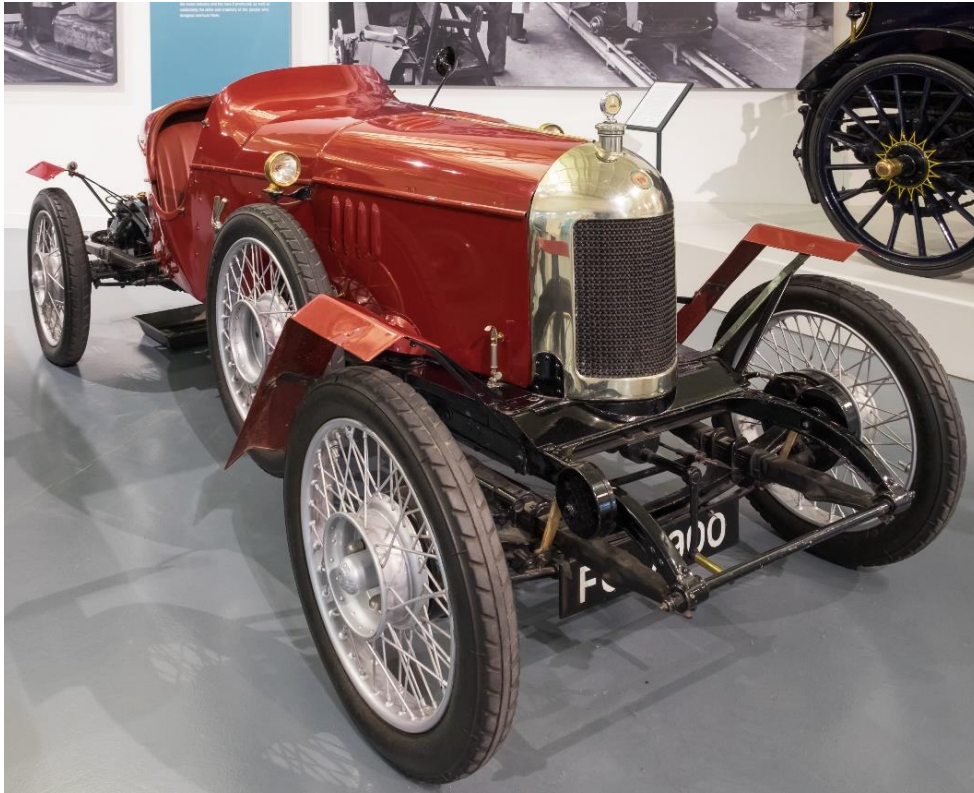




Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club
Volume 3 – Number 1 – February 2023



**Celebrating
the 100th
Anniversary
of the MG**

Not necessarily a 1923 MG but considered “Old Number One” – the prototype for MG, designed and built by Cecil Kimber.



February Issue Highlights:

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





Crown Wheel and Opinion - volume 3, number 1

Editors' Letter – February 2023

Estimating for MG Projects

My background and professional training focussed on project management for 35 plus years. I always said, I will create a new program or product or service, implement it on time and budget and turn it over to maintenance; but don't ever ask me to babysit it. This concept has served me well for delivering business processes, software, computer systems and even complete business functions or programs. However, looking after a classic automobile, particularly a British one is not a one-off project or even a program, it is never-ending.

Given that, you may see my problem. I like to finish things. If I can't see the end product, I am hard pressed to even get started on ongoing work. This brings me to the care of an LBC through the winter. The to-do list is longer than the project plan for MG2023, the excuse list for not starting on the work is longer still.

I need deadlines. Not arbitrary, manufactured ones that don't mean anything if by chance I don't quite meet them, but real deadlines with real consequences for missing them. My solution, registration for the ABFM in Vancouver, May 20, 2023! There is now a hard date that the C, languishing on axle stands, downstairs in the parkade must be on the road and ready to drive to BC. As we speak, hotels, ferries and meet-ups with friends are being booked for the trip. If I am not ready by May 15.....well you know the rest! Needless to say, the other person on this editorial staff will be on my case big time. And justifiably so!

