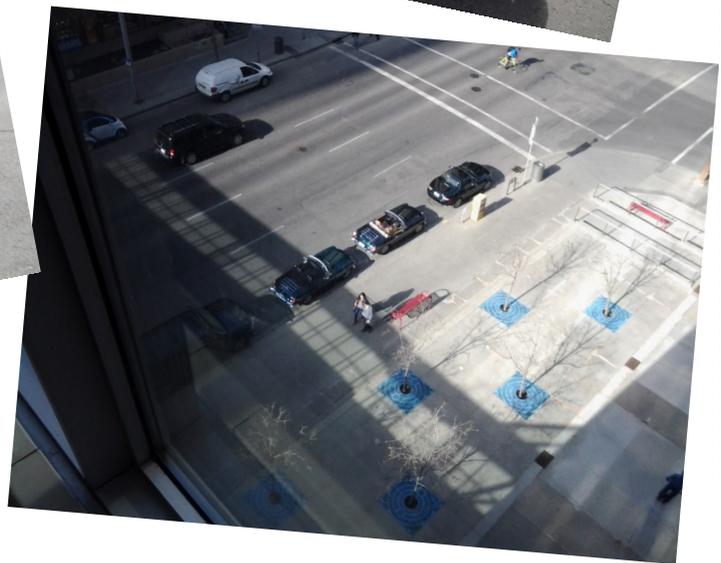
Mike Coe



## “Classic Friday” organized by CMGCC members



Calgary MG Car Club members Derek Kenward and Terrence Walters did their bit to raise awareness and appreciation of the MG marquee by organizing a “Classic Friday” for Shell employees on the downtown street in front of Shell one fine day last summer. Both Derek and Terrence proudly drove their LBCs to work and showed ‘em off! Oh yeah—there may have been some other classic cars besides MGs there too.....



Speaking of parking downtown.... Have you ever returned to your car to find that while you were gone, another vehicle got a bit too close for comfort? Luckily there's no dent, but now your car has a blotch of “paint rub” from the other car on it. To remove paint-rub stains on your car and restore its original finish, spray the affected area with WD-40, wait a few seconds, and wipe with a clean rag.

## A Sports Car Christmas—James Tworow, Author, via Rose Bryant

I will always remember the Christmas of 1948. At that time our family called Middleton, Saskatchewan home – a typical small prairie town. Two thousand people lived there and countless farms dotted the landscape in all directions. Main Street was two blocks long and contained all the usual stores, everything needed to take care of everyone. It was a great time to grow up on the prairies.

We had the biggest house in town, and the biggest yard, as my father was the local bank manager. Our family always drew the short straw to host the annual family gathering at Christmas, as we were the only ones who had enough space to accommodate all the relatives. Every Christmas was a bustle of activity around our house.

That year all the usual relatives were there – my grandparents, all my uncles and aunts, a whole truckload of my cousins, and last but not least my cousin Jerry. He was the rebel of the family. He had flown a Lancaster bomber in World War II and always entertained with war stories from England. Now he was flying as a bush pilot up north, still having many adventures. He always had new stories to tell whenever he came over to visit, and he sure knew how to tell them too. His arrival was always eagerly anticipated.

There is a scene I still vividly remember. On Christmas Eve I was playing in the front yard with my cousin Bobby when out of the mist of a cold winter day a bright red sports car emerged. I had never seen anything like it before, it was so tiny! Parked alongside my dad's huge Buick it looked like a little mouse. Yet the bright red paint made it stand out, as it contrasted against the sober dark blue paint of the Buick. Two people were huddled inside wearing thick parkas, staring through a foggy windshield.

Bobby and I waited in anticipation to

see who would emerge. Moments later Jerry and his wife stepped out of the car. I ran over so quickly I was almost tripping over my huge, clunky winter boots. And Bobby was right behind me. We were entranced by its presence. Like little boys out of control, questions came tumbling out one after another – "what is it?"; "how fast does it go?"; "why is the steering wheel on the wrong side?"; and on and on we pestered him.

