



Crown Wheel and Opinion

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



The 2023 John Thornley Award – NAMGBR's highest honour goes to Andy Hardie (left) – and (below) Andy with the car in the painting and its current owner at MG2023!

MG2023 – Final Wrap!



Other August Issue Highlights:

- Meet Connor Tansey CMGCC's youngest member!
- Club – MG Model Inventory
- VanDusen Gardens ABFM – Vancouver
- 2023 Driving Challenge Update

Crown Wheel and Opinion

- volume 3, number 3

Editors' Letter – August 2023

The Events Issue – (Car Shows, Conventions and Tours)



It's late summer and MG2023 is now history. Some 3-400 odd MG enthusiasts (some even ones too) gathered in Calgary at the Deerfoot Inn for four days of technical discussions, tours, drives, socializing, hands on maintenance sessions, crafts and even some beverage consumption. All this culminated in a successful car show on Celebration Field in Calgary's Heritage Park. Judging by the feedback and comments, a good time was had by everyone who attended, and everyone went



home with fond memories of the event and their time in Calgary.

The quote of the week came from our son Scott during the Wine Tasting Session on Wednesday when he said: " It's amazing what can happen when you bring together a group like this who all have the same screws loose!" That statement could have many meanings when you are talking to a bunch of MG owners!

Kudos to everyone who helped put this event together; the NAMGBR executive, the CMGCC MG2023 Core Team, our club executive and the ton of volunteers who made the event an unprecedented success. So, to the whole MG2023 crew take some time to relax and enjoy the summer and even a non-MG activity or two!

Post MG2023, our Driving Season continues unabated with a very successful run out to the Saloon in Water Valley last weekend. Despite not having even cleaned the bugs off the car from MG2023, we went anyway and received the usual comments/abuse about the front of the car being unkempt. But it was an exceptional event, with a number of new members attending. There is lots to cover in this issue: the ABFM and West Coast Drive, the CMGCC Driving Challenge, setting drives, tech sessions and so on – so happy reading, we hope you enjoy it.



Even our Team RACAP mascot, Cecil Kimbear, (Kimi) made the trip to ABFM and enjoyed the show (picture courtesy of Western Driver and the event organizers)

Until next Issue

Dean and Trish Harrison

Editors, CW&O

Crown Wheel and Opinion

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

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

Table of Contents

What’s Inside this issue	Volume 2, Number 2
Editors’ Letter	Page 2
Table of Contents	Page 3
Presidential Ponderings	Page 4
Newsletter Quiz Number 11	Page 6
Letters to the Editor	Page 7
Club News	Page 8
- Membership	Page 8
- Club History – the CMGCC Emblem	Page 8
- The 2023 MG Centennial Driving Challenge Update	Page 9
Feature Articles	Page 10
- MG2023 – I think Everyone Had a Good Time!!!	Page 10
- The CMGCC Member’s Cars Inventory 2023	Page 17
- Who’s Who in Our Zoo - Meet Connor Tansey and a Well-Loved MG Midget	Page 20
The Trip to Vancouver ABFM	Page 24
Technical Updates	Page 28
Upcoming – Events	Page 28
What to look for in Upcoming Issues	Page 28
The Back Page	Page 29

On the Cover this Issue: At MG2023 this year, a highlight of the awards banquet was the presentation by Larry Norton, of the John Thornley Award, the highest recognition in NAMGBR, to Andy Hardie our Convention Chairman. (More MG2023 pictures throughout this issue)

Presidential Ponderings –



Well, the dust has settled, the smoke has (mostly) cleared and MG2023 had come to an end. An absolutely stellar event.

A fantastic group of volunteers led by Andy Hardie and John Towler contributed to a terrific time. Despite a brief hailstorm on Monday, the weather was fantastic.

We started with set up and bag stuffing on Sunday, Registration and greetings on Monday.

Tuesday was full of action. Guided drives to Bomber Command in Nanton (TWO of them), the Royal Tyrell Museum, and the Highwood Pass. Thanks to Dean and Trish for the Guidebook for Guided and Self Drives. Nothing but rave reviews! Tuesday evening saw a packed Ranchman's Saloon for BBQ and line dancing – and a great White Hat Induction for Tony Burgess and Larry Norton. Helen Bhatia was just super as the MC.

Wednesday included a Banff bus tour (thanks to Brenda Blair for her outstanding job as Tour Guide) and a co-driver's tour. The Tech sessions with John Twist were awesome. Talk about a wealth of knowledge! The day also included crafts, wine tasting (Thanks Trish !) a Trivia contest (Thanks John Towler) and more Meet and Greet.

Very interesting and informative Tech Sessions were held both Tuesday and Wednesday at the Deerfoot Inn. The 3D Printing session really captured my attention...

The highlight of MG2023 was, no doubt, the Heritage Park Car show from 10AM -3 PM on Thursday. The venue was perfect with spectacular weather. Many visitors at the park enjoyed seeing the wide variety of MG's represented by the more than 120 cars in the show.

The Banquet at The Deerfoot Inn and Casino was sold out! The food was excellent and enjoyed by all. The Award Ceremony was very well done. And our own Andy Hardie deservedly won the coveted John Thornley Spirit of MG Award. New Calgary MG Car Club member Connor Tansey won the Pride of Ownership Award for the love and care he has given his new to him – MG Midget. Scott Hardy also had a brief presentation for next year's NAMBGR 2024 in Katy, Texas

Just a few of the comments that we received:

“On behalf of the North American MGB Registry, please pass along our HUGE THANKS to your entire team for a very successful MG2023 in Calgary. As I told you at the Deerfoot, we did not receive a single complaint about anything during the show (even from a few in attendance who make it a point to complain about something every year!). The overall theme from those who came into Registration was “we are having a great time” and “the Host Club is going out of their way to make this a wonderful convention and one to remember”. I cannot echo that thought more.”

