



Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club
Volume 6 – Number 2

Spring/Summer2026

2026 Driving Season Has Started



**CMGCC at the World of Wheels
(David Hood's 2004 MG SV in the CMGCC display)**

Highlights this issue:

- 1st Big Event of the Year – World of Wheels!
- Knox Mountain Hill Climb – Another Great Tour Opportunity!
- Are You Well Adjusted – Andy Talks Valves!





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- volume 6, number 2

Editors' Letter – May 2026

Some Random Thoughts for This Year

Spring is always the toughest time to figure out weather in this part of the country. Wet, dry, snow, sleet and a temperature that can vary across a range of 50 degrees

Celsius (-25 to +25 degrees in one day!). It's not easy to declare the start of driving season as our president Jim found out. It meant trailering 6 cars to the World of Wheels Show this year. Thankfully as we finish this issue, we have sunshine and warmth – serious driving starts now!

WoW did bring back a memory of my mis-spent youth. This because of the Fire Marshals' rules for indoor car shows. It seems you are only allowed ¼ tank of gas in the vehicle, not good when you store for the winter with an absolutely full tank. So yes, I had to siphon out ¾ of the gas in the tank and transfer it to our Pathfinder. At current prices, you certainly don't want to waste any. Not only that but I had to do it in the middle of the snowy Stampede Grounds in broad daylight. Thank you Trish for sourcing a siphon hose on short notice and getting it to me. And thankfully no one called CPS to report a fuel theft!

As a club the WoW event was a great success, those of us there connected with several possible new members and even a few current members who haven't been able to make it to meetings lately. We hope to see you all soon at a meeting or a drive – there are lots of upcoming events.

Speaking of events, the club calendar is as full of opportunities as we have ever seen it. May is Tech Session month for sure, and the early events offer the chance for short local runs as well as longer trips. Edmonton and Saskatoon come to mind. And most important, our own BritsBest is back this year in a new location, Pincher Creek Alberta. Think of the possibilities for drives from there: Waterton, Writing on Stone, Lundbreck Falls, Frank Slide and untold other options. This is the best chance to socialize with our members for a weekend of driving, fun, laughter, our own car show and more driving.

Last but not Least, the new CMGCC Driving Challenge has started with the beginning of Driving Season. Brought to you by Morris's Garage the event promises a fun reason to be on the road in your LBC, or other car this season.

We will see you back 'On the Road, soon!'



Safety First

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, 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:

David Hood’s 2004 MG SV – Won 1st Place in the Conservative Sports Car Class!
(I’m not sure what qualifies as a “Conservative Sports Car!?” – Ed.)

Presidential Ponderings –



The club's year has started off with a very successful outing at AutoRama's World of Wheels indoor show. We had six cars entered in our club display. The cars were well presented and all received awards. Thanks to Dean, Dave, Keith and Andy for braving the weather to bring their LBC's out and to all the volunteers that helped out during the 3-day event. Special thanks to Andy for his trailering skills and to Reg for his fabrication skills.

The first tech session and co-driver events were well attended even after a rain delay of a week. The weather was great for the guys to learn the ins and outs about polishing and paint care. The co-drivers had a great time and learned a lot during their tour of the Military Museum. Thanks to Brenda and Dave for hosting the events. And special thanks to Steve for leading the tech session.

The driving season has officially started, and our cars will have all been safety checked on the May 9th Safety Check so we can get out and start driving and collecting those photos for the 2026 Drivers Challenge.

Have you ever wondered why we drive MGs or other LBCs? Is it because they were part of our heritage, or they were what the cool guys or girls drove when you were in high school, or maybe your parents or Grandparents drove you in one, or maybe your favourite film star drove one, or is it because you wanted to participate in the fun events that the LBC clubs hold. I think we all have various reasons why we like to drive our outdated, unsafe, by today's standards, underpowered, and somewhat noisy little cars.

I was visiting with an elderly gentleman at the SVAA AGM this past week about his 102-year-old Ford Model T. He gave me one of the best reasons why we drive our vintage and classic cars. This was his reason. "I know how to fix and maintain it myself, and I do not need to always take them to the dealers like my new cars".

Hopefully you have submitted your registration for BritsBest 2026; I look forward to seeing you all there.



Jim Herbert,

President, CMGCC

Letters

Hey – we love feedback – and we do publish it! And, we have the email address fixed. 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 incorrect and yes, we do control the content!



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

Newsletter@calgarymgclub.org

The F1 Trivia Quiz #1 - Results

Congratulations to Troy Parker who not only provided the first entry received but scored 100% on the quiz. 110% if we add bonus points for the information about playing spoons in question 10.

Here are the correct answers to the questions (in red below)

1. (1950) – Who won the first official F1 race?
 - a. Alberto Ascari
 - b. Guiseppi Farina (Ascari did not race until Monaco that year)**
 - c. Juan Manuel Fangio
2. (1960) – This was the last year a front engine car won a F1 race. (Yes it was a Ferrari). But what circuit was it run on?
 - a. Silverstone
 - b. Spa-Francorchamps
 - c. Monza (BTW – the driver was Phil Hill)**
3. (1970) – This was a hard year for F1 drivers as 3 were lost on track. Bruce McLaren testing a Can-Am car at Goodwood; Piers Courage at the Dutch GP; and Jochen Rindt who became the first posthumous F1 Champion at Monza. At what historic corner did he crash?
 - a. Curve Grande
 - b. Ascari
 - c. Parabolica (a corner that still provides excitement)**
4. (1980) – Alan Jones was the second ever Australian World Champion, he gave a team their first Constructors Title. What team was it?
 - a. McLaren
 - b. March
 - c. Williams**
5. (1990) – Leighton House fired their designer after 6 races that season. In 12 tries their 2 drivers had failed to qualify 6 times between them. The car had a weak Judd engine, but the designer was cut anyway. Who was he?
 - a. Ross Brawn
 - b. Adrian Newey – Yes that Adrian Newey – now active with Aston Martin)**
 - c. John Barnard