So, watch this space, I will let you know how it goes. The to-do list is now a series of projects, each with a deadline set by working backwards from May 15. Time allowed for each project is based on two factors:

1. The fact that I am not a professional mechanic therefore the shop estimate is multiplied by 2 and the unit increased by 1; and
2. Allowance is made for the following logic: "if I have this component apart to do X, I may as well do Y, while I am at it."

You see the logic here, a 1 day estimate with all factors considered becomes 2 weeks. A much more reasonable timeframe. It even allows for supply-chain issues to be dealt with and a little bit of bench racing time. I hope this helps you with your own estimates for MG work. Wish me luck, and hand me that ½ in drive socket beside you – I am officially busy until May!



You can see from the partially removed layer of dust how much work has been done on the car so far this winter!

Until next Issue

Dean and Trish Harrison

Crown Wheel and Opinion

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

CW & O is the ‘official’ publication of the Calgary MG Car Club. It is normally published four times per year although special issues will be produced when club activities warrant, or content is available. The material herein is the sole responsibility of the editors and cannot generally be blamed on the club executive or any club policies. Advertising is being considered for 2023 – let me know if you think it’s a good idea.

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

Newsletter@calgarymgcarclub.org

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

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On the Cover this Issue: The car most people consider to be the prototype for the first production MG. Known as ‘Old Number One.’

Presidential Ponderings –



The Road Ahead

After 2 tough years during Covid restrictions, we are ready to get back to normal!

Your new Executive and Committee members (with the help of previous members of the Executive) are planning on more activities and Tech sessions than in the previous 2 years.

We hope to begin Tech Sessions in Q1, with one per Quarter.

Suggestions for topics and questions are welcome and encouraged.

The driving season will begin as soon as possible but likely in May. Or after the last snowfall – whichever comes first. The Club hopes to have at least 2 drives per month (except in July) and I strongly urge you all to participate. It is a lot of fun! We have a number of “experienced” members who know the countryside very well and have led some spectacular drives. Most of the drives are at most from morning until mid-afternoon with a stop at a local watering hole (Water Valley, Bragg Creek...) for lunch. We are fortunate to live in such a spectacular part of the country. From the Prairies to the Foothills to the Rockies – it makes for great driving in our LBC’s. Several multi day drives are planned as well.

We also plan to have a “New Members Event” to invite all new members and partners to meet up with other Club members.

Of course, the BIG event will be NAMBGR MG 2023 held here in Calgary from July17 to July 20, 2023. Led by Andy Hardie and John Towler, this is an event you should not miss. Over 200 cars are expected to participate with a number of Tech Sessions, drives and events. Please check out our website (<http://calgarymgclub.org/main.html>) and register NOW.

Volunteers are always needed, and this is a chance to meet other owners of the MG marque from around North America.

You do not want to miss this.

I would also like to encourage you to attend our Monthly General Meeting, held on the second Tuesday of each month. It’s a chance to network with other members and see what the future holds for YOUR Club. Details are on our website.

Safety Fast, *Duncan*

Duncan MacFarlane
President
Calgary MGCC

Newsletter Quiz number 10



Does anyone know the Make of this car?

This particular car is part of the collection of 140+ automobiles owned by Alex Haugland. A private collection resident in Eugene OR. Alex does hope to open a museum one day which would be great – he does have some unique cars.

Here is the answer to the last quiz question.

Answer to Newsletter

Quiz number 9:



1951 Cadillac Allard Roadster

WE got submissions to the quiz this past issue. Congratulations to Andy Hardie for being the first one in the club to correctly identify the Allard. He even got the year!

Letters

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



Andrew Hardie

Thu, Dec 29, 2022, 8:38 PM

to me, Dean

Dean,

Further to the “quiz in CW& O, this Allard J2 is a very significant one that I captured at the 2019 ECCM at Stanley Park.

Tim Pollack and Sidney Allard drove it to third place at Le Mans in 1950.
Cadillac powered. 330 cu/in IIRC.

Do not recall who owns it currently.

Andy



Sharon and Charles Champagne <s.c.champagne@shaw.ca>

Fri, Dec 30, 2022, 8:46 AM

To: Editor, CW&O

Good morning,

Dean/ Trish again amazing work and such creativity. Andy thank you for sharing, places I will add to our list to visit.