- Tony Burgess Convention & AGM Coordinator NAMBGR

“I couldn't agree more. PS: The Hat made it home safely.”

-
- Larry Norton Chairman NAMBGR

“A super event, enjoyed by all. Many thanks to the members of the Calgary MG Club, who were very gracious and made us all feel so welcome.”

- Pat Sparks

“Great event ! Well planned 👍 Thanks for all your hard work 🇬🇧 “

- Tony Shoviak

“Yes, congrats to all.... Great event!”

- Ralph Zbarsky

Many of us received compliments from participants as we roamed the venues in our bright orange Club Volunteer T shirts. Many thanks to Charles and Sharon Champagne for organizing all of the volunteers.

If I have forgotten anyone, my apologies. But honestly, I'd have to list every one of you...it was that much of a team effort. We have truly “set the bar high” with MG2023.

Photos will be available on the NAMBGR website in the near future. In the interim, we have set up Tripcast, as indicated in my last email to all members.

Now to capitalize on the momentum - after a well-deserved pause! We all have lots of new and exciting ideas for the remainder of 2023 ... and beyond.

We will be resuming Club Drives in August and our next General Meeting will be Tuesday, September 12 at 7:00 Danish Canadian Club.

Safety Fast, *Duncan*

Duncan MacFarlane
President, Calgary MGCC



Tyrrell Museum Drive – MG2023

Newsletter Quiz number 11



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

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



1949 Veritas Scorpion Cabriolet

After World War II, the allies put stringent restrictions on what German automakers could build. This car, a 1949 Veritas Scorpion Cabriolet, was built so that racers could do the one thing they love doing—going fast. (I am surprised that given the make of car – it isn't listed as a sale item in the Lee Valley Tools Catalogue)

Letters

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



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

Newsletter@calgarymgcarclub.org

Letters – This month!

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

A highlight of MG2023 – Ralph Zbarski’s MGB-GT restored to Sebring Racing Specification

This is the only MGB-GT Race Car built by the factory



Club News

Membership

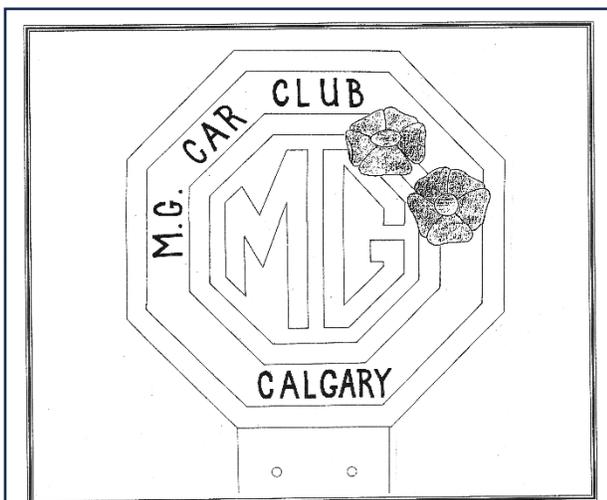
Renewals for 2023 are now closed, anyone joining or rejoining after April 30 is considered a new member. Individual memberships are \$40.00 annually, plus the new member fee of \$10.00. We continue to grow, adding more new members this year. Our newest members since the last report are:

April 30, 2023 Shawn & Michelle Janke Calgary 1973 MGB - Red

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

Lifetime members:	2
New members	9
Renewed for 2023:	49

A Bit of Club History (or in Davis Masri’s Words “A Blast from the Past”)



Here is the proposed MG Car Club of Calgary's Club badge!

To produce this beautiful piece of metal, we need \$4000 for tooling costs. The price per badge is \$30, which means we need to sell at least 100 badges up front. If you're interested in showing off your clubs' colours, give Martin a call.

On the right is the most current version of the badge – this is what you get if you buy now!

Our thanks to Davis Masri for this item! Digging into some old files of Rose Bryant’s, Davis has come up with a treasured bit of history. The overall design of our current club grille badge dates back to 1993. On the left is a copy of a page of the Fall 1993 CW & O advertising the then ‘new’ badge.

The drawing is of the then ‘proposed bar badge’ for the club. The Martin (Whittle) mentioned in the note was, at the time, President of the Calgary MG Club.

Given the price then of \$30.00 and the current price of our badges, \$40.00, inflation hasn’t hit our regalia quite as badly as some other items.



MG Centennial Driving Challenge (Update)

The 2023 Driving Challenge is well into the summer Driving Season. The crews that started in a big way are continuing to lead the way, our pre-driving season winners have been overtaken by a new crew to the club and the challenge. Barry and Julie Walker moved into the lead during the summer. Andy's focus on MG2023 may have had some impact on their progress to date but they seem to be adding up a lot of points in the last few weeks.

Remember driving season has a way to go before it wraps up for 2023 so there is lots of time to catch and pass the leaders this year. As I mentioned last issue, there is still the overall Challenge Trophy as well as the awards for Driving Season, post driving season, and everyone who meets the 100-point challenge for the MG Centennial Year. There is just shy of a half year left and plenty of good weather coming, so lots of time to take on the challenge and get the car out and get taking pictures.