-
6. (2000) – Michael Schumacher won Ferrari’s first Drivers Championship in 21 years. His partner was Rubens Barrichello after a driver swap for Eddie Irvine. What team did Irvine go to?
 - a. Arrows
 - b. Jordan
 - c. **Jaguar**
 7. (2010) – At Abu Dhabi, 4 drivers had a chance to win the title that year. The first 3 were: Mark Webber, Fernando Alonso and Sebastian Vettel. Who was number 4?
 - a. Nico Rosberg
 - b. Jensen Button
 - c. **Lewis Hamilton**
 8. (2020) – Covid Year! – With 3 races in Italy, several races were cancelled. Which one of these 3 went ahead anyway?
 - a. US Grand Prix
 - b. Singapore Grand Prix
 - c. **Hungarian Grand Prix**

Now for the Off the Wall Questions:

9. Who is the only F1 Champion who also won a World Motorcycle Cycle Championship?

John Surtees won 7 Motorcycle world championships prior to his 1964 F1 championship
10. Eddie Jordan had a band that used to play after the British Grand Prix. The band was called V10. Damon Hill even sat in occasionally and played guitar with the group. What instrument did Jordan play?
 - a. Bass guitar
 - b. Rhythm guitar
 - c. **Drums – and according to our winning entry he also played spoons!**
 - d. Hammond Organ

That’s it for the first F1 Quiz – your new challenges follow.

Newsletter Caption Challenge #4



I spoke to some members about the caption contest, and it is making a return this issue. It seems there are many more fun pictures out there looking for captions. This one of a slalom team at MG Tref 2018 brings a totally new meaning to the term “Brain Bucket”. MG Tref is the national meeting of the MG Club of Norway. Driving while blindfolded is one thing but this takes disoriented driving to a new level!

Your challenge should you choose to accept it is to provide a fitting caption to the picture.

As usual, entries must be submitted by email to Newsletter@calgarymgclub.org So, give it some thought, and send us your ideas, winners will be announced in the next issue.

Formula 1 Trivia Challenge #2.

The first challenge was about Formula One history. The second trivia challenge is entirely about the tracks that F1 currently uses or has used in the past. This challenge will test your visual recognition capability. Here are 6 schematics (or track maps) of some current F1 tracks and 1 famous track from the past that is no longer in use.

See how many you can identify and send in your entry. I will accept the name of the track or the country of the Grand Prix, bonus for both. (This may be a test even for hard core F1 fans). Send an email with your answers (or SWAG* ideas) to Newsletter@calgarymgclub.org

Again, winners will be announced in the next newsletter.

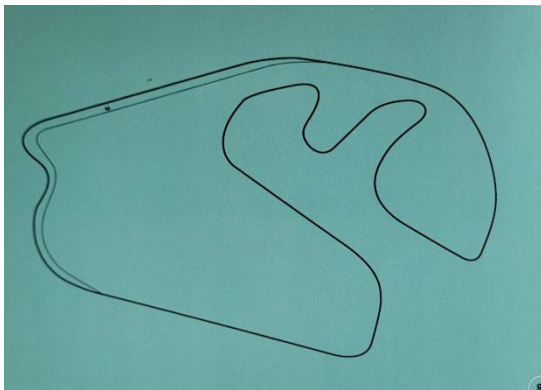
Track 1



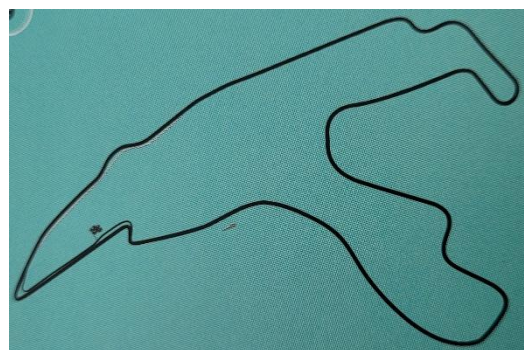
Track 2



Track 3



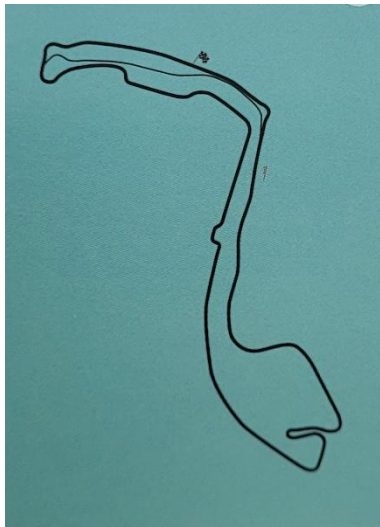
Track 4



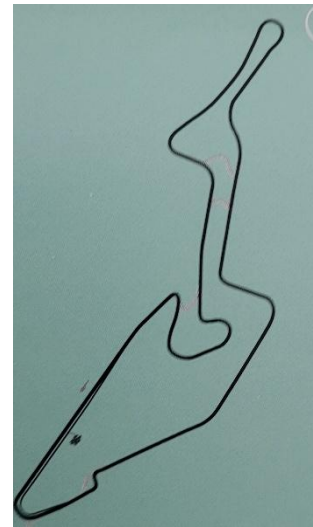
If the first 4 seem easy, the last two on the next page may give you pause.

*SWAG = Scientific wild assed guess

Track 5



Track 6



With the hiatus for F1 for the last few weeks, we decided to leave both contests in this issue.

Club News

Membership

As I write this, it's still April in Calgary. I'm sitting here looking at the snow outside and wondering when will the MG get out again. I'm thinking I may be the same as most of our members right now. (Driving season started in March – Wishful Thinking?)

Speaking of which, our membership stands at 66 regular members plus 2 lifetime members. There are some people not renewing because of MG status changes and several we just haven't heard back from. Also, I talked to a few people at World of Wheels that are members but haven't been able to get to meetings, all of whom said they will be out this year. All of this bodes well for our growth as a club and involvement in our activities.

Our first new member for the year is Blaine Rasmussen. Blaine doesn't have an MG, but he does have a 1977 Lotus Esprit. It's black, and no, it does not convert into a submarine. Blaine has extensive experience with working on cars, race cars, street cars, even vintage cars. Just ask Al Natelyty, Blaine just finished some restoration work on Al's MGB. If you get a chance to talk with him, he has all manner of past racing stories from his time in IndyCar working with some drivers and teams names you may recognize: Unser, Rahal-Letterman, and Andretti all come to mind.

