



# Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club  
Volume 5 – Number 2 – Spring 2025

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**It's the Beginning of Driving Season!**



**Brazeau Lake Overlook and Picnic Area, Tour of Alberta 2021**  
(This is the closest our cars get to a gravel road these days)

## Highlights:

- **Rallying 101 – We Begin the Promised Primer, and Some Rally History from Western Canada – probably the beginning of more than you ever wanted to know**
- **The Start of Driving Season**





## Crown Wheel and Opinion

- volume 5, number 2

### Editors' Letter – May 2025

**What makes a great car club?** Many things are part of the answer, good fun events, a strong social network for members, a sense of purpose, a positive attitude and a sense of community. But really, the key to any great club is the members. CMGCC is no exception. It is a gathering of people who choose to be friends around our common interest in LBCs. We support one another through all aspects of life, we help when it is needed. We would never leave someone behind, stranded or needing help with anything; least of all their car. And we do this because we always have fun, whatever the club is doing.

**Members Helping Members** is not just a slogan; it's an integral part of our club fabric. When someone needs something done or help doing something, the response is immediate. The collective knowledge of our members is available to everyone. It doesn't matter how long you've been with us or if you are just visiting. Just ask the Aussie's who were here last year or look at the team that came out to help Cam Lambert prepare his MGB GT for auction this year. Whether it is supporting other members, involvement with the Veteran's Food Bank or providing scholarships for automotive students, CMGCC is always at the forefront supporting our greater community. We are proud of you all!

**It's Driving Season!!!!** Duncan has issued the call to all to fire up those engines, dust off the cars and get out on the roads! From what I've seen so far on the calendar and suggested for the year – there is no shortage of opportunity to get out on the roads, into shows, touring near and far this year. While we may not be going anywhere south of the border this year, there are several chances to get away and meet others in the car hobby! Vancouver, Edmonton, Saskatoon and many other spots are holding shows large and small. If you are like me and late getting some things done on the car, we will see you out there soon. We have to get more miles in than last year! Even with valid excuses, 27 miles for the year is embarrassing.

There will be an early drive on the Icefields Parkway this year, the Fuzzy Bugger will return later in the summer and fall will see a tour of the Kootenays with some roads that we haven't been on for some time. Lots of events are already scheduled and more are coming soon.

**A less than subtle reminder, the Driving Challenge is already underway.** Get out your phones and cameras and start submitting pictures.

**This issue marks the Start of an ongoing Rally Feature – Part 1, the History Issue.** Back in the 1960s, your editors founded Team RACAP as a regional and national level Rally Team. We were members of the Edmonton Light Car Club, or ELCC. Since then, the team has competed in and organized events on and off ever since. RACAP is an obvious acronym. We were starving U of A students back then and RACAP stood for "Run As Cheaply As Possible!" So, in this issue we are sharing some Western Canadian Rallying history and trivia. Next issue, we will provide more detailed information geared to the Fuzzy Bugger Strikes Again Rally and how to run our one club rally event successfully. MGs were our competition back then, but we really did want one in our garage.



*Dean and Trish Harrison,* Editors, CW&O

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## Crown Wheel and Opinion

Our club objective is “to enhance the MG British style of preservation motoring and the 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, content is available or the editors feel like it. The material herein is the sole responsibility of the editors and cannot generally be blamed on the club executive or any club policies.

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**On the Cover this Issue: It’s Driving Season –  
Club Members a few years back on the Tour of Alberta**

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## Presidential Ponderings –

**A**t his point, I should probably introduce myself! Just kidding but it has been a while. (Duncan is the guy on the left in the picture!)



### Family News

We were in Mexico for 3 months when our daughter gave birth to a healthy baby girl. Sloane Catherine arrived on February 15 at 3:18 PM ( 7lb 6 oz, 21 ½ inches )

When we got back we drove to Vancouver and have spent a few weeks with the wee bairn. She is truly a joy.

So, we've been busy !!

### Oh Yeah – Club Stuff

Now down to business.

As we head into another Driving Season, I'd like to take a few minutes to remind you of some important dates and items of interest that are fast approaching.

First of all, our Annual CMGCC Spring Safety Check in conjunction with the SVAA will take place Saturday, May 10 from 9 AM to Noon at North Glenmore Park, likely followed by a drive out to Bragg Creek for lunch. Last year our Club had the most Safety Check Sheets turned into the SVAA , which resulted in a reduction in our insurance premium. We hope to have even greater participation this year. It is a great way to make sure that your LBC is safe to get back on the road and get a drive in to start off the season with fellow Club Members.