He patiently fielded every question. He told us it was an MG TC, it was made over in England, he said it wasn't as fast as many American cars but that it could beat my dad's car down Twelve Mile Coulee Road (the most winding road around our area). He showed us the engine and it looked so tiny. I had seen the engine in my dad's Buick before and this one looked like a toy in comparison, Jerry assured me otherwise.



About this time some of the adults came out, hearing the racket. All the men seemed equally interested, as the women, wondering what the big deal was, promptly went back inside in a hurry. They asked all the same questions we did, but with the professionalism only adults pull off, trying not to sound over-excited. They slowly crowded us out of the conversation as Jerry once again patiently went through the routine.

As we all finally filtered inside I heard one of my uncles mutter under his breath, "looks like a death trap to me." That whole night the topic of conversation was Jerry's new sports car. He had purchased it the past summer in Alberta at a dealer in Calgary, because they weren't sold anywhere in Saskatchewan. Then he drove it all the way back to Prince Albert, a good two day drive. He said he was hoping to do some racing with it in the upcoming summer. And Jerry continued to regale us all night with tales of his latest adventures, of both motoring and being a bush pilot.

Around midnight everyone headed off to bed for the night but I hardly slept, who does on Christmas Eve. I stared out my window at our yard. A light snow was drifting down out of the sky, slowly covering everything in sight. That little red car looked so neat compared to all the usual dull-coloured family cars parked everywhere else.

I finally got tired and drifted off to sleep for awhile. I dreamed about a beautiful summer day and being in the sports car with Jerry, cruising down Twelve Mile Coulee Road, top down of course although I had never seen it that way. His car was mostly forgotten about in the bustle of Christmas Day festivities, but every now and then I would peek out the curtains to take a look at it. And then the next morning Jerry headed off home, I stared for ages as

it slowly disappeared into the snowy horizon.

The rest of the winter I couldn't get it out of my mind, anticipating Jerry's next visit. In the spring he came back for a visit, and this time he gave me a ride in his MGTC down Twelve Mile Coulee Road. It was so much fun, much more exciting than wallowing along in my dad's Buick. It was just as I had imagined in my dream on Christmas Eve.

## Art and Classic Cars (and an inspection and a barbecue too.....)

Mike Coe and Lorraine Sharplin hosted a sun-loving group for a combination classic car and art show that included an inspection and barbecue too, at their home on Sunday, May 5/13. Turnout was excellent and “pictures are worth a thousand words”—as you can see, a great time was had by all! Thanks, Mike and Lorraine!



## VSCCC Show 'n Shine

The Vintage Sports Car Club of Calgary held their annual show 'n shine on Saturday, July 20, 2013. As usual they had excellent weather and a fantastic showing of beautiful cars.

The Ferrari Club of America Alberta Chapter had a display of new and vintage Ferraris and Italian cars.

Southern Alberta's largest VW Show of the year was held in conjunction with VSCCC's event, having been flooded out of their original planned location for their own annual show. Derek and I thought it only added to the event, as there were a number of very interesting V-Dubs on site.

Norma Kenward



During the summer you'll probably find some shade to park in when you go out - perhaps under a tree. However, parking under trees can sometimes be an invitation for trouble, as sap seeps down from the branches and onto the exterior of your car. These spots attract dirt, causing some unsightly spots on your exterior. A little bit of WD-40 can help remove this scum to keep your car looking fantastic.

# Rally Ho!

On Sunday, May 25/13, members of CMGCC were invited to participate in an imaginative rally/that was envisioned and brought to reality by Trish and Dean Harrison. The event started at Southcentre Mall with a discussion and drivers/navigators meeting in preparation for an "Observation Rally". After the rally, lunch was held at the Crystal Ridge Golf Club where presentations were made to the various category

winners (winners?). Everyone was then invited back to the Team Recap Garage (the ladies did retire to the comfort of the indoors – although I will say their garage is as palatial as the inside of many homes I've seen.....) for snacks and rehashing of the day's adventures. Thanks, Trish and Dean!