Thanks to Azim for the numbers and the member information.

Janet Kinsey – In Memoriam

The British Style of Motoring as Embodied by The Kinseys

At the close of last year at the Christmas Party, Dick Averbs paid tribute to those members we lost through the year. We also mentioned Janet Kinsey along with others in our newsletter memorial. It is now time for us specifically to remember Janet and tell Andrew and family how much we are thinking of them. (The words that follow are a remembrance penned by Dick Averbs this past December. Ed.)

Andrew and Janet were a very special couple whose legacy with The Calgary MG Car Club will be long remembered. They arrived at the Club with their immaculate red MG not long before the pandemic, bringing to our ranks a new sense of style, understated flair, and inimitable LBC friendship.

As the only members on the road with an MGF, in short order Andrew and Janet became instantly recognizable, making regular appearances at events and particularly club drives. For a 2022 trip to the Reynolds Museum in Wetaskiwin, the Kinseys were one of only three Club cars on parade at 7.30 A.M. to make the long return daytrip drive up north for the Ultimate Car Show, an event with more than 600 vehicles registered.

By the following year the MGF was sold (to our own John Towler who says it's a great drive) and Andrew bought a larger, more modern roadster, one more comfortable, particularly for Janet. But both of our stalwart members were still keen to be seen, as they say: getting out to enjoy the open road and making as many drives as possible.

I last had the privilege of talking with Janet, and Andrew, on the annual Highwood Pass drive just back in July 2025, when we stopped in the new parking lot at the top of Canada's highest paved road. I'm not sure if this was the last Club drive they made (I hope someone will correct me if it wasn't)... suffice to say that both Andrew and Janet demonstrated impeccable fortitude and admirable courage to overcome adversity and make a 350 km day of it.

In hearing on December 5th, that Janet had recently left her mortal coil, I was immediately saddened, then almost immediately encouraged by our outgoing Pres and incoming VP to give an address after the dinner (for which this prose is an edited version). Christmas party notwithstanding and impromptu speech such as it was, the overall sentiments will linger long after Duncan made the toast to absent friends.

This passage is all about making the most of what we have: how we spend our precious time, who we choose to spend it with, ensuring we take opportunities when we have them, and making smart choices about where we decide to go. The "why" is another entity close to beyond words, or space in these pages, although there is one more stanza...

Sincere condolences to Andrew, family, and close friends. To Andrew and Janet, we miss you both. A Remarkable MG, and even more remarkable people: we hope to see you again, Andrew. Here's to Janet Kinsey.

Dick Averbs, for the Crown Wheel and Opinion

Co-Driver Event – The Military Museums – Saturday, May 2, 2026



During the Detailing (Wash to Wax) Tech Session on May 2nd seven Co-drivers ventured to The Military Museums to take in the exhibit at the University of Calgary Founders' Gallery - "David Garneau: Dark Chapters and Reading the Ruins. This exhibition is curated by club member Dick Averns (and Arin Fay). Before heading into the museum, a brief visit to the rusty steel beam that is outside and roped off. Many of us have probably driven past it not knowing what it is. It is a steel girder from ground zero at the World Trade Center. This 1,277-kilogram piece of exterior wall was gifted to TMM by

the Port Authority of New York and New Jersey on the 10th Anniversary of 9/11. Seeing this prompted discussion on what each person was doing when they heard the news.

After entering the museum one of the many volunteers gave us a quick overview of the museum. There are 8 unique museums that represent the 3 distinct branches of the military (Army, Air Force, Navy), Alberta's four founding regiments, and the University of Calgary Founders' Gallery. To get to the Founders' Gallery we went past the Women in War displays that showed women's involvement in the military from the late 1800's to 2017. The Military Museums building was formerly the Junior High School for the children of military members. One co-driver, Helen, actually attended the school. Once entering the Founders' Gallery and seeing the wooden floor and high ceiling made it evident that it was previously the school gym. The exhibit itself was intriguing as we viewed each piece and discussed some of the ways the artist, David



Garneau intersected themes of Metis culture and history with the legacy of colonial expansion. An interesting addition were the artifacts on display from the University of Calgary's military collection stored at The Military Museums. These artifacts were used as inspiration by the artist in his work.

From the Founders' Gallery individual exploration of the museum followed. Some went to see the Great Escape Exhibit in the Air Force Museum and saw how prisoners of war at Stulag Luft Drei dug a 100 ft tunnel using whatever they could get their hands on, while others checked out the Navy or Army museums. We stopped to get a picture in front of the amazing mural in the main entrance hall. The mural is made of 240 individual panels that depict various scenes that when all put together create one picture of the three branches of the Canadian Military.

Before leaving the building and heading to the Cold War Exhibit, I shared the story of how Canadian soldiers from Lord Garry Horse Regiment in Sherman tanks liberated the town of Assen (in the Netherlands) where my grandparents and great-grandparents were from. My great-grandfather took one of the empty 75mm shell casings discarded by the Canadian tanks and had it turned into a brass pitcher. For the full story you can read it here:

<https://www.elinorflorence.com/blog/holland-wartime-souvenir/>

The last thing to visit was the tent hangars outside the main building where the Cold War Exhibit displays jets of different eras. Everything from the F-86 Sabre to the Airforce's current fighter jet, the CF-18. There were a few planes outside that hopefully will have their own tent structure soon to keep them protected from the elements.

Thank you to all the co-drivers who attended and for the stories that everyone shared. There were co-drivers who had been a few times, never been before, and those who had been a long time ago. We all agreed that it was very worthwhile to go and maybe the next time we go we might have to include the "techies".



*Brenda Blair,
Social Convenor and Co-Driver Coordinator*

Missed the Co-Driver Event?

If you are a co-driver and want to make sure you get notified of upcoming co-driver events please reach out to Brenda Blair at bblair@cafewall.com or 1-403-816-6004 with your contact details.