Check out the pictures included below from this year's challenge. People are finding some of the tougher ones this time around. Set yourself some mini goals for August, September and October and you will be amazed how much ground you can cover. Then use post season to wrap up enough points to meet the 100-point challenge.

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

This just in: Barry and Julie Walker have official met the 100-point challenge – they are the first in the club to do so! Congratulations and keep driving!



2023 Challenge Pictures:
Barry Walker at Animal Rescue
Centre and in a drone picture
Reg Beckett at a Road Closed Sign

Feature Articles

MG2023 – I Think Everyone Had a Good Time



MG2023 has been and gone. The Core Team and Volunteers have returned to their ‘normal’ existence and moved to other activities that don’t involve MGs at least for a short while! And all of us are now left with some rather incredible memories of the week after Stampede for this year. According to those in attendance, MG2023 was one of the best ever in 31 years of NAMGBR Conventions. Everyone went home with fond memories of their time here and as Tony Burgess said; “even the perennial complainers had nothing but good things to say about the event”.

MG2023 saw several firsts and records set:

- First time the event has been held in Calgary;
- Largest number of first-time attendees ever;
- First car show inside Heritage Park in many years;
- Smallest chapter club to organize the event; and
- The first convention to include a ‘White Hat’ Ceremony for the NAMGBR President and Conference Coordinator.

Larry Norton, NAMGBR Chairman said future convention hosts will have a hard time matching this event for quality of the convention and the experience of those attending. So, what happened at MG2023 that made it such a great event? It started with Andy Hardie and our core committee who planned, organized and hosted the event. Everyone on that crew came with a can-do attitude that pushed requirements forward and simply got things done! But most crucial to the event itself was the huge team of volunteers that made the whole convention and particularly the car show run seamlessly for everyone attending. As well, many CMGCC members attending just pitched in when something was needed spur of the moment. No one from out of town, who needed anything was left hanging, they were steered to SCP Automotive (Sports Car Parts) or AutoMann as



MG2023 Tech Sessions were informative and fun

appropriate. Even one person who asked about bearings as his car had a shimmy at 70, even though I suggested he just drive 80!

If you missed MG2023 or you were there but didn't see it all (because you couldn't), here is the chronology of the events that week.

Pre-convention – Sunday

We met at the Deerfoot Inn with the NAMGBR executive, assembled the convention packages and finalized details with the hotel.

Day One Registration - Monday

For some it started early as the display car, Ralph Zbarsky's MGB-GT factory race car had to be pushed into the lobby around 6:00AM. Registration opened at 1:00PM and ran through the afternoon. Monday night then saw a welcome reception that was geared to first timers at an MG convention but set the tone for everyone in attendance.

Through the program, registrants were introduced a special convention theme, ideally suited to MG but embodied in a northern Canadian symbol, the Inukshuk, signifying safety, hope and friendship. It was a way to present the MG mottos of 'Safety Fast' and the 'Marque of Friendship' to everyone.



Moving Ralph's Race Car into the hotel lobby

Day Two – Tuesday

The first full convention day started in a flurry of activity in the lobby as volunteers collected those leaving early on scheduled drives to the Bomber Command Museum in Nanton, the Tyrrell Museum in Drumheller, and Longview via the Highwood Pass. As well,



The whole group on the Tour of Calgary, at the Pasu Farms lunch stop

there was another group gathering, those taking the co-drivers Calgary bus tour with Trish Harrison filling the guide role. The early tech sessions started, and registration continued for those who didn't make it in the day before.

Feedback on the sessions and the drives was great, people were enjoying themselves and

even learning things. Dave Yager's presentation on the Alberta's Oil Industry and was an eye opener for

those critical of our heavy oil. John Towler taught everyone why you never over torque your wheel nuts. Employing technology, we learned about MG evolution through the modern post Abingdon cars from John Stevenson.

The tours to Nanton raised a



MGs on the Highwood Pass Road

Drives Galore – above one of the Bomber Command Drive Crews

donation of \$500.00 for the Bomber Command Museum. Those on the Calgary bus tour got a chance to see a good part of the city, but not the mountains. They (the mountains) unfortunately took an extended smoke break that day. Our thanks to Sue and her team at Pasu Farms for providing a fabulous

lunch that people were still talking about at dinner that night.

Tuesday evening gave everyone a chance to experience the western side of Calgary hospitality (thanks Helen Bhatia for organizing) with a barbeque dinner at Ranchman's a local cowboy bar complete with beer, line dancing, beer, beef on a bun, oh and did I say beer? We also took the opportunity to present Calgary White Stetson hats to both Larry Norton and Tony Burgess from NAMGBR. Thanks to Helen Bhatia who made the presentation with the

requisite amount of humour and good-natured fun for everyone there. (Afterward, in a note back, Larry said the hat even made it back to Georgia in one piece.)



It's two step time at Ranchman's



The infamous White Hat Ceremony for Larry Norton and Tony Burgess

Day Three – Wednesday

More activity in the morning, as most of those signed up departed by bus for Banff, to see the mountains that were hiding the day before. A few late comers were even given a ride to catch up to the bus. (Thanks to Brenda Blair for acting as tour guide) Registration opened for those who really arrived late, and the hotel-based activities started. Tech sessions started with a history of Ralf Zbarsky's MGB-GT race car, the



Duncan MacFarlane – getting words of wisdom from John Twist

only B-GT built for racing by the factory and a consistent finisher at Sebring from 1967-69.