We have a very active Driving Season coming up, so let's remember – **Safety Fast !**

There is a mix of short daily drives every month, some terrific Car Shows during the summer and a few epic Road Trips. But have no fear – even the longer road trips are planned to minimize long stretches of driving, with plenty of stops. Many thanks to Reg for putting a herculean effort into the schedule. But this not a one-man job! Thanks to those who stepped up to helping organize the drives – Dave Morris, Dick Avern, Barry Walker, Reg Beckett, Jamie Honey John Towler and more. We are always looking for members to “lead” the drives, so let Reg know if you're interested. We will attempt to be a little more formal and have “Maps and Travel Plans” for every drive. We have generally had them for most drives, but I'd like to make sure that we have them for each drive.

We will, of course, continue with simultaneous “Co-Driver” Events during “Technical Days” as organized by our new “Social Director”, Brenda Blair. Stay tuned for more information.

Please have a look at the Events Schedule on our Club website (it will have the most up-to-date information):



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<https://calgarymgclub.org/main.html - Events>

Make sure to always confirm the date and times on the Calendar before heading out. We will have a contact person at each drive as well. If something comes up and you cannot make a drive, please let that person know by text or call. That way no one will be waiting for you.

### **Administration**

We are also planning to have a “Nominating Meeting” for Executive Positions early in the fall – likely at the September 9<sup>th</sup> General Meeting.

If you are interested, please contact me or the Executive or Committee Members anytime during the next few months. “Job” descriptions are available to any interested Member.

I know that I am repeating myself but...

You will have strong support from current leaders as you transition into a more formal role. The members who have filled these positions have changed over time and will continue to do so. Continuity and “succession planning:” are crucial to maintaining a fun and active Club.



Lastly, the Todd Arthur Trophy is presented to the Member who is voted by the majority of Club Members to be the best Ambassador for the club. Someone who is always promoting the club and what we stand for. The vote this year will be conducted by secret ballot prior to the Annual Christmas Party. More details in the Club News Section.

Here's to a fun and safe 2025 Driving Season.

Cheers!

**Duncan MacFarlane**

“President-in-Absentia” (His words not mine!!! – Ed.)  
CMGCC

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## **This is the Driving Season Issue (VanDeusen Gardens ABFM 2023)**



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## 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 yes, we control the content!



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

[Newsletter@calgarymgcarclub.org](mailto:Newsletter@calgarymgcarclub.org)

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## Newsletter Caption Challenge

In response to the steadily diminishing number of responses to the Newsletter Quiz, we are trying something new for 2025. There is no car quiz this issue, instead we have supplied a picture from a past CMGCC event, and we are asking you to provide a caption for the picture. Totally subjective, this challenge will be judged by the editors using whatever criteria we may choose.



**Suggest a good, funny, thoughtful, witty or even intelligent caption for the picture. We don't care what criteria you use. Brenda Blair thought this picture might be a good candidate for captions this issue.**

**Who knows – there could even be prizes for this contest!**

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**Here are the responses to the first caption contest picture.**

**Caption Quiz number 1:**



**You can see all the responses we got for the caption contest! They are all printed here!**

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## **Club News**

### **Membership**

**A**s of April 29, 2025, our membership stands at 65 regular members plus 2 lifetime members. I'm certain you will be hearing from Azim soon if you haven't already. That is only down 6 from our membership last year. People stay with us when they realize just how much fun we have as a club.

We have some new members already this year; just joining us are:

**Donna and Tony Lamb of Calgary.** We met them at the April meeting, and they are enthused to be a part of the MG club. They are also members of the VSCC, Tony has a Triumph TR6, but we will likely see them in Donna's Boxter at club events through the coming year. Welcome Donna and Tony!

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### **Dr. David Webb – We've Lost Another Past Member and a Good Friend to Our LBCs.**

**S**ome of you may remember Dr. David Webb. David was very active in the British car scene in Calgary, Edmonton and most recently Ponoka, his retirement home. Up until COVID, David and his wife Judy held an annual British and European Car Show at their acreage. He will be remembered for his hospitality, welcoming nature and devotion to British cars.





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## Members Helping Members

Some of you will remember from an early meeting this year that Cam Lambert is donating his MGB GT to the Veteran's Food Bank with the idea that it be raffled or sold with the proceeds going to the food bank. Cam wanted some work to be completed on the car before he felt he could make the donation. He asked members of CMGCC to come to Reg and Jane's to help prepare the car and several responded. The result of his request is outlined below. In Cam's own words:

"On March 15th, 2025, Reg and Jane Beckett, of Carstairs, very kindly offered me their garage, with hoist and tools. I had to have a few things fixed before I donate the MGB GT to the Veterans Food Bank.