2026 CMGCC Driving Challenge

Our president has decreed that Driving Season is open! He did this in March to cover the start of Car Show season and the World of Wheels at the BMO Centre. He did this without regard for the vagaries of springtime in Calgary or any of southern Alberta. Hopefully by the time you read this, the snow will be only a memory. That being said, your challenge is now to find the targets and submit the pictures for 2026.

Thanks to Dave and Paula of **Morris's Garage** here are the targets and the rules for the 2026 Driving Challenge:

2026 CMGCC Driving Challenge

Challenge runs during the 2026 CMGCC official driving season.

- Each submission must include a picture showing the member, the vehicle they used, and the challenge target. The submission must be mailed to events@calgarymgclub.org, with subject "Driving Challenge" and the target name, vehicle used, and vehicle category in the body of the email.
- Photos submitted may be posted to club social media platforms, such as Facebook, Instagram, and TripCast, or published in the newsletter.
- Any vehicle can be used for driving challenge submissions, points will be awarded as follows:
 - British car older than 25 years, i.e., 2001 model year or older: 3 points.
 - Other British or special interest car: 2 points. Can be an enthusiast-oriented trim of a mainstream model.
 - Regular daily driver: 1 point.
- If more than one submission is received for the same challenge item, points will be awarded once for the highest scoring submission. For example, if you make a submission with your daily driver, you will get one point. If you then went back with your classic British car, you would get a total of three points.

Bonus Points:

Participants will receive five bonus points after making five submissions, and ten bonus points after making ten submissions.

- Double points for an indoor car show.
- Triple points for any one entry more than 300 km from home.

The 2026 Targets follow on the next page:

2026 CMGCC Driving Challenge targets:

- Saddledome - while it's still standing
- Calgary downtown skyline
- Botanical Gardens of Silver Springs
- Museum (e.g., Bomber Command)
- Ann & Sandy Cross Conservation Area
- Giant roadside attraction (e.g., Mr. Pinto)
- Glacier
- Waterfall
- Kootenai Brown Historical Park
- Village Square in small town (e.g. Barons)
- Big Rock, larger than an LBC (e.g. Okotoks Erratic, Frank Slide)
- National Park
- Welcome sign
- At a car show, such as BritsBest
- At an ice cream parlour
- Parked at a Canadian Legion
- By a wooden grain elevator
- With a windmill - any style
- With your completed SVAA Safety Check form
- At a club tech session
- At a Ghost Town
- Your car, posted to the club Tripcast by another club member (submit a screenshot or link)
- At the Port o'Call on a club meeting night
- With a building from the same decade as the member's car
- At any one site where the CMGCC used to meet, e.g. Chapelhow Legion, Canoe Club, Danish Club

For Inspiration – Here Are a Couple of Examples from Past Challenges:



Andy with Midget at the Lamp Museum in Donalda



Midgets on the way to the ABFM in Edmonton

Feature Articles

MGs at the 58th World of Wheels – Calgary



The new CMGCC Banner! Look for it at displays and car shows all over this coming year! Thanks to Reg Beckett for the stand – looking great.

April 5, 6 and 7 saw 6 cars and 1 trailer entered in the club category for the 58th Annual World of Wheels Custom Car Show at the BMO Centre. Spearheaded by our president, Jim Herbert, we provided the show audience with a great cross section of post war MG history. Bookending our display, we had Jim and Linda's supercharged 1951 MG TD and David Hood's 2004 MG SV; talk about extremes! In between there were 4 more MGs; Andy Hardie's 1972 MG Midget, Jim's 1974 MGB GT, Keith Clarke's 1975 MGB with his matching trailer, and finally the Team RACAP 1968 MGC that Trish and I entered.

The biggest news though was, ALL 6 of them won awards in the show. Here are the CMGCC results:

- Jim got 1st and 2nd in the Foreign Sports Car Class;
- We got 3rd in the same class;
- Keith got a Best-in-Class award in Foreign Sports Car;
- Andy took 2nd in the Conservative Sports Class 68-82; and
- David won 1st in the Conservative Sports Class.

Given we are a group who want to enjoy our cars and drive them whenever we can, including to and from shows, I think we did very well indeed.

We didn't win any of the club awards; those are the ones with prize money attached, but we had fun and we met a large number of people interested in our cars. It seems we had some pretty stiff competition. The Mustang Club from Calgary has a member who is a set designer for the movie industry, (hence the 50's diner parking lot). Even some of the individual displays were pretty fantastic. There were many entries that are strictly show cars; I don't think some of them ever see a road let alone one without a paved surface, or a day outside other than bright sunshine!

My most common question was; "Is that engine aftermarket?" It was apparent people hadn't seen an MGC with an inline 6 before. Keith had a lot of interest in his MG boot derived trailer. Andy and Jim were fielding many questions and comments from those saying; I knew somebody who had one of those back in the day. But most of the raised eyebrows came about when people learned the SV had a 4.7-litre V8 engine and a carbon fibre body! All-in-all, it was a great venue to raise awareness of the CMGCC.

For us there were some first-time experiences: the first time the car has ever been trailered anywhere, the first placing in a major car show for us (3rd in the foreign sports car class) and the first time for an indoor car show. Given the weather for the weekend, it was a good thing Andy hauled the car down for us. The biggest benefit was I got a great head start on preparation for driving season this year.

Many thanks to those involved in setting-up, staffing the display and getting us all home again afterward.

We couldn't have done it without you!

Here are the Cars We entered for World of Wheels # 58 at the BMO Centre



6 Cars and 6 trophy plaques –
it doesn't get any better!!



The Knox Mountain Hill Climb

Something else to do the long weekend in May.....

Where can you see a '57 Chevrolet, a Formula Ford, a Dune Buggy, a custom racing EV and an MGB all racing over the same course. Not wheel to wheel, but one at a time over a very challenging and potentially hazardous route. **The only place I know is Kelowna – at the Knox Mountain Hill Climb!**



The Knox Mountain Hill Climb (Official logo to the left) is an annual hill climb event in British Columbia. Established in 1956 as the Okanagan Hill climb, it has now operated on a paved course in Kelowna's Knox Mountain Park since 1966. It is among the longest-running annual hill climb events in North America and is currently the only sanctioned hill climb in Canada. The 3.5-kilometre (2.2 mi) course is known for its ability to generate adrenaline flow because of the drop-offs, and its real difficulty for drivers, with every corner cambered to the outside of the curve. The current course record is a rather impressive 1:34.903 set by Aran Cook in 2023 in an Arco X10 Formula car.