Happy New Year everyone,
Sharon and Charles

Thanks for the support – we do try! - D&T

Club News

Membership

Membership dues are now due for 2023. A big change for the new year is a return to our regular dues level. Individual memberships are back to \$40.00 annually, reflecting a return to more activities and events in the upcoming year. We continue to add new members. New members from the second half of 2022 and the beginning of 2023 include:

July 25, 2022	Connor Tansey	Calgary	1977 Red Midget
July 27, 2022	Robert Murphy	Calgary	1977 Yellow MGB
October 13, 2022	Barry and Julie Walker	Raymond	1980 Mocha MGB
November 26, 2022	Liam and Mikaela Campbell	Calgary	1974 ½ Green MGB
December 16, 2022	Brent Clark and Anne Savannah	Calgary	1959 Glacier Blue MGA*
January 9, 2023	Richard and Brittany Ellenthorpe	Airdrie	1973 Green MGB
January 10, 2023	Rob and Rosie Jaycock	Millarville	1962 Red MGA*

*(currently undergoing restoration)

Hmmmm.....if we add Brent and Anne's MGA and Rob and Rosie's MGA to those of Steve Bryant and Terrence Walters, we have four MGAs under restoration in the club. We could run a pool on who will finish and have their A back on the road first. Hey Reg, do we have an appropriate prize somewhere in the Club Regalia inventory?

Also – I owe Connor and Robert an apology, somehow I missed picking up their new member information for half a year! Welcome to all our new members, we will see you on the road or at a meeting soon. Plans are underway for a new member event this spring so watch the calendar and the event email for notice of a New Member Welcome Gathering to meet everyone and share stories about your MGs.

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

Lifetime members:	2
New members:	6
Renewed for 2023:	32
Not yet renewed:	34

So, this is your February reminder – if you haven't renewed, it is time to. There is a fabulous year ahead for the club. It all starts with a crew heading off to Vancouver and the Island for an extended tour and to participate in the All-British Field Meet in VanDusen Gardens. Reg is lining up some new tours and drives plus more tech sessions and other events.

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

Reminder - MG 2023 is Less Than 6 Months Away!



The next meeting for the core team for MG2023 is in March. If you have ideas or suggestions for the team let anyone on the committee know – or volunteer to become a part of it. We will need help from everyone in the club before and at the event. Let us know where you can help.

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

More details to follow – big news in the next issue!

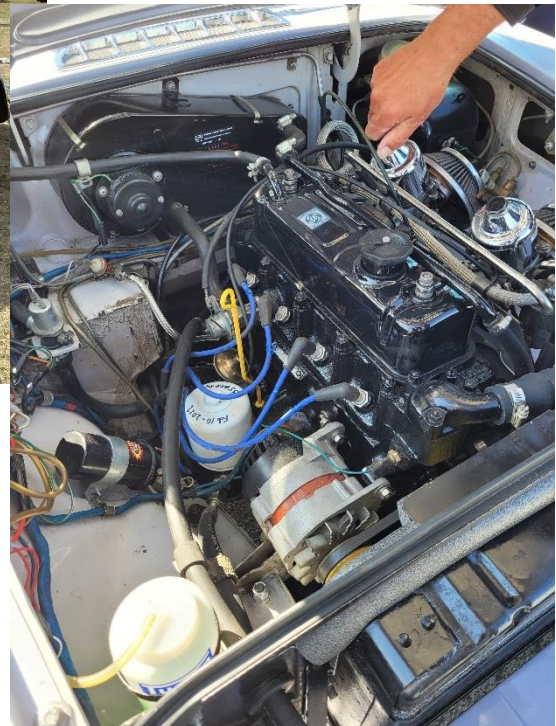
2022 CMGCC Driving Challenge

I would like to congratulate the winner of the 2022 Driving Challenge, Jim Herbert. Jim has been active in our club for several years and currently serves a much broader group of motorsport and collector car



enthusiasts as the President of SVAA, (the Specialty Vehicle Association of Alberta). You can meet Jim and his wife Linda at most club meetings and many of our events driving either his 51 MG TD

(shown above) or his 'daily driver' 74 MGB GT (right). We should all have a driver that clean!!