The crew that came out to do the work of Members Helping Members were Reg Beckett, Azim Bhatia, Phill Crowe, John Towler, Brent Clark and myself.

Brent brought a delicious cake that Anne had made for us. Reg made lunch and supplied beer and pop.

We all worked on the MGB GT, except for me, everyone did a great job. We started work at 10am and finished at 3pm and everything was done.

I would like to thank everyone very much for doing this work for me, Members Helping Members really works, it was very much appreciated.

Again, thank you very much."

Events like this one, in particular, are a key part of making this club the very special organization it has become. We are glad that a good group were able to help Cam, and ultimately the Veterans Food Bank out with this undertaking. Stay tuned for the next steps as the donation preparation moves forward.

We at CW&O are sorry we couldn't make it to Carstairs, but we add our thanks to everyone who did help out. (BTW: Nobody thought to get a picture or two, but here is one of Cam's GT from MG2023 just for the record!)





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## A Voting Proposal for the Todd Arthur Award in 2025



The Todd Arthur Award – easily the heaviest trophy in the CMGCC collection

As you all know, each year we vote by secret ballot for the Todd Arthur Award. Most recently, this has been done at the November Club Meeting (prior to the Christmas Party and Awards Banquet in December). Voting just at the meeting however, means that many members are not able to cast a ballot for what amounts to one of the highest member honours presented annually by the club.

During COVID, we used an email method by which all members could submit ballots naming their choice to a secure 'club' email to which only a neutral non-member had access. That person, received the ballots, tabulated the results and provided them, in confidence, to the club president who then presented the award. This worked well when we could not meet in person, and it could also work to expand the ability to cast votes to all members while maintaining strict confidentiality in the voting process.

It is our intent to return to the email ballot process for 2025; as it ensures that voting is open to the widest possible membership of the club. All members will be able to cast a ballot, and confidentiality will be maintained. We will in fact be able to say the votes will be tabulated by someone who is not a club member or even related to a club member. The person in mind for the job is a professional accountant and therefore bound to secrecy by his practice. An accountant should be qualified to add up 60-80 ballots! I know the club is solvent, but we are not engaging Deloitte or PWC. In this case, he would be happy to do it as a favour to the club, and discretion is assured.

Give it some thought over the summer and talk about it at our events. If no one objects, we will vote on using the process in September and implement it for the 2025 club fiscal year.

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**Watch future issues for more stories about the trophies the club presents each year. None of them have a straightforward or dull history.**

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## Member Benefits You Possibly Didn't Know About



Through our club association with SVAA and the National Association of Automobile Clubs of Canada, we have some discounts available to us. Lordco and Mark's Work Wearhouse offer our members discounts in their stores. What do they cover? Well, Mark's offers clothing that is suitable for our drives and events. That's where Trish and I found the non-standard



MG jackets we often wear to events.

Lordco, even carries some parts that fit our little cars. On the tour of Vancouver Island a couple of years back, Charles needed SU parts for his MGB GT. I seem to remember it was gaskets or seals, a phone call to Lordco found one set in stock in Nanaimo and another set available from a store in Victoria.

Additional discounts are available through SVAA for:

- Insurance: Brokerlink,
- Tools, from KMS

SVAA Membership Cards to claim these discounts are available from Troy, our Treasurer or Jim Herbert, SVAA President. Make sure you have them and remember to use them.



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## More Next to the Next Generation News

It may be something to do with the season, but Duncan and Catherine are not the only ones in the club with new grandchildren. Andy Hardie and Donna celebrated a new grandson first this year with the arrival of Theodore Francis Hardie on January 29<sup>th</sup>. Not that we are competitive in this club. Andy didn't say if the



first thing he reached for was a torque wrench?! The newest Hardie checked in at 8 lbs. 3 oz and 21 in. for those into statistics. There will always be a new generation to pass the cars on to. Congratulations to both families – the kids look great. And everyone looks justly proud!!!



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## Feature Article

### **Rallying 101 – a pre-Fuzzy Bugger Primer – Part 1: Some Selective Rally History and a Bit of Background**



Just a Caution – You should recognize that rallies don't always work out the way you expect – so expect the unexpected – always! Back in the 60's, when Stig Blomquist competing in the World Rally Championship in a Saab 99, he had a rather untimely exit from one event!

over closed road sections and the fastest time through scores zero.

2. Time Speed and Distance (TSD) rallies where competitors try to maintain average speeds set by the organizer.

Other rally forms include: Observation Rallies, Gimmick Rallies and Map Rallies.

