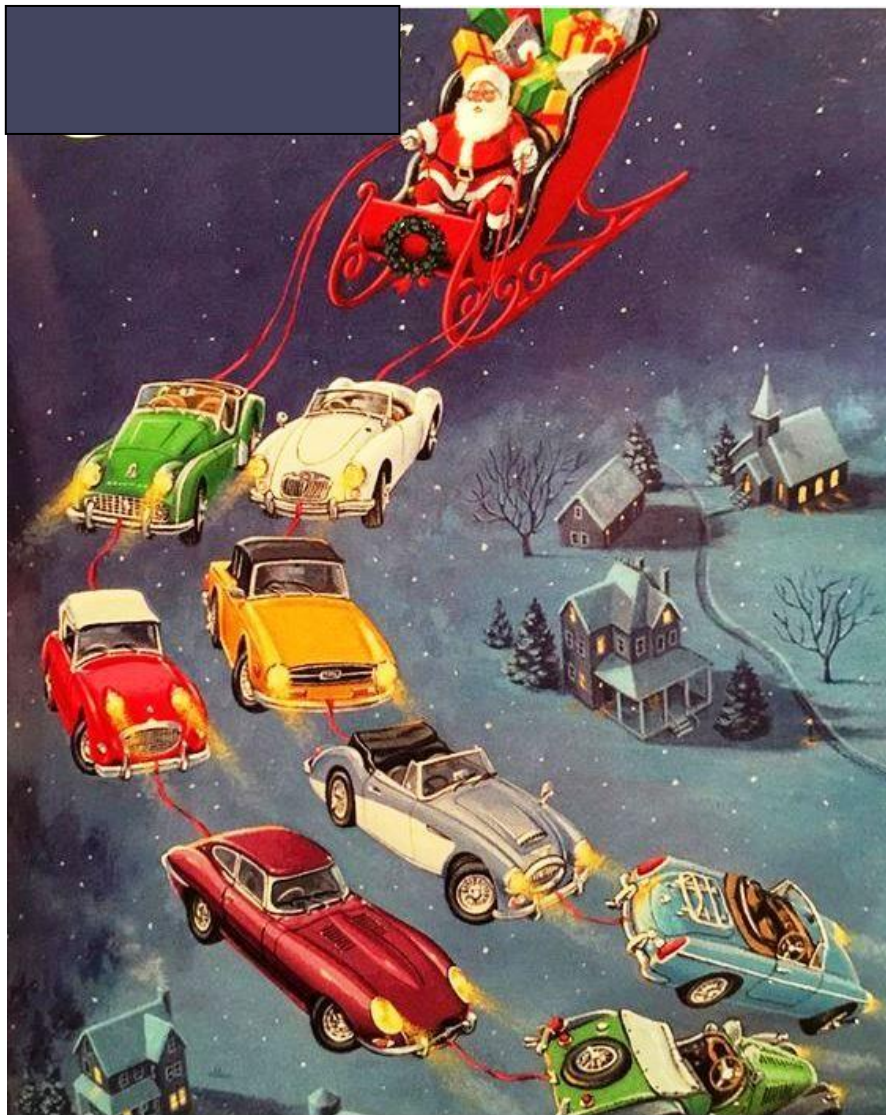




Crown Wheel and Opinion

The Quarterly Newsletter of the Calgary MG Car Club
Volume 1 – Number 4 - December 2021

Seasons Greetings



Highlights: The Christmas Issue!

**2021 Driving Season –
Recap and Awards**

**Meet your Executive – So
You Want to Be a Secretary**

**David Werrett – A Long
History with MG**

**MG 2022 – the Event, the
Tour and What Else You
Can Do**

**The Year End Banquet and
some Awards**

**In Memoriam – We Say
Farewell to Rose and
George**





Crown Wheel and Opinion - volume 1, number 4

Editor's Letter – December 2021

– Dean Harrison

What a Year It Has Been!

Given COVID-19 and all the conflicting restrictions and shut-downs for 2021, I don't think anyone would have blamed the Calgary MG Car Club had it just folded its tent so to speak and hidden away for a year.. Our executive definitely had other ideas. Hey, not only did we sell the tent, we proceeded to enjoy one of our best driving years ever!

While we couldn't hold our usual BritsBest feature event this year, our intrepid leaders stepped up and put together some really cool options for getting out on the road and doing what LBCs are supposed to do – **DRIVE!** Since LBCs provide immediate and effective social distancing, going for drives worked to bring people together on the road.