# Daimler

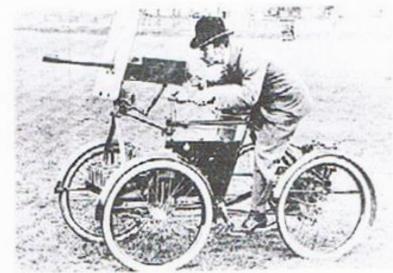
## From Germany to England

The Daimler Car Company began with two partners. One a German fellow living in England, but who later returned to that country; and a Englishman Frederick Simms, remaining relatively unknown.

Though a plaque under a Putney Bridge in London where he pioneered motor-boats is inscribed by the Brooklands Society who regard him as the progenitor of the English Automobile Industry. Why? Well, his work with Daimler had led to England's first car factory in 1896, and the next year he had founded the Royal Automobile Club (RAC). He also held patents for "benzin" and "petrol," and in 1899, had produced a fledgling armored car. He is also known for the prototype car indicator (the "traffic warner,"), campaigned for rubber bumpers on cars and, in Germany in 1896, he had financially saved D.M.G. (read Mercedes). In addition, he was responsible for the Simms-Bosch ignition magneto, the Crystal Palace's first fully integrated Motor Show, giving birth to the Simms Motor Vehicle Company, developing the first "tank," and until the Second World War for manufacturing indispensable electric starting motors.

But back to the Daimler Company where some of the history is still contradictory, and probably debatable. From what I can gather, by 1898, in spite of continued manipulations, and with Lawson no longer on the Board, the new Company flourished, aided by patronage from the Prince of Wales who had driven a Daimler and who, in 1900 had received a Phaeton. Consequently the Prince bestowed the Royal Warrant on the Company and Daimlers were soon in demand from Heads of State and Royalty from Russia to Japan, as well as Europe, the Middle East and India. In fact every British monarch has had a personal Daimler, or a fleet of them, since Edward VII, and the Queen only recently sold her 2008 Daimler Super 8. However the actual Royal Warrant lapsed in 1950 after repeated transmission failure in a birthday present Daimler, yet the Queen Mother could never be persuaded to change her allegiance, and the Palace still retains some chauffeured Daimlers, whilst the Royal Mews at Sandringham maintains several of the earliest of models.

Between 1897 and the beginning of WWII Daimler's development in England was legendary. In the early part of the Century they recorded wins in almost every type of European race, including hill climbs; they developed the "poppet" valve and, with



*The Simms Motor Scout was the first armed, petrol engine vehicle ever built. Simms built the vehicle by mounting a Maxim machine gun on the front wheels bar of a De Dion-Bouton quadricycle. He also put an iron shield in front of the car for the driver's protection. The driver also operated the machine gun.*

Knight, produced the "silent" sleeve valve engine. They built buses, trucks, railcars, complete aircraft, including bombers, locomotives, munitions, tanks, fire-engines, ambulances, and through their two showrooms at 27 Pall Mall, and 40 Berkeley Street, plus advertisements in the Tattler, the London Illustrated News and such, sold myriad bespoke "made-to-measure" automobiles of "impeccable quality," more often than not to "the catalogue trade."

Company history also includes gaining a new "parent" in 1910 -- BSA (Birmingham Small Arms), run by Dudley Docker (of Armstrong Vickers armament fame), and the turning over of an established workforce of nearly 5000 to BSA. Then, led by BSA, they amalgamated with AEC bus body manufacturer (1912), then with the luxury car maker, Lanchester, and in 1939 took over "bespoke" coach builders Barker and Hooper's (both of which had made many of the special bodies for which Daimler had become renowned). BSA did not stop there and in 1954 they took over Carbodies, of taxi-body fame, and in addition worked with Guy (known for trucks and buses) and with Gardner, who produced prodigious and economical diesel engines, to build the basis for several bus fleets running in England, and abroad.