Team RACAP has used elements from all rally types except stage rallies from time to time just to keep competitors on their toes, but we would never subject you to a full day of frustrating tricks or convoluted puzzles. (Not saying we won't use them; we just won't make a whole day of them!)

Stage rallies require closed roads and large crews to organize because drivers run as fast as they can in the competitive sections. So, we won't be running stages in CMGCC rallies either. All other rally events must run entirely within posted speed limits and average speeds must not require you to exceed those limits in order to complete the route on time. (At

Since the last Fuzzy Bugger Strikes Again Rally, (TFBSA) which returned after a 9-year hiatus, several members have asked us to provide some background on rallying and a 'How to Manual' for aspiring rally participants in CW&O. Well, it's a big subject but here goes! This is not the 'How to Rally' segment – that will come in Part 2.

Rallies evolved as a means to add competition to driving on public roads without making it a menace to everyone else on the road.

Racing on public roads and highways is illegal with good reason; rallies bring some control though not necessarily sanity to motorsport on our roads. Two common types of rally competition you may be familiar with are:

1. Stage rallies, where time is measured



Proof that LBCs did run in major Rally events - Here is an MGB on-route in the Shell 4000.

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least in theory – we have no control over people getting lost or late and thinking they need to make up the lost time!)

Historically, rally roads were/are always back roads and mostly unpaved so conditions could greatly affect the ability to complete the route. (Think: darkness, mud, snow, ice, rocks, trees or whatever).



Most of these pictures are from the Shell 4000 in the 1960's. It was reputed to be the longest and toughest part of the World Rally Championship at the time apart from the Marathon Rallies that debuted in the 70's. For example, one marathon ran from London, England to Sydney, Australia. The Shell 4000 ran all the way across Canada using gravel and dirt back roads. Held in spring, it meant traversing icy mountain roads in BC, mud and gumbo across the prairies and whatever conditions prevailed in eastern Canada and the Maritimes



could throw at the teams competing. Many of those competitors ran in LBCs. MGs, Sunbeam Alpines, Triumphs all were represented. There was even a Rolls Royce. Rolls Royce doesn't make anything resembling an LBC.

You will not find any of these conditions on a Fuzzy Bugger route; at least not intentionally. If you find yourself on gravel, you are very likely, lost! (Unless the Railway decides to close a road Saturday morning!)

Team RACAP will always try to provide CMGCC with an event that is challenging but above all fun, with an emphasis on the social aspects of the event. We developed our view of 'fun' rallying while part of The Edmonton Light Car Club, (ELCC) which had the motto: "Family Fun in the Family Car". Some people took that to extremes as the club organized everything from low key fun drives to national championship events. The ELCC had a major impact on Canadian Rallying during the 1970s when it organized the first ever Rocky



The Shell events were TSD rallies, but they did have some closed sections. This was the road up the hill to the Channel 4 TV station in Calgary. It's now all houses and condos.



Mountain Rally. It was intended to be a great adventure for competitors offering something more than the national level event of the time. The full story of the Rocky Mountain Rally will appear next issue. For now, here is a picture of the Team RACAP Datsun 510 on a section of



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rally road affectionately known as the “Moose Wallow Freeway” – the Datsun (our 1969,1970,1971,1972 and 1973 – Datsun 510 – LOL) is the reason we didn’t have an MG in the garage in the 70’s.

## That’s a Wrap for Part 1!

We try with The Fuzzy Bugger Strikes Again to incorporate the fun of old rally style with events that challenge crews without being frustrating. We don’t always succeed, particularly if the dyslexic Trolls from 2024 decide to help out. Look for Part 2 in the next issue, where we will talk about rally instructions, as well as staying on route and on time in a rally.



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See you at the starting line for TFBSA 2025, sometime in August.

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## CMGCC Driving Challenge 2025

Not so you would notice, but the 2025 Driving Challenge is underway. For everyone in the challenge this year, (if you are in the club you are entered in the challenge), here are the current standings:

1<sup>st</sup> overall: ????? - 2<sup>nd</sup> overall: ????? - 3<sup>rd</sup> overall: ?????

And so on, it’s time to get those pictures taken and submitted. Remember there are 2 ways to submit pictures:

1. By email to [Events@calgarymgclub.org](mailto:Events@calgarymgclub.org) - include Challenge 2025 in the subject line and the number of the target and a brief description for the picture in the body of the email. Or;
2. By setting up a Tripcast file with us that you can add to through the year. We’ll help you set it up and then label each picture in the file with the target # and a description.