For 2023 the Challenge continues – read on!

MG Centennial Driving Challenge

The 2023 Driving Challenge has been issued – If you read the email and attachment you have seen the targets and the rules for 2023. This is a big year for CMGCC, therefore we have a big challenge, or at least one you can make as big as you want. Just get into your LBC, get on the road and drive.

My intention is to make it easy for you to get and stay involved in the challenge for the year. Hence more prizes, more targets and more of everything. Look for the spreadsheet (coming out soon) to help you track your progress, it will calculate your points earned from submitting pictures.

Remember there are 3 seasonal challenges: pre-driving season, Driving Season and post driving season, as well as the awards for everyone who meets the 100 point challenge for the MG Centennial Year.

Ideas – (pictures from past challenges)



The possibilities are endless – just drive and take more pictures!

Meet Your New Executive (or Executive in New Roles)

Duncan MacFarlane - President



I was born in Montreal and was educated at Loyola College where I graduated in 1974 with a BSc in Geology. Soccer was a big part of my life. Loyola was the first team from Quebec to win the CIAU National Championship in 1973 – it's first National title in any sport. I also played with the Quebec Selects all over North America, the Caribbean and Europe.

I had driven a friend's 1968 MGB GT in 1969 (onto a golf course, but that's another story...) and fell in love with MGs. While attending Loyola, I purchased my first MG – a 1966 MGB – the "Silver Bullet" – for \$250! The brakes were shot and when I took it to the MG dealer - Mid Town Motors in Montreal. I was told that the cost would be... \$250. So began my other education - the repair and maintenance of MG's.

I moved to Calgary in 1978 and began a 35-year career in the oil patch. But first things first: I had to leave the Silver Bullet in Montreal, so I bought a 1966 MGA – for \$2500. The MGA was also a "work in progress," but my years of working on the Silver Bullet had prepared me. I even drove the A to Vancouver with my girlfriend (now wife), despite having no power (18 wheelers were passing us uphill), a hard top (it was 35C in the Okanagan Valley) and no windshield wipers (it snowed at Rogers Pass on the way back).

Now, 3 engines later, after the replacement of innumerable new parts, it is my summer car. My neighbours know that it's Spring when they hear her start up...

I joined the Calgary MG Car Club in 2019 where I found a Club with a lot of fun and enthusiastic people. The drives have been an absolute blast and I've been able to see a lot of the local countryside in my 1961 MGA instead of an F 150! No comparison on a sunny, Alberta blue sky day...

If I had the cash (and could convince Catherine to park her car on the street), I'd get an Aston Martin DB 9.

John Towler - Vice President



Our Vice-President who also happens to be our Past President has been visiting with family in New Zealand. (left)

John describes his change from president to vice president as a demotion, but we know it is just a continuation of his commitment as service to the club. He will always be nearby and on the front line, supporting Duncan and Andy as we move through the events of 2023.

John has recently changed his LBC, having recently sold off his very well cared-for MGB and replaced it with an MGF. Look for his new ride at our events this year. (John, we need a picture of the new car – Ed.)

Reg Beckett – Events Coordinator



Editor's Note: this picture would qualify for the CMGCC Driving Challenge if it were taken in 2023!!

Hello all, my name is Reg Beckett, and I am the clubs brand spanking new Events Coordinator.

My MG experience started in 1976 with the purchase of a BRG 1969 MGB. It had wire wheels and black leather seats and a Stebro exhaust. I had the engine rebuilt and the clutch replaced almost immediately and eventually had it painted. I proudly drove this B year round for a few years. I had it stolen and destroyed on me when my son was 3 years old. When the insurance paid out we decided that replacing our two-seater sports car was not the thing to do for our growing family.

Jump ahead a few years, (cough cough) 40 years but who's counting, after selling our Pontiac G6 hardtop convertible, I was at a

loss for a vehicle to pamper and wrench on. My wife Jane came home from a garage sale tour and insisted I go look at the MGB she'd seen for sale at one. I went and looked. Wow what a sight. Painted almost international orange on the outside, it was lime green and rust under the bonnet and in the trunk. I asked how much, the answer was \$10,000 dollars.