After some arranging by Trish, John Towler and I, with moral support from Dave Blair drove over to Global TV studio to promote MG2023. We did a live interview with Dallas Flexhaug, following which, Dallas and I drove off into the sunrise. (It was 8:40 AM)

One of the highlights of day 3 was the Rolling Tech Session with John Twist in the

Deerfoot Inn parking lot. John has probably forgotten more about MGs than any of us have ever known. These sessions are a one time chance for people to gain first-hand experience with John troubleshooting their particular car and its issues on the spot. I know I learned a ton from him both there and on the show field Thursday.

Wednesday afternoon saw John Twist continuing his session in the parking lot and two more tech sessions: one on modern MG technology by Mike Connolly and one by Jim Miller on 3D printing for the parts you can't get any more.

Co-drivers were not left out on Wednesday as the morning saw a craft session led by Trish Harrison where people could build their own Inukshuk as a souvenir of the convention and while the glue on that dried Judy Taylor showed people how to create their own personal greeting cards. By the way, there were a number of guests who stopped in the see this workshop because they thought the group was having too much fun.



Everybody enjoyed the wine tasting – and the food accompanying it!

In the afternoon, local chef and educator, Scott Harrison led a large group through a wine tasting with ideas for food pairing and suggestions to help you enjoy wine even more. Five wines later, amid a good deal of laughter, everyone

agreed they learned something, appreciated their wines even more and had a great time. (His loose screws comment was only the start of the fun.)

Wednesday evening was left open for attendees to have dinner wherever they wished. We did provide suggestions in the area. As well, a Trivia night was hosted by John Towler with questions geared to the MG2023 audience. The quiz was tough! There was a good deal of kibitzing and even some trash talking among the teams, but the history questions did not rekindle the War of 1812 or start a war of MG2023. Everyone parted as friends when it was complete.

Day Four – the Car Show and MG2023 Banquet

No more registration today, if you weren't booked in by now you weren't going to be. Everyone had to be at Heritage Park by 9:30 to be arranged on the show field before the park opened at 10:00. Here is where the



the photo op spot and onto Celebration Field in class order. Heritage Park was the one idea no one on the committee thought would happen. Trish Harrison stepped up and said, "let me take a shot at it". Five months later we had the show field inside the park arranged and under contract. Something about not taking no for an answer provided the perseverance to get that piece done. Having the show at Heritage Park provided a number of benefits for attendees and organizers alike. We didn't need food trucks or porta



volunteers really earned their keep! Huge thank you here to Charles Champagne for wrangling the volunteers, not just for the show but the whole event. Working with Heritage Park staff and their volunteers, they guided everyone through the gates, past



Show field pictures: Ian Clark and Trevor Beatson – talking MGB;

John Twist and I with our MGC;

More cars on the field

potties, if you got around to see all the cars there was a ton of other things to do on-site, from the steam train to the paddle wheeler to the houses and historical businesses of the village. Plus, if you wanted to see more cars there was the Gasoline Alley Museum. All of this was free to the car show volunteers and entrants. Those attending couldn't believe everything there, let alone that it was all free.



Jim and Linda Herbert's TD a prize winner

There was another event at Heritage Park during the Car Show. Part of an MG convention car show includes a major competition, the Valve Cover Races. Here home built race 'cars' constructed from an automobile rocker cover are pitted against one another in 'friendly' competition. This year, Peter Mittler won the event in a very close battle with the other contestants.

The final touch for all of us was leaving the park. The head of security arranged for us to leave by the promenade and through the main gate. The park staff were lined up to wave and applaud us out as we left. It was a touching farewell for us all. Our thanks to Heritage Park, management, and staff for making us welcome and providing the best venue ever for our show.

The wrap up for MG2023 was back at the Deerfoot Inn for the closing banquet and awards presentations. Everyone met in the lobby for a 'Natter and Noggin' session (happy hour) where all things MG and convention were discussed. This is the time when old racers swap the "older I get the faster I was" stories and everyone talks about the highs and lows of the event. (By the way - There were no lows! At least that we heard)

The banquet saw a great deal of recognition for everyone involved and one final surprise – next to the podium we added a large MG2023 logo carved in ice for the occasion by Chef Scott Harrison and provided by him for the event. (Even the core committee didn't know about this one – we kept it a total secret until the banquet)



Azim and Reg racing Rocker Covers

CMGCC fared well in the awards at the convention. You know about Connor Tansey and the Pride of Ownership Award from elsewhere in this issue. But we also had a number of Car Show Class wins and placings. These included:

Class 8 – MGB 1979-80 (late)	Charles and Sharon Champagne 1 st
Class 11 – MGB-GT 1972-74 (vented dash)	Jim and Linda Herbert 2 nd
Class 15 – MG Midget Chrome Bumper 1961-74	Andy Hardie 1 st
Class 16 – MG Midget Rubber Bumper	Dave Blair 1 st
Class 22 – MG T Series and Pre-War	Jim and Linda Herbert 2 nd
Class 25 – Other British (TR6)	Trevor Beatson 3 rd



Scott Harrison's Ice Carving gift to MG2023 – a photo op if there ever was one!