Here are some pictures from last year, since we have so many from this year:



In case you missed it when we issued the challenge in February, here are the full rules and the targets for 2025. We will publish results as we get them over the driving season.

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## Driving Challenge Rules for 2025

Challenge picture entries must:

- Be submitted by a Calgary MG Car Club member in good standing;
- Be submitted by email to [Events@calgarymgclub.org](mailto:Events@calgarymgclub.org) with 2025 Challenge in the subject line, the number of the Challenge Target in the body of the email and a BRIEF caption about the picture covering: subject, date, location and any special notes or information;
- Alternatively, create a Tripcast file with your pictures in it and share it with [Events@calgarymgclub.org](mailto:Events@calgarymgclub.org) You will need to caption each picture with the target number and any explanation you want to add. We will pick up the pictures from there. With this all you need to do is create the file then add pictures as you go through the year.
- Visibly include:
  - Where possible, You! We recognize that sometimes you may be out but not have someone travelling with you, so up to 10 Driving Season pictures may be of just your LBC with a copy of the 2025 Challenge Cover or Club Regalia in the shot. (However, we really encourage you to have someone else take the picture so you can be in it!)
  - Your LBC, if the picture is taken during driving season\* (while all British cars will be accepted, MGs are preferred); and
  - One, or more, items of CMGCC regalia.
- NOT BE ALTERED, EDITED or PHOTOSHOPPED in any way, and taken in 2025\*
- Entries outside of Driving Season do not require your car, but YOU must be in the shot, with or without your winter chariot.

Images submitted MAY be published in Calgary MG Car Club social media (Facebook, Instagram, Twitter etc.) and our newsletter, “The Crown Wheel and Opinion” UNLESS YOU SPECIFY “NOT FOR SOCIAL MEDIA USE” in your submission. For 2025, watch for the Tripcast File of submissions.

Participants need to:

- Keep track of your score, (my math skills are lousy!); An Excel spreadsheet is attached with all the math built in.
- Keep track of your photos using the numbers on the challenge list; and
- Email entries to [Events@calgarymgclub.org](mailto:Events@calgarymgclub.org) with “Driving Challenge” in the Subject line and the Target number(s) in the body of the submission.



Andy and the MGC in Elrose SK  
2024 Harvest Season

## Challenge Targets for 2025 (100 Total Points Are Available)

### Targets by Category:

Parks and Recreation		Number Submitted	Points
1	At a National Park Gate (Up to 3)	1-3	1-5
2	At a Hot Spring	1	1
3	At a Rodeo	1	1
4	At a Cricket Pitch	2	2
5	At a Provincial Park (Up to 3)	1-3	1-5
<b>Buildings and Other Structures</b>			
7	In front of or by a Band Stand	2	2
8	At the site of a former MG Dealership	1	3
9	At a TV Studio (bonus if you get on camera)	1	1-2
10	By a Foreign Consulate or Consular Office	1	1
11	By a Home with Historical Significance	1	1
12	By a Fire Lookout Tower	2	2
13	At a Wooden Grain Elevator	2	2
14	By a Teepee	1	1
15	By a Public/Civic Art Installation	2	2
16	By a Jail - or Other Institute of Higher Learning (major deductions for being in it)	1	1
17	By a Show Home	1	1
<b>Transportation</b>			
18	At an Automotive Museum (not in your hometown) With a hot air balloon (bonus if the balloon is off the ground)	1 2	1 2-4
20	Next to a Horse and Buggy, Carriage or Chariot	2	2
21	By a Motorcycle with a Sidecar	2	2
22	By a Vespa	2	2
23	With a Unicycle (there has to be a tough one!!)	3	3
<b>Scenery or Nature</b>			
24	At a Waterfall	1	1
25	By fireweed in blossom	2	2
26	Under a rainbow	2	2
27	By a tree in full spring blossom	2	2
28	At, or Better Yet, on a Beach (bonus for on the beach)	1	1-2
29	At an Orchard or Fruit Farm	1	1
30	With a Buffalo	2	2
31	At a dairy farm (tougher to find here than a ranch)	2	2
<b>Historical or Point of Interest</b>			
32	By a point of interest sign or historical marker - Max 3	1-3	1-5
33	At a film/movie or TV location	1	1
34	By an Inuksuk	1	1