John, Dick, Charles and others put together, I think, a record number of events for one year, certainly for a COVID year. They included Tech Sessions, Senior's Lodge Visits, Impromptu Drives, Intra-Club Drives, two (count them!) two Multi-day Tour of Alberta Events, a Highway Clean-up and even a Year-end Banquet. There was no excuse for leaving an LBC abandoned in the garage this past year! See later in the issue, 2021 A Year In Pictures and the Awards Banquet.

It is time to celebrate! Say a huge **THANK-YOU** to our executive and get ready for an even better 2022.

Elsewhere in this issue, David Werrett shares some of his MG history with us. Talk about connections, David's first contact with CMGCC was Morris Calvert with whom I had a special bond. Morris was owner number 3 of the MGC Trish and I enjoy events in. I am owner number 6. We also said a farewell to two of our members these past months – Rose Bryant and George Raham are sorely missed by us all.

I hope you have enjoyed The Crown Wheel and Opinion this year. It's been a blast putting it together. I have a few more new ideas for next year - so stay tuned for Volume 2 Number 1 - coming in March. As always, I'm looking for new material stories, history and yes, opinions!



Trish and I want to wish everyone in the Club Merry Christmas and Happy New Year! We are so looking forward to seeing you all in 2022!

Till next time - *Safety Fast* – Dean

Crown Wheel and Opinion

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

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 responsibility of the editor and cannot generally be blamed on the club executive or any club policies. Advertising is being considered for 2022 – let me know if you think it’s a good idea.

Questions, comments and even rebuttals are welcome. They can be sent to:

Newsletter@calgarymgcarclub.org

Who knows, the editor may even publish them!

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Newsletter Quiz number 5:



Anyone know the year(s) and model number of this MG?

This one is extremely rare – there were only 5 built!

Submit your answer to Newsletter@calgarymgclub.org

(Andy Hardy doesn't get to enter this quiz – he suggested this particular car!)

Answer to Newsletter Quiz number 4:

MG EX179

Closest initial answer to this quiz was EX 135 – close but no cigar!

David corrected his response before I read his first reply.

On the Cover this Issue:

Merry Christmas to All and May All Your MG Wishes Come True!

Presidential Ponderings –



"As we approach the holidays, looking back over the past year we didn't do too bad as a club considering the pandemic situation that continues to affect us all. Our regular club meetings became more virtual, but this was more than made up for by some fantastic drives and several tech sessions. We capped off the year with a remarkably successful combined Christmas and Awards banquet at the Danish Club, which felt more like old times to the 28 members and spouses who attended. Despite the restrictions (or maybe because of them) our membership continued to grow! At the AGM, most of the executive decided to stand again and were re-elected, the exception being Trish who decided that she would let someone else have a turn at secretary after 2 years of sterling service. Nobody has yet filled this role, so I would encourage all members to consider volunteering for

this especially important position.

I'm personally looking forward to 2022 as hopefully things continue to open up and the social side of the club gets back to normal. More great drives are planned, including the eastern and western legs of Tour of Alberta, and for the really adventurous a trip to NAMBGR 2022 in Peterborough.

Merry Christmas and a Happy New Year to you and yours!"

John Towler,
Calgary, AB

So, Santa gets to deliver in a TD!? Hope it hangs together with that driving style!



Club News

Membership

This year the club has welcomed some 15 new members. Our current membership stands at 64 – including: 60 regular members, 3 life members and 1 honorary member. Not bad at all for a COVID year!

Personalities

Meet David Werrett – Club Member with a Long History with MG – Both Driving the Cars and Working for the Company



1925 Bullnose Morris

Living on a farm there were lots of opportunities to learn to drive. In 1945 we had German prisoners of war that came to the farm everyday to work. It was one of those chaps that taught me to drive the Ferguson tractor. After that it was more tractors and Dad's cars, a Morris 10, Austin A40, Ford Consul and a Humber Hawk.

When I was about 13 years old, I went on holiday to stay with a family friend near Stratford upon Avon. With my interest in cars, he arranged a visit to the Triumph factory and further cemented my interest in cars. A few

years later, as an apprentice at Shell Refining I was fortunate to go on a tour of the Rolls Royce/Bentley plant in Crewe.