The final award of the night was the John Thornley 'Spirit of MG Award'. It is given annually to someone who embodies the spirit of the MG marque and gives of themselves to both the MG marque and the MG organizations. This year the winner was someone who was the spirit and driving force behind MG2023, someone who has for years been involved in MG conventions and wanted to bring it to Calgary to showcase not only our club but the city and its people as well. No one was more deserving than our own Andy Hardie who through COVID and other delays kept the dream of the Calgary convention alive and kept us all on track to make this convention as success. Andy is always there when something MG is needed, not always front and centre but often behind the scenes just getting needed things done. See the cover photo.

Congratulations Andy!

So, that's a wrap for 2023. The whole team is taking some downtime and we will see you out on the road in your LBCs sometime soon.

What's next? Well ask Scott Hardie, who is a former Calgarian and part of the team for MG2024.

MG2024 will be held just outside Houston in Katy TX. Dates are April 21-24.

MG2023 has set the bar very high but with planning and a set of snow tires to leave Alberta, you can do it all over again next year!



MG Inventory Continued – MG Models Owned by Club Members - Part 3 - the MG Midget and MGC

MG Midget

The **MG Midget** is a small two-seater lightweight sports car produced by MG from 1961 to 1979. It revived a name that had been used on several earlier models. Currently, there are four MG Midgets in the club. Contrary to some suggestions, it is not an MGB that was left out in the rain!

MG Midget Mk I (1961–64)



MG Midget MK 1

The first version, announced at the end of June 1961, was essentially a slightly more expensive version of the MkII Austin-Healey Sprite. The original 'bugeye' Sprite had been introduced specifically to fill the gap in the market left by the end of production of the MG T-type Midget. Its replacement, the MGA, was much larger and more expensive. Many existing MG buyers were turning to the Sprite to provide a modern low-cost sports car and so creating an MG using the Midget name made sense. The new Midget offered improved interior trim, better

instrumentation and a higher trim level.

Mechanically the car was identical to its Austin-Healey counterpart, retaining the rear suspension using quarter-elliptic leaf springs and trailing arms. The engine was a 948 cc A-Series with twin SU carburetors producing 46 hp at 5500 rpm and 53 lb·ft of torque at 3000 rpm. The brakes were 7-inch drums all around. A hard top, heater, radio and luggage rack were available as options.

In October 1962, the engine was increased to 1098 cc, raising the output to 56 hp at 5500 rpm and 62 lb·ft at 3250 rpm. Disc brakes replaced the drums at the front. 13x4" Wire spoked wheels became available.

The doors had no external handles or locks and the windows were sliding Perspex side-screens. A heater was an optional extra.

Production was 16,080 of the small-engined version and 9,601 of the 1098.

A car with the 948 cc engine was tested and produced a top speed of 87.9 mph and acceleration from 0-60 mph in 18.3 seconds. Fuel consumption of 40.2 miles per imperial gallon was recorded. The test car cost £689 including taxes in the UK market.

MG Midget Mk II (1964–66)



1965 MG Midget Mark II

Externally the main changes were to the doors, which gained wind-up windows, swivelling quarter lights (AKA wing windows), external handles, and separate locks. The windscreen gained a slight curvature and was retained in a more substantial frame. The hood (US – top), though modified, continued to have a removable frame that had to be erected before the cover was put on. The rear springs were replaced by more conventional semi-elliptic types, which gave a better ride. The engine block was

strengthened and larger main bearings were fitted, increasing the power to 59 hp at 5750 rpm and torque to 65 lb·ft at 3500 rpm. A total of 26,601 were made.^[9]

MG Midget Mk III (1966–74)



Round wheel arch MG Midget

This marked the biggest production run of Midget and produced the most popular version of the car. The engine grew to 1275 cc using the development seen on the Mini-Cooper 'S'. Enthusiasts were disappointed that this was a detuned version of the 76 bhp Cooper 'S' engine, giving only 65 hp at 6000 rpm and 72 lb·ft at 3000 rpm. The engine used in the Midget had a lower compression ratio of 8.8:1 instead of 9.75:1 as the Cooper S engine and smaller intake and exhaust valves. According to the factory, these exhaust valves caused many 'S' heads to fail through cracking between the valve seats. The real reason for the detuned engine was model

range placement – with the Cooper 'S' spec engine, the Midget would have been quicker than the MGB. The hydraulic system gained a separate master cylinder for the clutch. Finally, the hood was now permanently attached to the car, with an improved mechanism making it much easier to use.

In the 1968 model year, US-spec cars received several 'safety' additions. These included: a padded fascia (dashboard) with smaller main gauges, collapsible steering column, scissor-type hood hinges, a third windshield wiper, additional side marker lights, and anti-burst door latches.

In Dec 1968, beginning with s/n 66236, the rear axle gear ratio was increased from 4.22:1 to 3.90:1, giving 16.5 mph for every 1000 rpm. This increased final drive ratio gave better fuel economy.

Changes continued for the production life of the model. In late 1969-70, the sills painted black, a revised recessed black grille, and squared off taillights as on the MGB. 13-inch "Rostyle" wheels were standardized, but wire-spoked ones remained an option.



After the Facelift

In August 1971, the compression ratio on North American engines was further reduced to 8.0:1. Engine power output subsequently fell to 54.5 bhp and 67 lb·ft. The square-shaped rear wheel arches became rounded in January 1972. Also in that year, a Triumph steering rack was fitted, providing gearing that was somewhat lower than earlier Midgets. A second exhaust silencer was also added in 1972. Alternators were fitted instead of generators from 1973 onwards.