I smiled and walked away. Jane convinced me to keep looking though and soon enough we found a purple B (my wife's favorite colour by the way) for sale up in Varsity.

The deal was made, and I parted with, please note, \$6000 dollars, a bargain compared to the B of many colors I first looked at. As an aside to this, I asked the seller why he was selling and he replied, "My wife hates it, will not ride in it and I just turned sixty and getting in and out isn't any fun either". Oh, I see, says I (the 63-year-old) as I wrote him the check.

So, with my initial investment of 6 grand, I found many more things that needed doing and I admit that I refuse to add up all my Moss Motors, Rimmer Brothers, machine shop, upholstery shop, etc. etc. etc. invoices.

Ignorance is bliss.

I got the B with 89,000 miles and it is now well over 100,000 miles and is a joy to drive.

Now to give you some insight as to who I am. I'm a newly retired plumber/gasfitter who started in the trade in 1977. I worked new construction to start, then started my own business in 1984 in small town Saskatchewan. We returned to Calgary in 1988 where I worked as a service technician and Service manager. In 2003 I went to jail for 20 years. Calm down already, I was a plumbing instructor at Bowden Institution for nearly 20 years when I retired from the federal Civil service.

I'm married to my high-school sweetheart Jane. We celebrated our 50th wedding anniversary last September. I have 2 grown children, my son Mack, who followed his father into the trade and is now a City of Calgary Plumbing and Gas Inspector and a daughter Candace who owns an online communications business. A grandson William and his sister Olivia are my hearts delight, God's reward for parenting teenagers.

As an added family bonus my son in law Dave is what every old car guy needs, a machinist. He has bailed his old father-in-law out many times with his skills and contacts.

I am an amateur mechanic, and I have done most of the ongoing work on my MGB from an engine rebuild to interior up grades. So far I haven't had the courage to tackle autobody work but who knows maybe one day.

I was introduced to the club 4 years ago just before Covid struck and I have made many new friends as a result. It is nice to share experiences and knowledge with like-minded people and I plan on being involved for years to come.

By the Way – Editor's Update here – Reg has also taken on the role of Regalia Coordinator. Some people are just bears for punishment around here. So, if you need anything, drop him a note through the events email.

Troy Parker – Secretary

I am currently waiting on a bio and a picture from Troy. It will get printed in the next issue. If I don't get one by publication deadline, I will get his mother, Linda to write it and provide some appropriate

pictures. 😊 I do know Troy is busy, when he is not looking after his dad, Gordon's '53 MG TD he is busy restoring his '74 MGB and unlike some of us he is not retired and still has to do a 'real' job..

Azim Bhatia – Membership Chairman



An almost continuous member of our executive, serving in just about every role available in the past, Azim is a champion for the club, its members, and its activities. Currently off in Africa with Helen, I think he may be scouting the territory for an entry in the East African Safari (Vintage Rally) or maybe just catching up with family and enjoying a great vacation. You can follow some of Azim and Helen's travel on Facebook – the pictures are incredible! At our events look for Azim and Helen in their 94 MG RV8 or their 74 MGB.



Reg conducting an SU Carb workshop in his home garage.

This Next Crew Are in Continuing Roles)

Henri Lefebvre – Treasurer



A professional treasurer, Henri is treasurer for not only our club but also for SAWS (the Southern Alberta Woodworkers Society). He indicated that neither organization could provide him enough for major travel around the world but he always provides sound financial advice to the club and executive. There is a standard Treasurer's Report: "We have money!"

Henri and Nicole can be found at events in his trusty MGB GT or his newest ride, a Triumph TR8. (Note – the picture helped win a past driving challenge!)

David Morris – Website, and social media Guru

One of our two resident tech gurus, Dave keeps up the website and takes care of a good deal of our



social media presence. Until recently, Dave was the perennial holder of the least miles driven award for the club. He was more content covering miles on two wheels rather than 4 as he is an avid cyclist. Lately though, he has been seen more frequently in his MGB covering miles in both Alberta and BC. He did comment: "When I'm not driving the MG (which if I'm honest is most of the time), I spend my spare time riding my bicycles, which are a lot like driving an LBC: they are fun and involving to drive, it feels like you are going a lot faster than you really are, and you need to tinker with them constantly."