My first car was a 1925 Bullnose Morris. A chap who lived nearby told me about the car and that it was in a barn 2 or 3 miles away. Many cars were taken off the road in 1939 mainly due to petrol rationing and they were put into storage and often forgotten about. In the case of the



Sharon Werrett with a Bullnose Morris on a museum tour

Bullnose, it was not stored with any particular care as we had to shoo the hens off it and clear the hay. Being towed home, I put it into gear to see if it would turn over and, amazingly it started to cough and sputter and eventually started to run though rather erratically. Not having much money, I could not afford to do much to it, but I did have fun with it before selling to a local bus operator who intended restoring it.

Next was a 1956 Ford Fairlane, I think, that I bought for £15, about \$60.00. There was a US base nearby so there were a number of US vehicles around, I assume the one that I found in a scrapyard belonged to a chap that had been moved back to the US and just sold his car to the scrapyard merchant. It never ran very well even with the help of the local garage we could never figure out the firing order. If we only had had Google to do a search! After that jaunt I went for something that I could understand, a 1936 Morris 8. A basic car that got me around.

My first close encounter with an MG was one that belonged to a chap I met at Tech College. He had a TA; it may have been a TB but in those days, we were not too concerned, and decades later Ian (my friend) and I have discussions about which it was.



MG TA – not the one in the story though

We think it was most likely a TA as in the four months of TB production only 379 cars were made. The chap my friend bought it from was a Major in the Army and he took it to Gibraltar when he was posted there at the beginning of the war, so it was in quite good condition when my friend bought it.

The Abingdon factory was cleared of all car components and was turned over to munitions work as soon as was humanly possible. Very soon, aircraft pressed components, machine guns, overhauled tanks and army trucks were seen to be leaving through the factory gates instead of SAs, VAs, WAs, TAs and TBs. In 1941, Cecil

Kimber secured a contract to make part of the Albemarle bomber aircraft, but this unfortunately was done without the prior knowledge and consent of the Nuffield board, which sadly resulted in the dismissal of Kimber.

Tragically, Kimber was killed in a freak railway crash at Kings Cross station in February 1945 and without doubt MGs would not have enjoyed the respect and good reputation that the cars still enjoy to this day, without his enthusiasm and guidance.

In the summer of 1958 Ian and I decided it would be fun to go to Brussels to see EXPO 1958 so one Friday after work we set off, top down, for London. Arriving at Marble Arch about midnight the night life was quite an experience for two young chaps from the country. We continued on to Dover where we left the car as we couldn't afford to take it to Belgium, so we had to travel by train. Coming back, we set off to spend the remainder of our holidays in Devon which didn't end too well as the half shaft broke the day before we were to go home so we had to take the train along with the bits of half shaft. My friend got it welded together and went back to retrieve it the next weekend.

About that, we got a "family" Morris Minor 1000 (948cc) which I could pretty much use when and how I

wanted. As part of my apprenticeship at Shell, I spent some time at the Thornton Research centre, and I well remember the MGA Twin Cam engine on the test bed that seemed to be continually holing the pistons. I wanted to modify the family Morris Minor by adding twin SU's. While working in the Research Centre, I was able to use their equipment at lunch time to make the intake manifolds for the Morris Minor. I did some rallying and a few trials with the car and even garnered some trophies.



My TA owning friend by then had graduated to a Riley 1.5 and I did quite a few Saturday night (8 hour) rallies and we garnered a few awards. He continued to rally after I came to Canada and subsequently did the London to Mexico World Cup Rally in 1970 in a Ford Cortina.

When I arrived in Canada in 1963 with my 5 years at Shell immigration officials directed me to Hamilton where I got a job at Stelco which served as interim job until I saw a job advertised in the newspaper as Sales representative in Ontario with BMC. I managed to persuade the Irish General

Manager that I was his man though I often wondered if I was the only applicant!

After 6 months training, I was sent to Winnipeg in late March 1964. In Toronto spring was arriving but when I arrived in Winnipeg it was still winter and a few days later I learnt what a Prairie blizzard was like. I was given an Austin A60 and travelled from Thunder Bay to Swift Current and up to Flin Flon visiting dealers and setting up new dealers. In 1965, I was instructed to drive to Lethbridge for a dealer opening where I was fortunate to meet the late Morris Calvert. (There are more than a few Morris Calvert stories in CMGCC! – Ed.) Little was I to know our paths would cross again many years later.