During the 1974 model year, oversized rubber bumper blocks were added to the chrome bumpers to meet the first US bumper impact regulations. This started the downward trend in styling for many British cars.

Many consider the round-arch Midgets with chrome bumpers produced for model years 1972-1974 to be the most desirable. Just ask Andy Hardie! He has owned his (with the Cooper S cylinder head) since new in 1972. And yes, it is quicker than most MGBs.

MG Midget 1500 (1974–80)



1975 MG Midget 1500

To meet US federal regulations, large black plastic-covered bumpers were added to the front and rear and the ride heights were increased. The increased ride height affected handling and anti-roll bars were added to help with the higher centre of gravity.

The A-Series engine was replaced by the 1493 cc from the Triumph Spitfire, coupled to a modified Morris Marina gearbox with synchromesh on all four gears. The increased displacement of the new engine was better able to cope with the increasing emission regulations. Although the horsepower ratings were similar at 65 hp in home market specifications with twin SU HS4 carbs, the 1493 cc engine produced more torque. The increased output

combined with taller gear ratios resulted in faster acceleration (12 seconds 0–60 compared to 13 for the 1275 cc version) and top speed of just over 100 mph.

In the US market British Leyland struggled to keep engine power at acceptable levels as US and California exhaust emission control regulations gutted the power of the Midget engine. The U.S market model's dual SU HS2 carbs were swapped for a single Zenith-Stromberg 150 CD4 catalytic converter carb in 1976. Power fell to 50 hp at 5000 rpm and 67 lb-ft of torque at 2500 rpm. The round rear-wheel arches were now square again, to increase the body strength,^[8] and the front arches were lowered to minimize the gap from raising the suspension. The last 500 home-market cars were painted black (In solidarity?).

MG Midget racing coupés



MG Midget as raced by Dick Jacobs in the early 60's

Midgets were raced effectively. MG racing driver and garage owner Dick Jacobs persuaded Abingdon to build a pair of special lightweight Midgets with a GT body shape inspired by the Aston Martin DB4. The roof used the front part of the standard Midget hardtop, while the rear portion and the windshield were custom. They were fitted with 18.5 gallon fuel tanks, quick release fuel filler, larger oil coolers, large-bore exhaust systems and dual-circuit brakes. The nose was redesigned by Syd Enever to improve the aerodynamic efficiency—the new body required 13 hp less to achieve 100 mph

than the standard one. A third car was constructed for John Milne of Scotland and all three cars survive today. The two loaned to Dick Jacobs were originally fitted with 979 cc A-series engines with twin Webers and approximately 80 hp. As campaigned from 1962 to 1963 they received 997 cc BMC A-series engines. For the 1964 season they ran the larger Formula Junior engine at 1139 cc, with a 1287 cc engine using a block derived from the Mini-Cooper 'S' and the coupés ran as prototypes.

CMGCC Midgets

In CMGCC, talk to Andy Hardie, Davis Masri, Dave Blair or our youngest member Connor Tansey about MG Midgets. Andy has had his since new in 1972. Connor has had his for only a year and a bit, but he has rebuilt almost all of it in that time!

MGC



Most MGCs came to North America with this configuration – emission control, dual brake circuits etc.

The MGC was a 2,912 cc, straight-six engine version of the MGB sold from 1967 through. The car was given the model code ADO52. It was originally intended as a replacement for the Austin-Healey 3000. The production engine used was a new seven-main-bearing version of the Morris Engines designed C-Series that was also to be used for a new Austin 3-litre four-door saloon. In twin SU carburettor form, the MGC engine produced 145 bhp at 5,250 rpm.

The body shell needed considerable revision around the engine bay and to the floor pan, but externally the only differences were a distinctive bonnet bulge to accommodate the relocated radiator, a teardrop for carburettor clearance and five bolt hubs (unless you opted for wire wheels). It had different brakes from the MGB, 15 inch wheels with Pirelli Cinturato 165HR15 tires (something most current owners have changed), a lower geared rack and pinion and special torsion bar suspension with telescopic dampers. Like the MGB, it was available as a coupé (GT) and roadster. A four speed with overdrive gearbox or three-speed automatic gearbox were available as options. The car was capable of 120 mph and a 0–60 mph time of 10.0 seconds.

The car was never received well as a sports car. BMC didn't engineer the car completely or set it up properly prior to initial release. The heavy engine (209 lb heavier than the 1,798 cc MGB engine) and new suspension changed the vehicle's handling, and it became more of a Grand Touring car than a sports car. It later transpired that the BMC press department had set the tire pressures of the cars in the launch fleet incorrectly (to the same values as a standard MGB) and that even the correct pressures were insufficient to get the best handling from the car. Despite BMC's marketing, the MGC never found a home as it was neither a direct replacement for the Austin-Healey 3000 or a higher-performance MGB.

More recently, the MGC has become an enthusiast's favorite with modern tires and some minor suspension upgrades curing the issues preset in the original versions. In case you wondered, there are 3 in the club; two roadsters, owned by Dean Harrison and Phil Crowe and one GT owned by Andy Hardie.



Roadster to the left – GT to the right – the MGC from 67-69



Who's Who in Our Zoo – Connor Tansey and a Labour of Love – One Very Special MG Midget



Meet Connor Tansey, one of our newest members. After high school, Connor, it seems, went looking for a project car. CMGCC Members will understand this obsession because we know everyone needs a project car. Connor had a small sporty car in mind, but Mazda Miatas proved to be over his budget and Nissans were just too boring. Then he spotted it - the 'coolest car he had ever seen'. It turned out to be a 77 MG Midget that had been sitting idle for some time (the clutch master cylinder was hatched). But cue Cupid with bow and arrow ready, Connor not only fell in love with the car – he bought it on the spot. Thus began the latest chapter in the story of one very special MG

Midget.