Terrence Walters - Brits Best Chairman and Web/Social Media Team



When asked for an update on his past bio, Terrence offered the following: "Elliott is now 10". So, there you have Terrence's update. Covid has scaled back our BritsBest activity the past two years and we are looking to update the event to reflect changes in Radium and our members' interests. Terrence has both a highly tuned 74 MGB, and an MGA project on the go. Yet, he still finds time to help Dave with supporting the website and media. And Elliott, well, he is a frequent attendee at club events enjoying outings with dad in the B. (Left – Terrence and Elliott on the Highway Clean-up Day near Millarville)

Dean and Trish Harrison – Crown Wheel and Opinion Editors

We editors are keeping our current jobs and we will continue as long as we have an audience and can find fun stuff to put into the pages. Given how active our membership is, I don't think we will run out

soon. We do have fun with the job, and now since having cataract surgery, Trish can even see what we have written each issue!

During the first two years of publication for the rebooted newsletter, I kinda hogged the editor role. But I had to make sure everyone knew that I couldn't have done it without Trish. I'm not sure I can spell my own name. And, given the support we have had, you know all the ideas can't come from one person. It's been a team effort all along.

The day we met, she got into my Datsun 510 and remarked; "You have a Speedpilot and a Tripmaster – You rally?" When I got my jaw off the floor and could speak again, I incredulously asked; "You know what they are!?" When she said "Yes, and I know how to run them" – our history together was set. We were both into cars in a big way before we met. Only girl I knew who could eyeball a set of points into a Datsun distributor.

From there it was, club and regional rallies, crewing and volunteering at Edmonton International Speedway, (Trans-Am, Can-Am and regional races) and tours to Knox Mountain and Westwood for other events. Ask her about running into Sir Jackie Stewart at EIS (literally!). BTW - He wasn't injured nor was it with a car. So, you are stuck with us for as long as we can keep putting CW&O out!



Dean and Terry Shewchuk out of the Edmonton Light Car Club, driving on the 1974 Harvest Rally near Westlock AB.



Trish, 2021, enjoying one kind of car she'd like to get used to – VSCC Spring Drive

And yes, I did mean this Jackie Stewart!



Feature Articles

Some travel highlights from summer 2022 with Donna and Andy Hardie



OOPS – This is a picture from the London to Land's End Trial (circa 1931). I couldn't find a picture from the 1923 event where Cecil Kimber started the very long and successful MG competition history.

The headline above was a leftover from the last issue.



MG Inventory – MG Models Owned by Club Members

According to the current membership list we have over 60 MGs in the club. Just over half are MGBs or B GTs, (33). This summary is to give you a high-level idea of the MGs we have in the club at present. In the next few issues, I will try to share a bit of information about each model – not too much detail though because you already know it or just want to enjoy the cars.

Besides, statistics and specifications are boring to read – and if you really, really want them, I have included a selection of books at the end that have better information than I could hope to deliver. So, from oldest models to newest, here is our 2023 MG Inventory of members cars:

MG YT	1
MG TC	2
MG TD	7
MG TF	1

MG ZB Magnette	1
MGA	6
MGB (MGB GT)	33 (4 GTs)
MG Midget	4
MGC (MGC GT)	3 (1GT)
MG RV8	2
MG F	1

Non – MG Models

In addition to the MGs, there are several other cars that we regularly see at events. These include:

Triumph, Spitfire, TR-3A, TR-6, TR-8

Morgan +4, Jaguar XK140, Mustang, Audi TT and a 37 Ford ½ ton pick-up.

So, starting our journey through the cars of the club here are the first 3 models I have pulled notes together for. MG YT, MG ZB Magnette and the MGA

MG YT (Yes there really is one in the club)



In 1948 several (currently believed to be 9) "YA" Types (consisting of chassis, engines and some body parts) were imported into Switzerland and given cabriolet bodywork by various coachbuilders, such as Reinbolt & Christé. The idea of the open four-seat tourer had been popular before the war, and in theory there was still a market. As a result, a "TC" specification of the XPAG engine was married to a pressed-steel open body with fully folding hood and coach-built doors.