In 1966 I was transferred to Halifax and spent 4 years before moving back to Winnipeg as the Manager. The intervening years had seen the transformation from BMC to British Motor Holdings with the addition of Jaguar and then, before the signs had hardly changed, BMH was merged with Leyland to form British Leyland. When I started, we were selling Austin, Austin-Healey, Morris, MG, Riley, and Wolseley. Five years later it was Austin, MG, Triumph, Rover, Land-Rover and Jaguar.

Outside of my usual work at BLM, I had two particularly memorable events. The first was in 1968 when the Shell 4000 Rally took place. The rally that year started in Calgary June 1 and finished in Halifax June 7. BLM had two entries, Paddy Hopkirk in a Mini Cooper 1275, and Tony Fall in an Austin 1800. I was part of the BLM contingent that went to Saint John to meet the rally contingent and specifically Paddy Hopkirk and Tony Fall. Unfortunately, Paddy Hopkirk had suffered some overheating problems, so the support crew added an extra radiator which resulted in disqualification and did not make it past Saint John. The car, GRX5, had quite a rally history in the hands of Paddy Hopkirk and a number of well-known rally drivers in rallies such as the Monte Carlo and Circuit of Ireland. I read that Bonhams Auction sold it at Goodwood in 2007 for £84,000.00.

Tony Fall in the Austin 1800 was more successful and made it to Halifax where I met him and subsequently drove the car to the docks for shipping back to the UK. When looking at the car I noticed the front doors were slightly overlapping the centre pillar and Tony explained that during the Camp Gagetown (military camp near Fredericton) closed section they had become airborne and came down to earth at the bottom of a dip with such force that the car “folded” slightly in the middle! Tony was quite a character.



The BMC entries for the Shell 4000 in 1968 – on the left is the Paddy Hopkirk Mini at the start in Calgary – on the right is the Tony Fall 1800 ‘Land Crab’ after a bit of a rollover. (It finished in 10th place) By the way – Hopkirk used handbrake turns at the controls so his navigator didn’t have far to reach the Longines time clocks.

See David’s comments about the car in Halifax.....there was a penalty for body damage, so it looked much different by the finish.

The other event that stands out in my memory was a BLM Factory tour to Britain in 1970 with a number of dealers from across Canada. In addition to a visit to Abingdon we also went to Jaguar in Browns Lane and Land-Rover in Solihull where the Range Rover was just starting production. One evening at a dinner we were joined by some Jaguar luminaries including Lofty England and Walter Hassan. Lofty England began his career at Daimler and then worked for some racing teams pre-war. After the war he joined Jaguar and was in charge of Jaguar racing in the early 50's when they won at Le Mans. With Lofty at that time was Walter Hassan and when Lofty became the managing director in the late 60's he asked his friend Walter to develop the Jaguar V12 engine. It was a most interesting evening listening to the two talking about their experiences at Jaguar.

I left BLM in 1971 to travel around the world but my MG connections continued. Hitch hiking in Australia I was picked up by a chap in an MGB, so getting loaded up with my large backpack was a bit of a challenge.

Returning to Canada I collected my Land-Rover that I had left with a friend in Winnipeg and drove to Calgary where I had decided I wanted to live. The only person I knew in Calgary was Don Cooke (Cooke Motors) and he gave me a job and an MGA to drive.

Leaving Cooke Motors, I sold Caterpillar equipment for some years. I returned to the automobile arena

for a while working for Phil at Camparts in the 1980's. My next connection with MG's was meeting Mike Coe at a party at my neighbour's house. Our conversation led to him inviting me to a meeting of the Calgary MG Car Club and a subsequent reuniting with Morris Calvert. So, it was a very fortuitous meeting with Mike, one that has resulted in enjoyable friendships and interesting conversations for both Sharon and I with members of the Calgary MG Car Club.

The Shell 4000 – a bit more History

For those interested this is a Chrysler produced video of the Shell 4000 -
<https://www.youtube.com/watch?v=4-ughn8awm0>

There is also a copy of the route book on Flickr -
<https://www.flickr.com/photos/rwgraves/albums/72157675648600776/>

This is what Rallying Sometimes looked like back in the 60s and 70s. I don't think our current tour organizers would get much thanks for these today!



Back in 1968 Rallies were definitely a different challenge than we see today. Imagine trying to maintain a 50 MPH average speed on these roads!?

Just in case you thought that the last road was no bother – the target time was still based on a 50 MPH average speed. Even in this...