Now then, it never bodes well for immediate mobility when your first car arrives home on a flatbed tow truck. In fact, the first question from his Mom was; “will it run?” Connor’s response – “Of course it runs! It just won’t move”. Hence, the saga of putting the car back on the road.

First order of business was addressing the hydraulic problems. Replacing the master cylinder was just the start. It’s a simple replacement, right? Well, not so fast – it had been welded into the car and required surgical removal. OK cut out with a Dremel and replaced, the new



cylinder pumped fluid everywhere but to the clutch. Moss Motors to the rescue – Connor ordered new lines and hoses – Moss got the parts right on the second try. The next step was to bleed the circuit, but this also included bleeding and renewing the brake hydraulics as well. Enlisting some assistance from friends, and an older neighbor who it turned out had considerable mechanical experience with British cars, Conner



learned the intricacies of British car hydraulics and successfully got the car mobile. It wasn't running particularly well, but it was running, and it even stopped when the brakes were applied.

Connor's initial on the road experience with the car brought more lessons in British mechanics. The engine chugged, dropped power and stalled. At this point, it wouldn't start, so cue pushing it to get it off the road and out of traffic. Once cooled, the engine restarted but still ran rough. However, he was able to make it home having learned the vagaries of fuel pumps, S U Carbs and vapour lock. Part two of the LBC curriculum, he now had to delve into fuel systems.

Thinking that a car show may be a place to learn more about his new car, He set off with a buddy to find out more about MGs. More lessons ensued but now it was Lord Lucas' turn. He discovered some electrical issues with the car including: no brake lights, other lights and such not functional or at best intermittent.

En route there was a major thump at the front of the car. Upon inspection, he found the right front turn signal had separated from the fender and was hanging from the car by the electrical connections. This necessitated a jury-rigged approach to wiring. A new bulb, some cardboard backing and a few zip ties temporarily replaced the turn signal until a new unit could be sourced. Further digging into the wiring determined that the condition of the wiring harness was terminal. That became the next major project. With a little help from his dad, he ordered a replacement and after a bit of a wait was able to renew the full electrical system in the car.



Did I mention that prior to acquiring the Midget, the limit of Connor's mechanics background was one high school auto shop course to which, he confesses, he didn't pay much attention. Connor joined the Calgary MG Car Club last year hoping he would learn more about the car he owns and loves. Attending his first meeting, he found a group of us 'old' guys



Learning from the best – Connor at MG2023 with John Twist at the Rolling Tech Session

who were not only interested in his car but were willing to listen to his questions and offer some more help to maintain and improve on what he had done so far. He subsequently joined the club and as our youngest member he brings us an enthusiasm that is helping renew the energy level in much of our activity.

That enthusiasm seems boundless. When Connor had the car inspected for roadworthiness, the mechanic was not going to approve it, as it had no bumpers. But Connor convinced him they weren't needed or not an essential part of the car anyway. He got a conditional pass! At MG2023, Connor was everywhere helping with anything that was needed and gaining as much information as he

could from the sessions and the people attending.

In 15-18 months with the car, Connor has learned, or taught himself the major systems of the car. He has renewed most of it, inside and out. through all of this. Where lesser mortals would have thrown in the towel long before, all this work has only deepened his love of the car. He has persevered and built a car that is literally an extension of himself. He is justly proud of the car and his stories that now go with it. Just ask him about it. At MG2023 this year the executive of NAMGBR did ask him about his car. Larry Norton commented; the more they talked to him, the more they understood how much Connor has put into his love for the car. The result: they awarded Connor the NAMGBR Pride of Ownership Award for 2023. This award recognises exceptional care for the MG marque and devotion to MG cars.

If he is any example of the next generation of MG owners, our cars will be in good hands for a long time to come. Congratulations Connor, the award is well deserved, and we are proud to have you with us in CMGCC!



More with John Twist – Connor receiving his “Pride of Ownership Award at the MG2023 Banquet

ABFM 2023 at Van Deusen Gardens

A Long Drive to Vancouver and Beyond



6 MGs in Canmore 17 May 2023 – ready to leave for ABFM.

Seven CMGCC cars met up in Canmore on May 17th to begin the drive to Vancouver for the annual ABFM at VanDeusen Gardens. It was an interesting collection of MGBs, MGCs and one Toyota Rav4. A collection of threes of a kind, the MGs included: three MGBs, three MGCs, three GTs and three Roadsters. The full crew included: Andy Hardie, Donna Messier, Phil and Heather Crowe, Henri and Nicole Lefebvre, Charles and Sharon Champagne, Jim and Linda Herbert, Cam and Jill Lambert as well as Trish and I. Our goal for day 1 was Salmon Arm, BC in the

Shuswap area. A small group of well-wishers from the club attended to see us off in style.

Two days of travel saw us get to the Sandman Inn in Richmond with no untoward stops for mechanical reasons. Once established there, it became old home week for some as Jim and Andy reconnected with friends from past ABFMs Trish and I caught up with MG/Jaguar friends from Eugene OR and Vancouver. At the hotel Friday, we were also joined by John Towler and Duncan MacFarlane who drove out to meet us and attend the show Saturday.