The hill climb takes place on the May long weekend, always the Saturday and Sunday before Victoria Day.

The Course

Located within Knox Mountain Park, a 385-hectare nature park overlooking the downtown core of



Kelowna, the course follows 3.5 kilometres of Knox Mountain Drive. It climbs 245 metres for an average grade of 6.7% and has nine turns including three hairpins. It is Canada's oldest hill climb and it is promoted as the longest-running annual paved hill climb in North America though this distinction may be contested by the Mount Equinox Hill climb in Vermont.

The picture above makes the course look entirely flat. The one to the right gives a better view of what the topography is really like!



The road was originally built as a mountain access road designed for drainage of rain and meltwater but certainly not for speed. The course was created by paving over the original gravel/dirt road leaving all the corners cambered toward the outside of the curve, making it very difficult to take a corner at high speed. The road is very narrow and is flanked by rock outcroppings, cliffs and mature (big)

trees. While the posted speed limit is 30 kilometres per hour (19 mph), top racers will exceed 160 km/h (99 mph) on the short straight sections.

All the road corners are known to competitors by their "numbers" including the three challenging switchbacks. Each corner has its own particular features, varying from steepness to the off camber, to steep drop-offs and rather solid obstacles if you go too wide. Here's a quick summary of the corners from the event organizers:

Turn 1 - The first switchback, comes in off a rise in the slope, often misjudged by drivers trying to carry a bit too much speed.

Turn 2 - The steepest part of the hill, but narrow and dark due to shade from the trees.

Turn 3 - Second switchback, again very steep especially if your line is too close to the traditional apex. The secret is to go wide.

Turn 4 - For many drivers, this is the scariest turn, with a steep drop-off on the right. Just be bold.

Turn 5 - Frequently mis-judged as drivers turn away from open slopes to the inside part of the course. Be cautious and do not drift too wide here.

Turn 6 - High speed turn, flat out for many, unless your car is very quick.

Turn 7 - Another high-speed turn leading into the final switchback, a hard left.

Turn 8 - Brake hard into this left-hand switchback, drop a couple of gears and prepare for another short but steep climb.

Turn 9 - Lift off a bit and quickly back on for a blast to the finish. Don't drift too wide, another big drop-off.

Finish - At this point your heart should be at least pounding somewhat! If you have some Adrenalin shakes - it was a good run. Now, drive (do NOT coast) back to the bottom of the hill and get ready for another run.



By the way, from both my and Andy Hardies' experience, coasting back down could cost you a set of brake pads at the very least; that grade can burn them up very quickly.

The Event

The event can host up to 90 drivers, all of whom must have racing licenses and safety equipment installed in their vehicles. Drivers race one at a time, competing in classes which include open-wheel cars, grand tourer (GT), vintage cars, four-wheel drive, engines under 1800cc, dune buggies, and electric cars. Times

under two minutes are considered exceptionally fast and as of 2023 only 14 drivers had completed the course in under one minute and fifty seconds.

The course is considered to be very challenging. In 1969, Prince George Citizen sports editor Ron Allerton called Knox Mountain "the most perfect paved track ... available for hill climb in North America." In 1973, Hot Rod magazine described the Knox Mountain Hill climb as the "premiere event" in Western Canada and "one of the nation's top amateur events". According to National Solo Sport Representative Henry Threlfall, Knox is CACC's biggest annual solo event. American racer George Bowland, who held records at ten hill climbs, said that Knox was the best-run hill climb he'd attended, "the best from all standpoints, from the management of it to the challenge of the hill itself."



Drivers pose for a group photo at the conclusion of the 2025 hill climb.

Knox Mountain Drive is closed annually due to poor winter driving conditions from the first frost warning in November until March or April. Additionally, the road is often closed in the summer due to wildfire risks. During the COVID-19 pandemic, Knox Mountain Drive was closed to automobiles entirely to allow social distancing in the park. Since 2022, with hikers and bicyclists competing for safe road use, the narrow



It looks to be a long way down to the start! And that vantage point is not near the top

road is only open to automobiles as far as turn three (allowing access to the park's lower lookout pavilion). Due to these closures, racers can only drive the full course on race days and must otherwise walk or bicycle to survey the upper half of the course. Practice runs are now more important than ever.

Other sporting events have also used Knox Mountain Drive. In road cycling, it has been used as the K-Town Classic's first stage, also called the Knox

Mountain hill climb, with top riders earning points toward the BC Cup. In 2008, it brought 175 riders for the three-day event, with the fastest ascent at 9:00. In downhill skateboarding and street luge, it has been used as the Knox Mountain Downhill, co-hosted by the Kelowna Longboard Alliance and the Kamloops Longboard Club. It is sanctioned by Skateboard Canada as a qualifier for the national teams.

Early History

It wasn't always held in Kelowna, the Okanagan Auto Sport Club (OASC) held its first hill climb, called the

Okanagan Hill Climb, in Penticton in 1956 on Crescent Hill Road. From 1957 to 1960 the hill climb was held in Westbank, with a 1.8-kilometre course starting at Okanagan Lake. The 1961 event was cancelled as the road was being repaired and realigned. This reduced its driving challenge and appeal as a hill climb course. From 1962 to 1965 the Okanagan Hill Climb was held in Okanagan Centre on Camp Road with a course of slightly over 1.6 km. Held in May on the Saturday and Sunday before Victoria Day, the event became popular in Western Canada and the US Pacific Northwest. Attracting crowds in the thousands, it grew too large for the Okanagan Centre community to support.