Retraction/Apology



In the last issue I printed the MG Story of Duncan MacFarlane. Unfortunately, I misspelled his surname as McFarlane. I do not wish to cast any (Irish) aspersions on a proud Scottish name. Or, for that matter, transgress any clan with a motto such as that of the MacFarlane's. The clan hails from the Arrochar on the Western shore of Loch Lomond near the tip of Loch Long in the Scottish Highlands northwest of Glasgow.

According to the sources I have referenced, though, Mc is merely an abbreviation of the Mac form. Just sayin.' (Ed.)

AGM – Annual General Meeting

November 9th, we held our Annual General Meeting to recap the year and elect the new executive to carry CMGCC forward into the future. The big thank you to our executive this year was re-electing all of them to another term for 2022. One exception was the position of Secretary. Trish Harrison is stepping away after the AGM. (We are not going anywhere – Trish will be continuing to help me with the newsletter into 2022.)

The 2022 executive is:

President:	John Towler
Vice President:	Dick Averbs
Treasurer :	Henri Lefebvre
Secretary :	To Be Determined
Membership Chairman:	Andy Hardie
Events Co-ordinator:	Charles Champagne
Regalia Chairman:	Duncan MacFarlane
Web Site Co-ordinator:	David Morris
BritsBest Chairman:	Terrence Walters
Crown Wheel & Opinion Editor:	Dean Harrison

This is the crew that will undertake these major events:

- BritsBest or BritsBest Lite
- Tour of Alberta – parts 3 and 4
- A tour to MG 2022 in Peterborough
- Planning for MG 2023 in July (the replacement for MG 2020 that didn't happen in Calgary)

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

So, You Want to be a Secretary!

CMGCC is in dire need of someone to step forward and take on the role of Secretary for 2022. The role involves the following duties (taken directly from the CMGCC By-laws)

The Secretary shall attend all meetings of the Club and the Executive Committee and prepare and keep accurate minutes of any such meetings.

In the event of the absence of the Secretary, the chairperson of the meeting shall appoint another member in good standing to discharge the duties of the Secretary for that meeting.

Under the direction of the President, the Secretary shall have charge of all correspondence of the Club.

The Secretary is responsible to provide notice of all meetings as required by these By-Laws.

The Secretary shall prepare and submit any and all reports to any government or legislative body to which the Club may be legally required to report.

John has said the job also involves keeping him organized through the year – so there are some unwritten duties included in the position. He has assured me though that these should be minimal.

Events:

Awards Banquet and Christmas Party

The evening of December 2 saw many CMGCC members both new and old gather at the Danish Canadian Club for our annual Awards Banquet and Year end party. I don't know how many times I heard people exclaim how good it was to see each other in person for a



change.

Conversation covered the events of the past year, who is doing what to which car over the winter and all kinds of plans for next year. Trips for next year include: the Run to Peterborough for MG 2022, a

possible run to Vancouver Island, two more Tour of Alberta Events and whatever else our members can come up with!

The formal part of the evening saw our President John Towler announce the awards for last year. Despite COVID we had an incredibly active year. In fact, John had to add a new mileage category as we had several members travelling in excess of 2,500 **miles** during the 2021 Driving Season! With a few exceptions most people were in attendance to receive their awards for those that missed – it was a great opportunity to socialize and ‘Bench Race’ the past year.

The 2021 CMGCC Awards included:



President's Award – Trish Harrison

For keeping the administrative side of the club on track and keeping John and the rest of the executive organized through the year.

Hard Luck Award – Azim Bhatia

Azim has two chances to win this award an MG RV8 with an electrical issue and a 73 MGB with brake problems.

Oh well, it gives him a chance to drive the Mercedes every once in a while!



Todd Arthur Memorial Award – Charles and Sharon Champagne

See next year plans – Charles and Sharon are hiding on a beach somewhere in Florida!

Mileage Awards

Most Miles: Trevor Beatson 3,460 miles

(I think he may still be out racking up more miles)

Least Miles: Terrence Walters 1,204 miles

(Maybe next year he can add up miles from his “A” and “B” cars)

Pictures next issue!

Honest!



Driving Challenge Award: Dean Harrison

Boy – did you make me drive a lot further this year to get the award! Looking forward to seeing people getting out more next year!