If you have never been, the Vancouver ABFM is a must attend event. It is considered ‘the greatest show on British Wheels’. This year 504 British cars took to the field at VanDeusen Gardens. The organizers Joan and Patrick Stewart, (no, he’s not that Patrick Stewart) deserve accolades for putting on a tremendous show. They have been doing it for some 30+ years and it shows. Two things make this show the success it is:



A Lagonda – everyone needs a little luxury!

1. Judging for the show awards is a mix of appointed judges and entrant voting in each class and judges voting for sponsors awards. They are adamant that it is not a concours event and never will be. (More shows need this approach!); and
2. They draw an incredible number of volunteers who make everyone entering feel welcome and a valued part of the event.



Not one but two 1933 MG J2s on the field!



This year, they honoured MG on the 100th anniversary of the marque and included 105 MGs in the show! It was for all of us a great opportunity to see MGs that we never would unless we travelled to England! Best in show (as voted by the entrants) was a 1933 Riley 14/6 Special Racer from Abbotsford BC.



Riley 14/6 the entrants chose as Best in Show



It's a truly gorgeous car that has been beautifully restored. CMGCC entries didn't figure in the show awards other than the case of oil Trish and I got as a draw prize among entries.



McLaren – just what you need for the next CMGCC Drive to wherever!

The show highlight for Trish and I was meeting up with Greg Houghton, the current owner of the Sunbeam Tiger I was crew chief (Trish was crew) for when Ken Staples raced it in Edmonton back in the 70's. He has fully restored it and now vintage races it. (Pictures to come sometime soon)

In summary, ABFM in Vancouver is a show not to be missed. It may not fit the schedule every year but as a British car owner, you do have to go sometime! The cars that come to the show are incredible. They include the old, the rare and the unusual of past British cars. (Who knew that the Isetta was built in England!) As well, you will see the newest vehicles to be produced in England. (Take your

pick - Aston Martin, Bentley or McLaren)



For the T Series owners in the club – here it that line up from ABFM (Impressive!)

The balance of the trip saw five MGs continue on to Vancouver Island for a few days of driving Island back roads and catching up with more MG friends. We met up with still members but former Calgarians,



Port Renfrew Harbour



New MG Friends at Qualicum Beach

Derek and Norma Kenward as well as Terry MacFarlane from Gabriola Island. (Terry made the leather key fobs given out at MG2023 this year). Following Derek and Norma’s lead, we met up with several more Brit car types in Qualicum Beach and Parksville.

On our drive to Port Renfrew on the west coast of the island Terry used his old racing skills to stay glued



to the bumper of Andy’s C through all the twisty bits. Great drives, good scenery and loads of fun.

Next day, we took the ferry to Gabriola Island for a one day tour. Terry hosted us and guided us around all the roads on the island. The return ferry trip resulted in the only mechanical problem of the trip. As we left the ferry, Charles and Sharon’s B started, moved about 5



Gabriola Shoreline – cool hike!

metres, backfired loudly, and died! They got an extra ferry trip back to Gabriola while a tow truck was arranged to meet them in Nanaimo. Turned out that a casting plug at the rear of the intake manifold blew out when the car backfired. The plug came to rest on the firewall and stayed there even through towing



Just before we left for Revelstoke, five MGs at the Pemberton Inn.

to Parksville. Charles found it while Andy was rebuilding the carburetors. Replacing the plug and a major sealing job around it fixed the problem – no more issues for anyone on the trip.

The route back home included a run through Whistler to Pemberton and then over the Duffy Lake Road to get us to Revelstoke. Visits to the CPR Museum, Mt Revelstoke

National Park and the Revelstoke Dam, it was time to head back toward Calgary and bring the trip to a close.

Our last stop was small Restaurant with a B&B attached in Field BC, Truffle Pigs Bistro and Lodge. The food was amazing and we had a chance for final thoughts and farewells before splitting in several directions to get home.



Two of the MGCs on the trip at Duffy Lake, (waiting for the MGBs to get caught up again)

Would we do it again – in a heartbeat!



ABFM
When you bring out British cars – you are bound to get a few heavyweights – the Land Rover crew in their element – camping?!

Technical Updates

The winter issue will be our next tech issue. Look for a couple of major articles as well as some other tricks and tips for MG and LBC maintenance.

Upcoming Events

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

General Meetings are the second Tuesday, each month so mark you calendar. September will see a new venue and a new time. Our Sept. 12 meeting will be at 7:00 PM at the:

Danish Canadian Club, 727 – 11th Ave SW, T2R 0E3

The big news is that there will be food available, you can do dinner at the club either before the meeting or during it. They have a good menu and a full bar. The executive is currently working out the details for future meetings and will have more news at the meeting.

What to Look for in Upcoming Issues:

Next Issue:

- Continuing the CMGCC Inventory – MG RV8, MGF
- The Winter Tech Issue
- Acronyms Up the Ying Yang – NAMGBR, MGOC, NAMGAR, both MG and those ‘other’ marques – an alphabet soup of Classic Car Organizations

Future Issues:

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

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

The Back Page:

The Harrison's MGC makes Global News – Dallas Flexhaug going for her first ride in an MG following the interview with John Towler and Dean Harrison for MG2023.



Our car gets its 30 seconds of fame!

Dallas: "It's so low!!!"



Dean (when turning the key to start the car) – Lord Lucas – Please don't fail me now!!