Yes, there have been many LBCs in the Hill Climb

The Okanagan Auto Sport Club (OASC) held its first hill climb, called the Okanagan Hill Climb, in Penticton in 1956 on Crescent Hill Road. From 1957 to 1960 the hill climb was held in Westbank, with a 1.8-kilometre course starting at Okanagan Lake. The 1961 event was cancelled as the road was being repaired and realigned. This reduced its driving challenge and appeal as a hill climb course. From 1962 to 1965 the Okanagan Hill Climb was held in Okanagan Centre on Camp Road with a course of slightly over 1.6 km. Held in May on the Saturday and Sunday before Victoria Day, the event became popular in Western Canada and the US Pacific Northwest. Attracting crowds in the thousands, it grew too large for the Okanagan Centre community to support.

For the 1966 hill climb, the OASC was granted permission to use the newly paved road on Knox Mountain in Kelowna. Immediate benefits included all-day radio coverage of events on CKOV and videotaping by CHBC television. Popularity reached its peak in the early 1970s, drawing several thousand spectators, and the race attracted sponsors Castrol oil and Macdonald Tobacco to provide cash prizes. British Columbia then led solo auto racing in Canada. Those were the years we attended driving out to Kelowna from Edmonton in our Team RACAP Datsun 510 Rally Car.

More Recently....

In January 2005, Knox Mountain Motor Sport (KMMS) was incorporated in British Columbia and took over the organization of the Knox Mountain Hill climb while OASC continued other motorsport events in the Okanagan. Residential development and municipal regulations have resulted in the discontinuation of most other hill climbs in Canada, such as that at Rattlesnake Point on Ontario's Niagara Escarpment. By the mid-2010s, Knox Mountain became the only sanctioned hill climb in Canada.

Change has been a constant with the Knox Mountain Hill Climb. It has outlasted several sanctioning bodies and organizing groups over the years, but the intent of the competition has remained true: find the fastest way up the hill in whatever vehicle works.

In 2004 five drivers from North American Big Rig Racing took to the course as an event of the 2004 NABRR Tour, racing Mack, Kenworth and Peterbilt trucks. Somehow, this did not become a regular category of the hill climb.

The first electric car to compete in the race was entered by UBC engineering students in 2015. In 2018, KMMS started a Queen of the Hill competition to recognize female racers, prompting the CACC to take steps to encourage female racers to participate in other disciplines. A record of six women drivers took to the course in 2023.

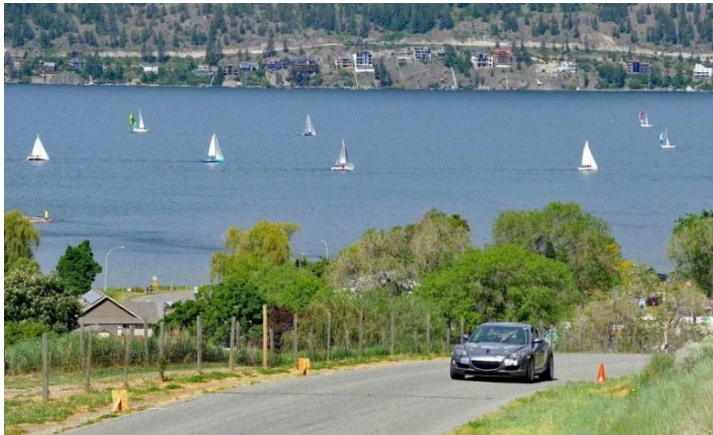
In the 2020s, the SCCA classification system was phased in. The race experienced a two-year hiatus due to COVID-19 restrictions. In 2024, a video wall was added at the bottom of the hill with the race livestreamed.

Organization

The annual event is sponsored by Leavitt Machinery and is



The first electric vehicle to win the hill climb was this heavily modified [AC Cobra](#) EV driven by Trevor Yip in 2025.



Where else could you get this view at a motorsport

organized by Knox Mountain Motor Sport (KMMS), an affiliate of the Confederation of Autosport Car Clubs (CACC), the Fédération Internationale de l'Automobile (FIA) sanctioning authority for British Columbia. In 2016, KMMS had 12 non-racing members and 50–60 members who were also racers at the event. A minimum of 40 volunteers are needed over the race weekend as track workers, tow truck operators and gate workers.

On the race weekend there is also a car show, beer garden, food trucks, children's play areas, and live music. As KMMS is a

non-profit organization, proceeds are reinvested into the event or distributed to local charities such as the Kelowna Society for the Prevention of Cruelty to Animals, Sunshine Dreams for Kids, and Kids Cancer Care. KMMS has also partnered with the City of Kelowna to plant thousands of trees in the park to replace those killed by pine beetles. Like the CMGCC, they have a great connection with their local community.

Race records

Now past its 65th year, Knox Mountain is the longest annually running paved hill climb in North America. Over the years, the event



MGB-GT V8 getting ready to start

has attracted top drivers from throughout North America, looking for the challenge of being fastest and the title of “King of the Hill”.

The title of King of the Hill is awarded to the driver with the fastest time up the hill across all competitive classes. John Haftner won the title twelve times between 1989 and 2012, setting course records on five of those occasions and holding the course record for 24 years. Other prominent racers include Wouter Bouman (three titles; four years under 1:50), Bryan Evans (four titles; held course record for 11 years), Allen Reid (four titles), Ian Wood (four titles), and Jennifer Ocker (five Queen of the Hill titles). The current hill record is 1m:34.903, set by Aran Cook of Edmonton, Alberta in 2023. The previous record set by John Haftner (1m:37:065) had not been broken in 12 years! Times under two minutes are considered exceptionally fast, with few drivers achieving that and even fewer sedans having ever achieved that. Most times fall between 2m00s and 2m30s. To achieve top times, speeds in excess of 160kph must be reached on the short straights.



The big trophy on top of the car is for the class win at Knox Mountain in 1977.

More significant, the best Run for a CMGCC member is 2:38.155 set by Andy Hardie in 1977 in that venerable red 1972 MG Midget we all know and love!

Why go to the event?

The Knox Mountain Hill Climb was a great weekend of fun, sun, and cars back in 1970-73. Nothing has changed about that aspect of the event. Our intent as a club is to enjoy driving our cars, and we know the Okanagan has some really great roads. We are always looking for new places to visit and get out and drive, so why not a tour to the Okanagan. (Thoughts Jamie?!) You really don't have to personally take on the challenge to be “King of the Hill” to enjoy a trip in the LBC. Although I think I know where to find a competition roll bar that would fit.....