Besides the "Daimler firsts" already mentioned we could also include the steering wheel (1897) which replaced the tiller or the joystick, the first death in an automobile in England (1899) and, in 1922, the fitting of the first car radio (which cost an additional 25% and occupied the entire boot (trunk)). As a digression, in 1924, BSA also founded a spin-off company whose sole purpose was to manufacture domestic radios! By the middle to late 1920s Daimler's achievements included the pioneering, with Hobbs, Wilson and Lanchester, of delightful pre-selector gear boxes plus a simple fluid fly wheel system which was so good that Edsel Ford came over from America to have one fitted to a car he took back to the States. Then there was my favourite accomplishment, and one of the least known facets of Daimler, which was the establishment and running of what eventually became Daimler Airways (broadly from 1919 to 1924) which flew widely in Europe (at a loss) before being eventually morphed through Imperial Airways, into England's first flag-carrier.



*Daimler shooting brake delivered to King George V in 1925. It featured 4-wheel braking*



*Mid '50s Daimler CCG5 bus. It had a 5 cylinder Gardner diesel engine and 4 speed Guy crash gearbox*



*A rare Daimler streamlined limousine. It appears to have Royal connections*



*ZOOM*

Reprinted with permission via Mike Coe



## What in the world?



Norma and Derek Kenward spotted this gorgeous Lagonda on the streets in the beautiful Cotswolds town of Burford in September 2013. Lagonda is a British luxury car marque established in 1906, which has been owned by Aston Martin since 1947.

*Try hair conditioner for shine! Wash your car with a hair conditioner containing lanolin. You'll become a believer when you see the freshly waxed look and when you find that the surface repels rain.*

It's bad enough that your car grille and hood have to get splattered with bugs every time you drive down the highway, but do they have to be so darn tough to scrape off? The answer is no. Just spray some WD-40 on the grille and hood before going for a drive and most of the critters will slide right off. The few bugs that are left will be easy to wipe off later without damaging your car's finish.

*Prepare in advance for your next few car washes by making your own condensed cleaner base. In a 4 litre bucket, mix 1/2 cup baking soda with 1/2 cup Dawn Dishwashing Liquid and add enough water to fill almost to the top. Mix well and store this concentrate for later use. When it comes time to wash the LBC, mix vigorously and then pour 1 cup of the cleaner base into a water pail. Fill the pail with warm water, stir to mix, and your homemade cleaning solution is ready to use .*

Visit CMGCC on Facebook!!



<https://www.facebook.com/calgarymgclub>

comes in response to his officially filed complaint re the club banner not being displayed at all club events. Sir Brian has been appointed keeper of the banner, and is to ensure its display at all club events.

8. Awards Banquet - The annual Awards Banquet has been set for March 29, 1998. It will be held at the Naturbahn Teahouse at Canada Olympic Park. Back for a return engagement, Al Barret will be providing entertainment. Tickets are available from Rod McRae for \$30 each.

9. Brit Fest '98 - Brit Fest would not have been the success it was last year without the kind donations of various corporate sponsors. Corporate sponsorship forms are available from Norm Johnson. Three levels of sponsorship are available:

- 1 - \$125 - Includes sponsorship of one class, complete with a corporate name on the trophies for class.
- 2 - \$250 - Includes level 1 sponsorship, plus 2 nights accommodation at the Kananaskis Inn during the event.
- 3 - \$500 - Includes level 2 sponsorship, plus corporate name on parafanalia bag item (ie tool roll included in Brit Fest '97 package).

10. Club License Plate - The executive suggested ordering club license plates for the front of vehicles. Matter left open for further discussion.

11. Brian Fidler is looking for pictures of members cars for the 1998 calendar. In particular, Brian would like pictures of MGAs and T. Please submit by January.

HELP

This was an 'm reprint' can help To: S Fr

Club meetings are held on the second Tuesday of every month around 7:30 p.m. at the Stanley Park club House, 416 Park Ave. SW. All correspondence can be sent to Scarborough P.O. Box 82074 Car Club of Calgary.

Articles, sale items or events you wish to have in the *Crown Wheel & Opinion*, call Rose Whittle at 287-2160. To find the club house: Travel North or South on Elbow Drive. Turn East at the intersection at Lansdowne Avenue then veer off to the left at Park Avenue S.W. and drive to the end.