35	At an Unusual or one-of-a-kind Museum	2	2
<b>Automotive or Competitive Event</b>			
36	At an auto slalom or solo event (Bonus if entered)	2	2-4
37	Your LBC with other British Cars (enter the number of different British Makes in the picture – Up to 5 different makes)	1-5	1-5
38	Your LBC in a Parade	2	2
39	Entered in a car show (bonus for award at show)	1	1-3
40	With a member of another car club	2	2
41	At a destination further than 200 KM from home	1	1
<b>Food and Drink</b>			
42	At a fish and chip restaurant	1	1
43	Scandinavian Restaurant (we encourage care and feeding of Trolls!)	1	1
44	At a Greek Restaurant	1	1
45	At a Mexican Restaurant	1	1
46	On a picnic (out of town)	2	2
<b>Signs of all Kinds</b>			
47	At a Road Closed sign	1	1
48	At a Truck Stop Sign	1	1
49	By a Warning Sign for Low Flying Aircraft	2	2
50	At a Narrow Bridge Sign	1	1

All these total 100 Points so you do have your work cut out for you. Good Luck with them and we will see you for the awards after the Driving Season ends.

*Safety Fast* from

Dean and Trish

and the rest of the Team RACAP Trolls



Barry and a sunset – You too could be getting a file of great MG pictures.



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## Tech Articles

### Give Me a Brake, Please

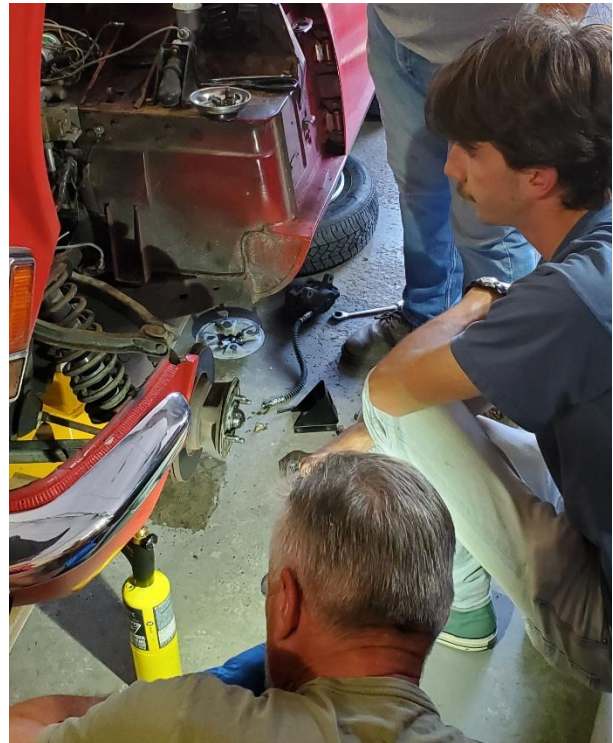
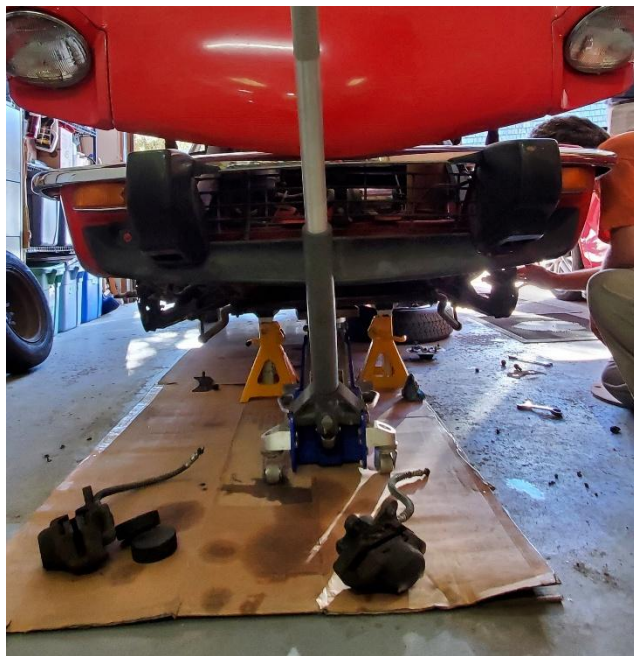
As we start into Driving Season, it's time to make sure your LBC is ready for the road. I assume you have done all the tuning, fluid checks, (oil and water etc.). And your car is ready to go. Question: Did you check the brakes? Will it stop when you need to? Here is the short list of checks, balances and work that **MUST** be done on the brakes before that first spring run.

#### First and Foremost, Look for Leaks

If **anything** is leaking in your braking system, fix it immediately. Make a visual inspection of all brake components and look for wet areas—you should find none. Take the opportunity to also clean everything, it makes the rest of the inspection easier too.

This is a do not pass go, do not even roll the dice and do not collect \$200. In fact, you may have to spend that much to ensure safety for everyone.