There definitely can be some excitement in driving up a hill!!!

Text by the Editors based on website material used with permission from the KMMS.

Picture credits: Used with permission from KMMS

Technical Articles

SETTING VALVE CLEARANCES (LASH) ON YOUR MG

THE WHY THE HOW AND THE HOW MUCH CLEARANCE

Before we delve into the how, we should answer the questions, why and how much clearance? In 2026 you might also ask why not just Google it? I can't answer that question, but the why, how and clearances I can throw some light on.

Having correct valve lash clearances are essential to the efficient and (mostly) quiet operation of the engine in your car. Too loose, performance will be reduced and the valvetrain will be noisy with excessive "ticking". Too tight and burnt valves and poor idle are likely. Getting the clearances right is easy to accomplish when you know how, so let's move on to that.

FIRST, THE ENGINE SHOULD BE COLD before starting to adjust valve clearances. This is so that all adjustments are made at the same temperature. If started hot, a cooling engine will result in different clearances between first and last set. Interestingly, MG instructed clearances on XPAG and XPEG engines in T series cars be set hot, but to add 0.003' if setting cold. I have found that a more even set across the entire valve train is accomplished by setting cold.

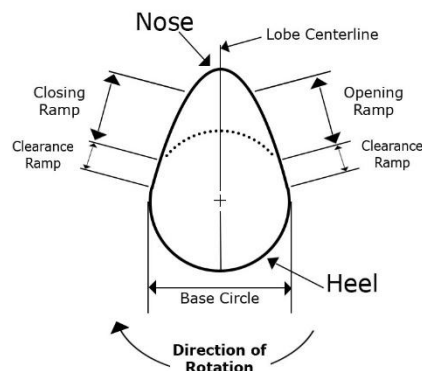
SECONDLY, it is important to know what the clearances for exhaust and inlet valves should be, and what order to set them in. In a stock engine the number is easily found in the manual, but if the engine has been modified with a "hotter" camshaft, the camshaft manufacturer may use different clearances, so be sure to know what is right for your engine. Most engines I have worked on have the same clearances for both inlet and exhaust, BUT some applications MAY recommend larger clearances for one over the other, exhaust valves typically requiring a bit more clearance. Be sure to check for your application.

For our purposes, the unmodified BMC A, B and C series engines used in most of our MGs see both inlet and exhaust clearances set to the same 0.015", cold, and even XPAG and XPEG engines in T series cars can be set at similar values cold.

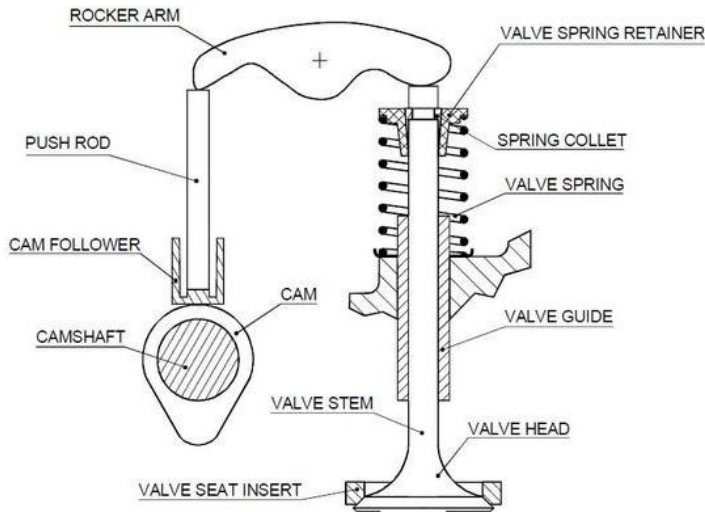
THE HOW

The following diagrams show typical camshaft and pushrod valve train components found in most post war MG engines.

Cam Profile Terms



VALVETRAIN DIAGRAM



Camshafts have “lobes” used to open and close each of the valves in a cylinder in a prescribed sequence. The cam lobes have a “base circle” and peaked “lobe” for each valve. The clearance between the rocker and the valve stem occurs when the cam follower (or tappet) rides on the base circle of the camshaft, meaning that valve is closed. It is this clearance that we are setting. This clearance disappears as the cam follower rides up the ramp of

the lobe to its peak as the valve opens, which is why we must ensure the valve is fully closed to set it. The simplest way to determine this is to ensure the piston in a particular cylinder is at TDC on the compression stroke. Both inlet and exhaust valves are therefore closed, and both rockers will be loose.

As only one cylinder at a time can be on the compression stroke, we can use the rule of 9 on 4-cylinder engines and 13 on 6-cylinder engines to determine which rockers are adjusted. Since there are two valves per cylinder, rockers are numbered 1-8 on a 4-cylinder engine and 1-12 on a 6. With #1 cylinder at TDC on the compression stroke, both valves will be fully closed, and a corresponding cylinder will be on the exhaust or inlet stroke meaning one or the other of the valves on that cylinder will be open/opening or closed/closing (those rockers will be “rocking”).

The "rule of 9" for adjusting rocker means:

- To adjust #1 rocker #8 should be rocking ($1+8=9$)
- To adjust #2 rocker #7 should be rocking ($2+7=9$)
- To adjust #3 rocker #6 should be rocking ($3+6=9$)

and so on until all 8 have been set. Same rule bigger numbers for the big 6 cylinder.

TOOLS REQUIRED

Flat blade screwdriver

7/16" AF box end wrench (ring spanner in Brit speak)

Set of feeler gauges

Getting to the valve train of course requires the removal of the valve cover on the top of the engine. Once access is gained, the process of “setting the valves” can begin.

It's generally nice to know what each valve clearance is before loosening any of the jamb nuts on the rockers. If your valvetrain is pretty quiet, many rockers may not need re setting, so be sure to check them first.