A production tourer, the MG "YT", was developed from the TA and launched at the Motor Show in 1948. It was available for export only in both right- and left-hand-drive models. Only 904 of these cars were produced before production ceased in 1950—it was not the success that MG had hoped for, as British tastes in cars changed post-war.

MG ZB Magnette (We have 1 in the club currently being restored and improved)



The first Magnette (the ZA) was announced on 15 October 1953 and debuted at the 1953 London Motor Show. Deliveries started in March 1954. Production continued until 1956, when 18,076 had been built. It was the first monocoque car to bear the MG badge.

The Magnette was designed by Gerald Palmer, designer of the Jowett Javelin. It was the first appearance of the new four cylinder 1,489 cc B-Series engine with a pair

of 1 $\frac{1}{4}$ in SU carburettors, delivering 60 bhp driving the rear wheels through BMC's new four-speed manual gearbox with synchromesh on the top three ratios.

Suspension was independent at the front using coil springs and live axle with half elliptic leaf springs at the rear. The steering was by rack and pinion. Hydraulically operated Lockheed 10 in drum brakes were fitted to front and rear wheels.

The car had leather trimmed individual front seats and rear bench seat. The dashboard and door caps were in polished wood. Although the heater was standard, the radio was still an optional extra. Standard body colours were black, maroon, green, and grey.

The ZA was replaced by the Magnette ZB on 12 October 1956. Power was increased to 64 hp by fitting 1 $\frac{1}{2}$ in carburettors, increasing the compression ratio from 7.5 to 8.3 and modifying the manifold. The extra power increased the top speed to 86 mph and reduced the 0–60 mph time to 18.5 seconds.

As tested, a Magnette recorded a top speed of 79.7 mph acceleration from 0–60 mph in 23.1 seconds and fuel consumption of 24.9 miles per imperial gallon. The test car cost £914 including taxes.

MGA (We have 6 MGA Roadsters in the club – sadly no coupés at this time)

The MGA was produced by [MG](#) from 1955 until 1962.



Our president's MGA – one of the best I've seen!

The original MGA design dates back to 1951, when MG designer Syd Enever created a streamlined body for George Philips' TD LeMans car. The new body traded the MG TF's articulated fenders and running board for ponton styling, with a single styled envelope fully enclosing the width and uninterrupted length of a car.

The biggest change from the TF to the MGA was losing the high driver seating position of the TF. A new chassis was designed with the side members further apart and the floor attached to the

bottom of the frame sections. A prototype was built and shown to the BMC chairman Leonard Lord. He turned down production of the new car as he had just signed a deal with Donald Healey to produce Austin-Healey cars two weeks before. Falling sales of the traditional MG models caused a change of heart, and the car was brought back. As it was so different from the older MG models it was called the MGA. It was a body-on-frame design that used the straight-4 "B series" engine from the MG Magnette saloon driving the rear wheels through a four-speed gearbox.

The 1489 cc engine fitted with twin SU H4 carburettors produced 68 hp at first, but was soon uprated to 72 hp. Lockheed hydraulic drum brakes were used on all 4 wheels. A coupé version was also produced, bringing the total production of standard MGAs to 58,750.

Suspension was independent with coil springs and wishbones at the front and a rigid axle with semi-elliptic springs at the rear. Steering was by rack and pinion. The car was available with either wire-spoked or steel-disc road wheels.

While the marque is still MG, the model was named MGA by John Thornley in 1954.

(Ed. Note: - I still think the MGA coupé is the best-looking MG ever built but I am also envious of all the MGAs we do have in the club)



Next issue: T Series MGs



Over the next few issues, we will cover all our members cars (including the non-MG ones). I picked the first 3 to start because the YT is the oldest MG in the club and I had experience with MGAs in high school (my buddy had one) and the Magnette in university, (a roommate had a ZB which he converted to B18 Volvo power).

If you need more reading – look below – there should be enough to keep you through this current cold snap!