#### Check the Hoses



Connor and the crew inspecting brakes and suspension

A visual inspection of flexible brake hoses is pretty easy, especially if you have done the clean-up; look for leaks and cracks, discard and replace any hose with either. A potential upgrade here; if there are stainless hoses available for your classic – buy and install them (this will make a major difference in brake feel and effectiveness).

After you've checked that all the components are not leaking and are in good shape, look for wear (and therefore compliance) in the pedal/master cylinder linkage and in the rear brake/parking brake linkages. Key factor here is self adjusting drum brakes, make sure the adjusters are working properly and not frozen. Parts to fix these are readily available, unless you have an extremely rare classic.

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## Rotor & Drum Surfaces Matter

Dismantle the brakes and check all friction surfaces, rotors, drums, pads and shoes. Obviously, grooves in brake surfaces are bad but so is glazing of the surfaces. Renew or replace anything that shows wear. Drums and rotors can be turned to refinish the surfaces, but shoes and pads are best replaced.

Glazed is not just a bad expression on your face, the only place it is good is on a doughnut!

## Pick the Right Compound

Brake shoes and pads are not all the same. They are made from different compounds based on how they will be used.

Racing compound brake pads go on a race car. They are designed to operate at much higher temperatures and through repeated heavy applications without fade or glazing of the materials.

Street compound pads are designed to be quieter, smoother but only provide heavy braking once in a while, when needed, during an emergency stop.

So 'Hawk' those racing pads unless you plan to put your car on track – and only use them there.



## Make Sure They're Assembled Correctly



If a car has had at least one previous owner, assume that someone with a lack of mechanical ability has installed the brake components. Especially if it is the first time you have worked on them. Even if it's not, check your own work to be sure!

Unless you know the previous owner well – it is safest to assume the car was maintained by an idiot!

## Adjust the Parking Brake

Stuck parking brakes can quickly make brakes feel and act funny. What should also be obvious is that it will wear out things out very quickly.



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Adjust the cables to just take up the slack, then adjust the cable at the handbrake lever to lock the wheels at 1/3 to 1/2 the available travel.

If they ever to start to smell – the damage is already done! New shoes and possibly drums will be in order.

## **Bleed Them Correctly**

I've always preferred the two-person way: One person goes to each wheel and bleeds the brake according to the shop manual instructions, while another person works the pedal. Having the second person also ensures that someone can check that everything is done correctly and buttoned up solid before the car hits the road.



## **Adjust the Brakes**

Assuming you made sure the adjusters were not frozen; the next step is to adjust the brakes, so they just start to drag.

## **Road Test**

Final step in pre-Driving Season brake work is a road test. Drive far enough to warm up the brakes and test several things:

- Pedal feel, the brake pedal is solid when you step on it and response is immediate.
- The car stops in a straight line and does not pull left or right.
- When the parking brake is engaged, the car holds its place even on a hill, and when released it does not stick
- You are now ready to take on that next drive, tour, rally or even a track day!

## **Lastly, Do You Really Need Those Big Brakes?**

- Everyone thinks that bigger is better when it comes to brakes. Think logically about that big brake kit. If you can lock up your wheels and tires, you don't need bigger brakes—you really need stickier tires (save the \$\$ you save for something you really need for the car).
- However, if you are planning on going racing, or doing high speed track days with the car, then opt for the big brake kit, it will take care of the fade problems that ensue when you try to make a set of street brakes handle the repeated abuse and heat of repeated heavy competition use.
- The focus on brakes is key, we always look into the stuff that makes the car go but getting ready for driving season means checking everything. Enjoying our time in our LBCs is dependent on every system and component working the way it should.



When all is said and done – brakes should look like this. Everything up to standard and ready to save your butt when you need them.

Article by the editors: Pictures by Brenda Blair and Duncan MacFarlane

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**Remember: Safety is key when travelling in LBC's; don't forget the CMGCC Safety Check happening May 10, 2025. Meet up in North Glenmore Park from 9:00 AM till Noon.**

It's always good to have a second set of eyes take a look at your car. We sometimes get too close to things and may miss the odd thing (or the even one) that could cause a problem, just because we are familiar with the car. Some famous last words include the phrase:

"It's fine - I checked that last fall, and I know it's OK!"

Not only that – there is a benefit to the club, but we can also get a reduction in our club insurance costs. We did last year as we had the most members complete a safety check and submit the result to SVAA.



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# Upcoming Events

## Driving Season - Start 2025



Andy Hardie and Henri Lefebvre at the start of the Lolo Pass

We likely won't get to the Lolo Pass in Montana this year, for both political and/or economic reasons. But these kinds of roads do exist. Even in Canada!