2021 Mileage Awards – those that did spend time in their LBCs this year

Trevor Beatson	3460.0
John Towler	2920.0
Dean Harrison	2804.0
Charles Champagne	2693.8
Derek Kenward	2554.0
Duncan MacFarlane	2482.0
Azim Bhatia	2388.1
Jim Herbert	2161.0
Andy Hardie	1897.0
Cam Lambert	1841.0
Davis Masri	1705.0
Andrew Kinsey	1321.3
Terrence Walters	1204.0

We definitely need more members out driving in their LBCs – covering more distance, recording the mileage, taking pictures and submitting them to the Challenge next year!



2021 – A Year in Pictures:

For those of you who didn't make it to the events this year – you did miss quite a bit of fun!!



Car Shows, food, fun and a few bugs here and there.



There will be even more fun to be had by everyone!!!

Next Year Plans:

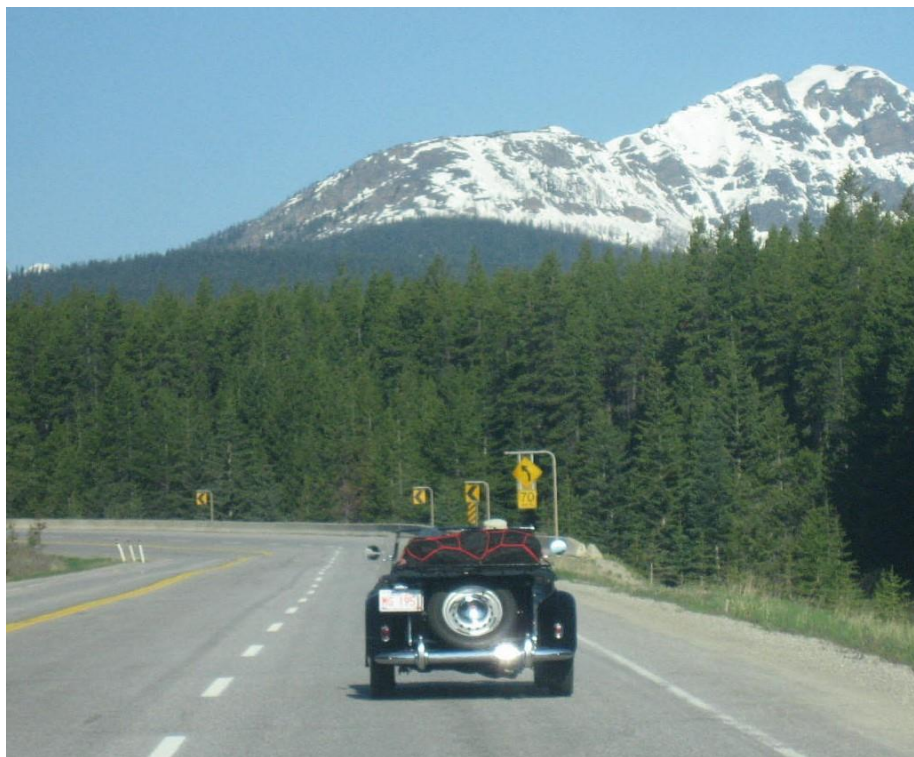
Our Events Chairman is currently warming his bod in the Florida sunshine these days but he assures us he is working on both new ideas and our traditional events for next year.

Who knows what we can get up to next year? We can hope to be free of COVID and all its variants and can maybe gather a little more easily than last year.

We have started back to in person club meetings, and we can add social time and real programming to those for 2022. Using our garages, we can potentially hold some winter tech sessions now that the LBCs are safely tucked away for the winter. I don't know about you, but the winter projects have started in my space.



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



The big event for all of us this coming year is MG 2022 and the tour to get to Peterborough:



Photo Courtesy: Parks Canada



CAR SHOW
TECH SESSIONS
FUNKHANA
VALVE COVER RACING
MODEL COMPETITION
PHOTO CONTEST

LIFT LOCK TOURS
LOCAL RALLY
SELF-DIRECTED DRIVES
PARKING LOT PARTY
SPECIAL GUEST SPEAKER

MG 2022
THE NEXT GENERATION
WWW.MG2022.ORG

During the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

JUNE 19 - 23, 2022



North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

Come to Peterborough and help promote MG2023 – in Calgary

And if you are driving down – you may want to consider coming early – there is a great chance to watch some serious MG competition.....