Technical Update – some light reading suggestions

<i>MG by McComb</i>	Wilson McComb	Osprey Publishing
<i>MGB (including MGC & MGB V8)</i>	David Knowles	MBI Publishing Co.
<i>The Works MGs</i>	Mike Allison/Peter Browning	Haynes
<i>The Mighty MGs</i>	Graham Robson	David and Charles
<i>Guide to Purchase & DIY Restoration</i>	Lindsay Porter	Haynes
<i>The Sports Car (Its Design and Performance</i>	Colin Campbell	Robert Bentley, Inc

Supplementary Technical Update

We all know someone who claims to have restored a 19NN whatever for \$10,000.00. A seemingly impossible task but nevertheless they somehow managed it. Well, doing a restoration takes careful planning and insight to achieve the desired result with a reasonable expenditure of time and money. To help with this process, we at CW&O offer the following guidelines for estimating the cost of a restoration.

True Cost of a Classic Car Restoration	
Balance Sheet	
Hours on the toilet searching the Internet	\$0.00
Purchase of a ton of rust on four wheels	\$5,000.00
Flowers for wife to break the news	\$50.00
Dinner at restaurant after argument with wife	\$120.00
Restoration cost - engine and transmission rebuild	\$8,000.00
Restoration cost - chassis rebuild	\$5,000.00
Parts and endless trips to Swap Meets	\$1,600.00
New Lounge suite to balance ledger and keep wife happy	\$3,500.00
Restoration cost - bodywork and paint	\$7,000.00
Flowers for wife to save buying new kitchen suite	\$50.00
Dinner at restaurant after argument with wife	\$120.00
Family trip to Tropical Island to offset 1000 hours spent in the workshop	\$4,000.00
Restoration cost - new upholstery and soft top	\$6,300.00
New out fit for wife to save another argument	\$450.00
Dinner at restaurant after argument with wife	\$120.00
Inspection, Registration and other on-road costs	\$1,200.00
Dinner at restaurant to celebrate completion	\$120.00
Hairdressing cost after wife's first ride in a open top tourer	\$60.00
BBQ to have neighbours over to see the finished project	\$90.00
Paint touch up after neighbour's son drew on the car	\$150.00
Settled out of court cost for clobbering neighbour's son	\$600.00
New outfit for wife to go out rallying	\$450.00
New shoes to go with the new outfit for wife to go out rallying	\$150.00
New hand bag to go with new shoes and outfit for wife to go out rallying	\$100.00
Dinner at restaurant after asking wife to economise	\$120.00
New clutch after teaching wife to drive a classic car	\$400.00
Dinner at restaurant after shouting at wife while teaching wife to drive a classic car	\$120.00
Repairs to front guard after wife's second lesson	\$600.00
Candlelight dinner at home (can no longer afford restaurant) after shouting at wife to watch where she is going	\$20.00
Advert on line for Classic Car For Sale	\$20.00
Total	\$45,390.00
Proceeds from sale of Classic Car	\$29,500
Balance added to mortgage	\$15,890
Thanks Alan Roper.....	

Now, I am certain the foregoing does not apply to anyone in CMGCC, but you never know!

Upcoming Events

In 2023 there will be a couple of significant new events to be sure to attend. Early in the year, there is a plan to recognize our new members at a special event to welcome them to the group. Then, in July, our biggest event ever: MG 2023 when we will welcome MGs from all over North America to join with us in Calgary for a convention of MG owners.

Please look to our calendar for all upcoming events. The calendar is currently 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>

For 2023 watch for regular updates and event emails to supplement the calendar – regular communication about events with an option to sign up is going to be our new standard. And given a more regular publication schedule – maybe even some notices in the Newsletter!

What to Look for in Upcoming Issues:

Next Issue:

- MG 2023 – everything you need to know, and how do I get involved?
- Acronyms Up the Ying Yang – NAMGBR, MGOC, NAMGAR, both MG and those ‘other’ marques – an alphabet soup of Classic Car Organizations

Future Issues:

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

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

The Back Page:

When you come to a:



Always take the road less taken – especially when driving an MG!!

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