There will be ample opportunity to get out on the roads of Alberta, BC and Saskatchewan between April and November this year and travel as far as you like to enjoy our LBCs. Here are a few of the events planned for 2025. Check the calendar on the CMGCC website for the most up-to-date information on last minute additions to the calendar as well as

planned upcoming drives, shows, meetings and other events. Things do change and not everything can be kept up. The calendar is our best source of information.

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## Big Drives and Tours to Think About for 2025

**The Vancouver All British Field Meet - NOTE: This one is coming soon!!**

When: May 17, 2025

Where: VanDeusen Botanical Gardens – Vancouver BC

More Information: <https://www.westerndriver.com/?p=15111>

Entry Form: [https://www.westerndriver.com/?page\\_id=15130](https://www.westerndriver.com/?page_id=15130)

This event is billed as The Greatest Show on British Wheels. It is also the longest continuously running British Car Show outside the British Isles. The featured marque this year is Rolls Royce. So, if you want to go see a whole bunch of British cars, both modern and classic, plan on a spring run to Vancouver. This event fills up fast!

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Several of us went in 2023 and the trip was a blast. We spent about 5 days after the show touring Vancouver Island. Note: the 3 MGCs had to stop several times to wait for the MGBs to catch up coming home over the Duffy Lake Road in central BC!

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### **Jasper, Icefields Parkway Tour**

When: May 24-25

More Information: Check the CMGCC Calendar on our Website

Two days of mountain driving with an overnight stop in Hinton. Be prepared for anything, there could still be snow on some of the high point along this route. (Not likely on the road but certainly on the scenery).

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### **Alberta All British Field Meet – Victoria Park Edmonton**

When: June 7, 2025

More Information: <https://www.edmontonclassicsportscarclub.com/ecscweb/category/upcoming-events/>

If you don't see yourself travelling to Colorado, closer to home is another great ABFM. In the heart of the river valley in Edmonton, you can meet up with British car enthusiasts from all over western Canada. Not as big as Portland but a great location.

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### **Brits by the Bess – Saskatoon SK**

When: Sunday, July 13, 2025

More information: <https://www.sbcc.ca/saskatoon-events>

As a club we just have to go! No questions, no excuses, just be there! In any case, the Saskatchewan British Car Club puts on a great weekend! Party, mini rally and a great show. I know Reg would love to see a good turn-out for this one. Finally - If these are not enough, check the next issue for the rest of the Driving Season. We will cover from the end of July through October. There is **CBA XLIV** (I'll leave you guessing as to what that stands for) for all things MGC at the beginning of August and the **ABFM** in Portland OR in September celebrating the Mini.

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### **2025 CMGCC Kootenay Tour – Fernie, Nelson, Kaslo, Radium.....and Points in between!**

#### **Could this Tour Become Known as the Kootenay Kaper? Time will tell!**

When: September 2025 actual dates TBD (but it will occur after kids are back in school and the roads are quieter!!) *Tentatively this event may be Sept 5-10, but those dates are yet to be confirmed. Watch the Calendar*

More Information: email [events@calgarymgclub.org](mailto:events@calgarymgclub.org) and Dave Morris will add you to the list and get plans out to you as they unfold.

We all know the Columbia Valley and the East Kootenays from BritsBest and other tours, but how about Kootenay Lake and towns in the West Kootenays? There are great roads as well as any number of,

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gastronomical, historical, scenic and adventure sites to stop and see. The tour is multi-day with enough variety and space to accommodate anyone with optional stops or sites to allow everyone to pace themselves comfortably and catch up the end of each day to share stories. It will be a relaxed run to enable us to enjoy our cars on some fabulous roads and maybe see some scenery and places new to some. More details to follow soon!

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## **What to Look for in Upcoming Issues:**

### **Next Issue:**

- Driving Season Update
- Early Tours and Drives in 2025 (What we've been doing this summer!)
- Rally Primer Part 2 – Instructions and How to Follow Them
- More Rally History – The Rocky Mountain Rally

### **Future Issues:**

- 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!?)
- Oils Well that Ends Well (Lubrication for classic cars)

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**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.**



Old Number 1 – the first Cecil Kimber MG

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# The Back Page:

At the risk of offending someone: I'm sure there may be some backlash!

WIFE: Car isn't starting...  
dashboard shows a sign  
of a person sitting on  
a toilet.

HUSBAND: What??  
Send me a picture...



Oh well - I have broad shoulders! Just had to.....