All parts, services and advice provided is presented in good faith. No liability will be assumed by the MG Car club of Calgary. Membership address lists are kept strictly confidential. Opinions expressed are not necessarily those of the editor, nor of the MG Car Club of Calgary.

I am looking for information on rebuilding a 1976 MG Midget. I purchased the car last year at an auction. I immediately fell in love with it. With lots of TLC, I thought we were gradually getting all the bugs ironed out. Unfortunately on my way home one day, the bottom end went on the car. I am going to have the engine professionally rebuilt as my husbands mechanic friend (who just happened to work on British cars for a living several year with all the myself aren't too familiar with all the particulars. I have to locate a new or good used manifold for my treasure as the old one is shot and unrepairable. Someone already tried welding it and was unsuccessful. I could go on and about the things I want to accomplish and I am sure you have heard before. Really, I would like connections with others to get technical information, please as get information would be great to have these little Please F

they could contact me at the number below: Ian James (306) 693-4287 If you would like my address, once again, see Rose.

Member Comments: On this page, you can share your thoughts, ideas, and experiences with other members. Please use the form below to submit your comments. Thank you!

# Blast from the past!!

## NEWS LETTER CROWN WHEEL & OPINION

Vol. 6 No. 1 JANUARY 1998

MG CAR CLUB OF CALGARY

### Club Executive

President Mike Jones 254-1475

Vice President Bob McKenzie 248-9199

Secretary/Publishing Editor Rose Whittle 287-2160

Treasurer Ralph Bell 296-2650

Events Co-ordinators Mike Lewis 238-4293 Todd Arthurs 282-5406

Newsletter Reporter "Vintage" Steve 284-3252

### FAREWELL & GOOD LUCK

After several years of membership and attending lots of events, Jackie Smylie is leaving Calgary to start a new chapter of her life in Phoenix, Arizona. Jackie's been an enthusiastic member since she joined our ranks several years ago, coming to almost every event we participated in, and helping us all out by taking over for me as Secretary when I needed a break in 1995/96.

We all want to wish Jackie all the best in Phoenix and hope she comes back to visit us occasionally. Maybe a club run to Phoenix can be arranged? Take care, Jackie, and keep in touch to let us know how you're doing and if you've found a club there that you can join. We'll all miss you. Good luck !!

We had little, if any snow, which meant we could drive our cars right up until the end of 1997. Hopefully, by March or April we'll be able to bring them out again, to get them ready for our first tire kick in May.

### DECEMBER MEETING MINUTES

1. Club Insurance - The club has purchased club insurance from Baker Insurance, which covers us for all our events. Anyone wishing further details, please see Mike Jones.
2. Club Charter - The executive continues working on preparing a club charter and registering the club as a non-profit organization.
3. Helping Those Less Fortunate - The club voted to donate \$100 to the Interfaith Food Bank and \$100 to the Salvation Army. There will be a "tip" jar at the bar at all future meetings with proceeds donated to the Interfaith Food Bank.
4. Earn Club Credit - All members are eligible for a \$10 credit towards next years membership fees for each new member they sign up, to a total of \$20. Brian Fidler will be designing a new club card that members will be able to hand out to interested people of January Pub Night.
5. Up-coming events - Stay tuned for details the club Web Page. The executive suggested a web page would help us reach a larger number of MG owners and could be used for further registration. Matter left open for further discussion.
6. Club Web Page - The executive suggested a web page would help us reach a larger number of MG owners and could be used for further discussion.
7. Sir Brian - Welding the official Starting Handle, club president Mike Jones officially knighted Brian Fidler. Brians' knighthood

### CLUB DUES

Once again, it's time to pay up. Dues are due for 1998. Up until the end of March, I'll be accepting your money or cheque for \$35.00. If you can't make it to the meetings you can always mail your cheque, make payable to the MG Car Club of Calgary to: The MG Car Club of Calgary, Scarborough P.O. Box 82074, Calgary, AB T3C 3W5

### WINTER WONDERLAND

For anyone who owns an MG or any other type of sports car, this winter had been a real joy! Not only have we had relatively warm temperatures, but up until New Years Day,