The poster features a large MG logo in the top left corner. The text "AGAINST THE WORLD" is prominently displayed in a large, bold, sans-serif font. Below this, a red MG sports car is shown in the foreground, with other vintage race cars visible in the background. A circular logo on the right side of the poster reads "VARAC VINTAGE GRAND PRIX 2022" and includes a checkered flag and the VARAC logo. The dates "JUNE 16-19, 2022" are printed in a large, bold font. Below the dates, the text "42ND VARAC VINTAGE GRAND PRIX" is written in a large, bold, sans-serif font. Further down, the text "Watch the '2022 Vintage Grand Prix' tab at VARAC.ca for details and updates" is displayed. Below this, the race groups are listed: "RACE GROUPS FOR: VINTAGE - PRE 1962 • HISTORIC - PRE 1973 • CLASSIC - PRE 1999 • FORMULA CLASSIC - HISTORIC SINGLE SEAT RACE CARS •". At the bottom, there are logos for VARAC, TRACK, CANADIAN TIRE, and the Canadian Tire Motorsport Park logo. A banner at the very bottom states: "\$100 discount if registered by December 31. Watch for details!"

MG AGAINST THE WORLD

2022

JUNE 16-19, 2022

42ND VARAC VINTAGE GRAND PRIX

Watch the '2022 Vintage Grand Prix' tab at
VARAC.ca for details and updates

RACE GROUPS FOR: VINTAGE - PRE 1962 • HISTORIC - PRE 1973 •
• CLASSIC - PRE 1999 • FORMULA CLASSIC - HISTORIC SINGLE SEAT RACE CARS •

VARAC **TRACK** **CANADIAN TIRE** **CANADIAN TIRE MOTORSPORT PARK**

\$100 discount if registered by December 31. Watch for details!

Mosport (Canadian Tire Raceway) is only a half hour from Peterborough!

Passages

During the last several months we had to say good-bye to two staunch and active members of CMGCC. In 2020 we lost Rose Bryant and most recently George Raham. For this tribute, I have paraphrased from the text Davis' Eulogy of Rose and George's Obituary. My thanks to Davis for the pictures of Rose with 'Sting' and to Dominic Crawley for arranging with Marion for the pictures of George.

Our thoughts go out to their families and loved ones – we are so sorry to lose them, but they will always be a part of us and the MG Club they both loved.

Rose Bryant: June 14, 1962 - February 16, 2020

"Someone once wrote that the best part of life's journey is who you get to share it with. Well, I was one of the fortunate ones to be able to share it with Rose." – Davis Masri



Rose with "Sting" – Kananaskis 1994

Here is some of Rose's story and what she meant to CMGCC as told by Davis at her celebration of life.

Davis met Rose one warm winter day in late December of 1997, while he was working at National Music. Her father Peter had asked him to hold a couple of clarinet CDs for him, and he would send down his daughter to pick them up. Well, sure enough, she came bouncing into the store shortly after, where we struck up a conversation that led to her mentioning that she owned a little yellow MG sports car. I happened

to mention that one of my brothers had also owned an MG and that it would be fun if she would give me a ride in her car one day. Long story short, we got together soon after, and she did indeed give me a thrilling ride in her little car, on an unusually warm New Year's Eve Day.

Rose was born in Edmonton to mother Joan and dad Peter, a clarinettist with the military Bands from the Edmonton Base. Her middle names were Marion Joan, but she was also called Rosie, Cherry, or Mrs. Potato-Head (Due to her having all sorts of spare bits). My nickname for her was Tigger because she was so energetic and bouncy.

Growing up, Rose was involved in Brownies and Girl Guides, and participated in ballet and modern dance. At Western Canada High School, she played clarinet in the band, sang in the choir and also sang with the Madrigal Singers. She also spent a short time in the Calgary Stampede Showband.

Her interest in cars started in the early 1980's, with her involvement in car rallying. At the same time, she met her ex-husband, Martin. Rose and Martin were married in 1985 and spent many years together travelling and supporting the Calgary MG Car Club. Rose was both Newsletter Editor and secretary.

In 1991, Rose's 1972 MG Midget was purchased and subsequently restored to its present form after a run-in with a particularly large raccoon on a trip to the States. By the way, it appears the raccoon didn't make it!