For those that need adjusting, select the correct feeler gauge and set it off to one side, but in easy reach. The following is where you wish you had a third hand. 😊

Put your box end wrench on the jamb nut of the rocker and the flat blade screwdriver in the slot of the adjusting screw. (two hands already in use)

Undo the jamb nut so that the adjusting screw can be used to change the clearance. Allowing the wrench to hang on the screwdriver in one hand, use the other to insert the feeler gauge between the valve stem and rocker tip. If the clearance is too tight to get the feeler gauge in, screw the adjusting counterclockwise until you can. Now tighten the screw clockwise until you feel a slight drag on the gauge as you move it back and forth between the valve stem and rocker tip. Now is where the third hand is useful.....once satisfied with the amount of drag, tighten the jamb nut to lock the adjusting screw in place. Putting slight counterclockwise pressure on the screwdriver as you tighten the jamb nut clockwise will help keep the drag you want on the feeler gauge. If the drag increases or decreases, you may want to start over. Not the first time that ever happened, LOL.

Repeat until all rockers have been checked and adjusted where necessary. Practice makes perfect, and it won't be long until you're a pro. Time to button the job up by reinstalling the valve cover and warming the engine to see how you did. Is your valvetrain a little quieter?

Time to move on to timing and carburation to complete a major tune up in preparation for driving season.

Article written by Andy Hardie based on 60 years of BMC A, B, & C series engine experience.

May is Tech Session Month

During May we will have the chance to gain more experience than ever as we have several tech sessions scheduled and more may well occur as the Driving Season progresses.

- First was the Appearance Session May 2: (it was moved from April – due to weather!)
- Next will be in Carstairs – May 16 – The almost annual 'Lift and Lube' Session in Reg's Garage along with a Co-Driver Event – See Brenda's Update
- And the following Weekend – May 23 – 'Suspension and Alignment' - details to follow.



How many CMGCC members are needed to lift an MGA body and put it on the frame?

There is enough collective MG knowledge in the club that these sessions will never end – and for some of us that is a good thing. Come on out you never know when you will find someone who has the answer to that little issue you've been ignoring for the last three driving seasons. Details in the Club Calendar.

Upcoming Events

Big Events to Think About for 2026 (The early season events)

BritsBest returns for 2026 – but in a new location!

When: June 5-7, 2026

Where: Pincher Creek AB,

Car show at Ranchlands Mall on Saturday

Host Hotel: Heritage Inn,

919 Waterton Ave, Pincher Creek, AB,
TOK 1W0

Phone: (403) 627-5000

The new location for BritsBest was required as there is no longer a show field in Radium. Pincher Creek is a cool small town, and Waterton Park is not far away!

BRITSBEST CLASSICS
A CELEBRATION OF BRITISH MOTORING!
JUNE 5-7 2026
PINCHER CREEK, ALBERTA

HOTELS
We have arranged blocks of rooms for reservation at two hotels:
1 The Heritage Inn and Conference Centre
919 Waterton Ave
Pincher Creek, AB TOK 1W0
(403) 627-5000
2 Econolodge Inn and Suites
1049 Waterton Ave
Pincher Creek, AB TOK 1W0
(403) 627-3341
In both cases, ask for the special MG Car Club rate when booking.

REGISTRATION
Please register yourself and your LBC at calgarymgclub.org and navigate to the registration page.
\$35 for each car and driver only
\$40 for the car, driver and co-driver
We are also offering an optional commemorative T shirt at \$20 each. Please identify your size and gender on the website form.
PAYMENT BY PAYPAL OR CREDIT CARD
PLEASE NOTE: ON-LINE REGISTRATION CLOSURES MIDNIGHT MAY 13.

EVENTS
WE ARE STILL PLANNING, BUT THE FOLLOWING ARE FIXED (MORE OR LESS!):
SATURDAY 10AM-2PM CAR SHOW AND SHINE
Inside the Kootenai Brown Historical Park Pioneer Village just a few minutes from the hotels in Pincher Creek. The \$25 registration cost covers one car and driver, plus full access to the Museum for the day (normal entry fee is \$10). For a second entry fee (ie co-driver) add another \$5. Details: www.kootenai.org
SATURDAY LUNCH & EVENING DINNER
Venue and price depends on the number of people attending, so details to follow after registration closes on May 13. Please indicate your interest by checking the boxes on the registration form.
POST SHOW DRIVE
There are many interesting drives out of Pincher Creek. We will be putting together some suggestions for self-led drives after the show.
ROCKER COVER RACING
A huge amount of fun! Build a racer from a British valve cover and race for glory! We will be using NANGOR's sales (see their website). No need to register beforehand—just bring your racer! Google "valve cover racers" for ideas.

ALL PROCEEDS FROM THE EVENT WILL BE DONATED TO THE PINCHER CREEK FOOD BANK
GREAT CARS!
GREAT PEOPLE!
GREAT FUN!
FOR ALL DETAILS AND TO REGISTER: calgarymgclub.org

Alberta All British Field Meet – Victoria Park Edmonton

When:

- Saturday June 13th, 2026
- Vehicle open to parking: 9:00 am to 11:00 am
- Show Time: 11:00 am to 3:00 pm

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

This is as close to home for an all-British meet as you can get. Traditionally they provide a great time for all, and as we remember, the Edmonton crew throw a good party.

Brits by the Bess – Saskatoon SK

When: Sunday, July 12, 2025

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

Last year a few of us went; battling weather to get there and home again! But it was totally worth it, the Saskatchewan British Car Club puts on a great weekend! A great party, and a really good show.



Most of the crew that went to Brits by the Bess last year – they made Henri park with the other Triumphs in a special area

NAMGBR is Hosting the Biggest North American MG Event in 2026!



This event only happens every 5 years, when NAMGBR invites everyone (all registries) to their annual gathering. So, think back to MG2023 and multiply by a big number for both attendees and varieties of MG. If you only go to one MG event, this one offers a bit of everything MG, short of travelling to the UK for the major events there.

What to Look for in Upcoming Issues:

Next Issue:

- 2026 Driving Challenge
- 2026 Driving Season – Who’s Done What – So Far
- Even More Trivia Quiz!

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 playing with our toys more enjoyable (like we need that!?)
- Other project cars in the club (there are several)

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.

Memories: CMGCC Members on a Drive to Wayne and the Last Chance Saloon



The Back Page:

It was only a matter of time, first hybrids then electric and now vegan.