After Rose and Davis met in 1997, she began to involve him in sports car activities, such as car club meetings, events, many car shows, and tours which they thoroughly enjoyed in her beloved 1972 Midget, "Sting". She had other interests as well. She loved to embroider and use her knitting machine to create lots of lovely MG scarves. She was able to join the Calgary Concert Band (now the Calgary Wind Symphony) as a bass clarinetist. This resulted in a few European tours. She also performed with the Rocky Mountain Concert Band.

In her younger years Rose loved to ski, so when the Resorts of the Canadian Rockies offered her a position, she jumped at it. This meant she was involved with the many ski and golf resorts run by RCR. And as a side benefit to the MG Club, she organized all the Fernie FunFest events the club was able to hold over the past several years as well as a Golden Getaway in 2013.

Rose was a lovely, friendly, thoughtful, and generous person who did not allow her chronic condition to define her. The club will forever miss her

enthusiasm and love of life

which never dimmed – even with the challenges she faced. We all miss you.



Road Trip in the Midget 1991

George Raham: Apr 26, 1931 – Oct 24, 2021

George Raham had three life-long loves in his life, the first being his 1951 MG sports car that he bought in 1951, and the second his wife of 66 years, Marian. After having known each other when attending the same Toronto public and high schools, they met again in their early twenties, and lo and behold, Marian also owned an MG! Obviously, fate had decreed that they should marry, and on July 1st, 1955, they

became husband and wife. His third great love was skiing. He started when only 5 years old and was still skiing when he was 89 years old.

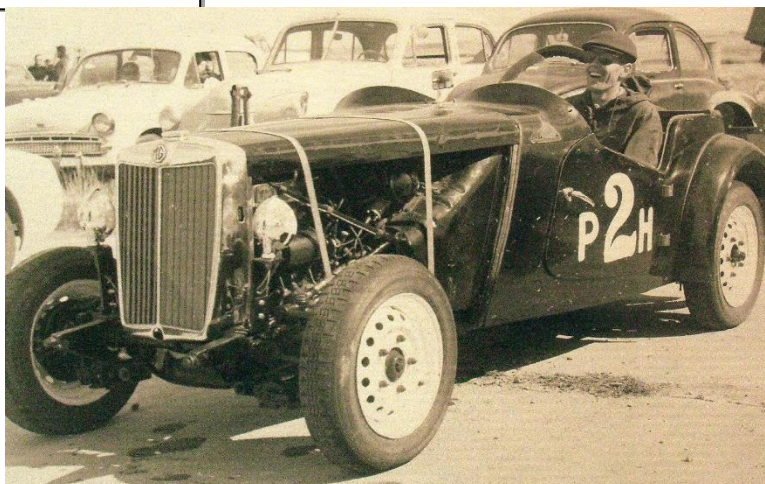


George on a victory lap in his MG - 1961

Their first son Douglas George was quickly introduced to the MG (with it's top up), as he left the hospital in it when only six days old. He was carefully wrapped in a blanket, then placed on a padded surface in a cardboard box, which was then wedged into a small space behind the driver's seat. In three years, Doug was joined by his brother David James and the family size then needed a larger car, so bought a Volkswagen Beetle. George was quite active in the sports car scene in Toronto. Using both cars, he won a large number of

sports car event trophies, including racing, rallying, hill climbing, skill testing and others.

In 1960, his company moved George and family to Calgary, Alberta where he took over their office there. After a year, spending most weekend time in the mountains, skiing in the winter and hiking in the summer, returning to Toronto was out of the question as Calgary was the place that they decided to call home.



With their love of the mountains, they spent most weekends in Harvie Heights, holidaying around the world and even visiting Mt Everest. Always looking for another adventure, they embarked on a six-week European trip with no advance bookings. Fortunately, they only had to spend one night in their car, on the shores of the Mediterranean Sea no less.



Convention

Doing most of the work themselves, they turned the cabin into a retirement home. In 1991 they sold the business and moved to Harvie Heights. George spent most winter days on the ski hills and summers driving the MG.

Always active in the MG Car Club, we all know the story of George's MG TD and its unfortunate disagreement with a large pick-up truck on the way home from a Canmore Car Show. The car is being restored by George's son, Douglas, and Dominic Crawley but George will miss the final product. The MG club will miss George and his enthusiasm for both MGs and life in general. He leaves a gap in all our hearts. We extend our sympathies to Marion and all George's family.

What to Look for in Upcoming Issues:

Coming Up:

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

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!

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

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

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



The Back Page:

Winter Driving – Enjoyable!? Maybe not so much, but under the right conditions
Definitely FUN!

