

Crown Wheel and Opinion

Fall 2012

Issue 2 Volume 2

*The Calgary
MG Car
Club
(CMGCC)
Newsletter*

Shiny Bits and Trim from Azim

Welcome to the 2nd edition of the “Reborn” CMGCC newsletter.

Congratulations to Norma Kenward and Dwayne Schellenberg and their trusty side-kicks Derek and Donna for getting this going. One of the many goals I had when I accepted the nomination of Presidency of the club was to try and revive the club

newsletter. Norma and Dwayne offered to take it on and voila!... They have come up with an interesting and informative newsletter and the submissions from the general membership have been wonderful.

Keep it coming everybody!

Azim Bhatia, CMGCC President

Notes from your Editor & Publisher

We’ve switched roles for this autumn edition of the CMGCC **Crown Wheel and Opinion**. Dwayne “The Devil Wears Prada” Schellenberg edited this issue, while Norma Kenward (William Randolph Hearst to you) published.

The response to the Spring 2012 “reborn” **Crown Wheel and Opinion** was excellent!

Thanks again to everyone that submitted articles and material for both issues – and please keep it coming. The eventual goal for this newsletter is to have the entire content composed of membership submissions so articles and ideas are always welcome.

Any ideas for new features would also be appreciated – please contact Norma or Dwayne with your brainwaves. Speaking of features –

for “MG Spotting!” we hope to be able to showcase on an ongoing basis your photos of MGs in faraway, fun or unusual places, so send them on in! And this issue we’ve got a new column for you – our hopefully ongoing “What in the World!” feature. If you’ve taken a photo of a eye-catching, rare, or downright weird vehicle, send that on over as well. A connection to MGs would be ideal, but isn’t absolutely necessary.

A big thanks also goes out to Dave, Morris, Club Webmaster, for his assistance posting our newsletters onto our webpage.!

In closing, we hope you enjoy the read and find this newsletter both fun and informative. Happy driving—still lots of time before the snow flies!

Dwayne and Norma

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CMGCC Members Welding a Blue Streak!



A couple of Calgary MG Car Club members attended a Welding course at SAIT in the Spring. I was fortunate to have been one of those attendees.

The course was for Oxyacetylene welding and is promoted as an excellent precursor to other forms of welding. The course started with a bit of theory and important safety notes, then quickly turned to the practical side. Recognizing what is happening under your flame will apply to other forms of welding such as MIG and TIG.

A great deal of emphasis was put on the molten puddle that forms under the flame. We learned to control that puddle through adjustment of the angle, flame penetration and the use of the welding rod to both cool the puddle and add material.

We were soon laying down welding beads and joining material together. It was quite surprising how enthusiastic the class got, myself included, as we produced our first welds. Next step is the MIG course this Fall. Hope to see you there!

- Derek Kenward, CMGCC Member



Sylvan Lake Sojourn

June 16th, saw excellent attendance by the Calgary M.G. Club (CMGCC), through Mike Coe and Mike Holtz, the primary arranger, & the Vintage Sports Car Club (VSCCC), at the Annual ECSCC barbecue at Sylvan Lake [this event set about the same time each year] as again arranged with Evan of ECSCC. This as I mentioned, the third year since I first arranged the Interclub Meet. That we're honour bound to, and wish to, carry on – being now close friends with many of the Edmonton Club.



Sylvan Lake Sojourn (continued)

An invitation to a barbeque at Sylvan Lake garnered strong interest from an early date by our dedicated members, as an indication of numbers was required in advance—but that led to the necessity of restricting attendance due to limited space at our hosts' Sylvan Lake lakeshore residence. We all so enjoyed the day, the company, the food by Evan's Wife Sharon, and the drink – as some supplied by ourselves along with some desserts.



Evan and Sharon Verchomin certainly continue to maintain outstanding performances as marvelous hosts and food providers, so perhaps one shouldn't have been so surprised to see the afternoon fly by as quickly as it did. Good people, good comradeship, good food, and excellent conversation between our Clubs, with CMGCC making a presentation to Evan and Sharon in gratitude for their effort.

Awesome, awesome day! Getting the Clubs together as such, is soooooo worth while and very important. Plus a bonus: the weather behaved!

Following are numbers and names of participants, all of whom I give sincere thanks for your commitment.

Calgary contingents drive was via Hwy 2A.

Leaving from Tim Horton's North, the weather looked ominous, so most cars travelled with tops up. Except for the TR8 that arrived at Tim's with top down, and continued so on the entire journey. Ardith though at Innisfail couldn't further stand the ribbing, so dropped her hood! The TR8 though enjoyed very occasional light rain flowing over the top of the windshield throughout the entire journey up and back.

CMGCC members in attendance: Azim Bhatia & Helen Munroe (MGB), Mike Holtz, (Turbo Mini). Ardith Holtz & Abby {the woofy}, (MGB). Andy & Donna Hardie,



Not sure how Ardith pulled this off, but somehow she snagged the prime parking spot in the garage next to Evan's Healey.

(MGC). Derek & Norma Kenward, (MGB). Mike Coe, (TR8).

Red Deer contingent arrived separately to each other. Peter & Brenda Robinson, MK I I Jaguar. Colin Mullaney, (Jensen Healey), Mike Clarkson, (XJS 6 Jaguar), Gord Evans & Martin, (XJS 12 Jaguar), David & Judy Webb, (TR7). Peter McKinnon, (TR6)

ECSCC contingent. Members in attendance: Howard Jewell & Debbie, (Spitfire). John & Dee Crawley, (MGF). Rolly & Donna Burton, (Spitfire). Dennis & Nancy Vermette, (TR3). Evan & Sharon Verchomin, (Austin Healey & Mini Van).

A combined total of 28 persons, and one woofy.

So here's to next year. Cheers.

- **Mike Coe, CMGCC Member (photos courtesy of Martin Chamberlain)**



Q: Know why the British don't make computers?

A: They couldn't figure out how to make them leak oil!

What..... lost again, Mike? At least you didn't misplace your stogy.....



Vintage Sports Car Club of Calgary (VSCCC) Annual Show and Shine

The Vintage Sports Car Club of Calgary (VSCCC) held its annual European Classic Car Meet on Saturday, July 21st, celebrating "50 Years of the MGB". My father-in-law's 80th birthday was this summer, so we timed our gift of a trip from Ontario to visit with us to be on the weekend of this VSCCC event. We think it's one of the most enjoyable show 'n shines in the Province (and we knew it would be of great interest to a

former British car mechanic!). Trevor (Derek's Dad) really enjoyed perusing the many beautiful cars displayed in the park, and Calgary's weather, although unpredictable most of the time, put on a great show also. There was a great turnout of B's. Some of our CMGCC members spent the weekend attending "Brits by the Bus" in Saskatoon, hosted by the Saskatchewan British Car Club but there were still quite a few folks from our Club out at Stanley Park with their cars and as spectators.

- Norma Kenward, CMGCC Co-Pilot



The newest member of the CMGCC, three-week old Elliot Walters, attends his first car show

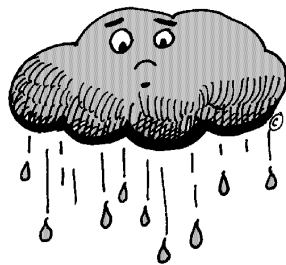


BritsBest—June 8-9-10, 2012—Radium, BC

Although a good time was had by all, attendees ask that for next BritsBest we skip the English-style weather!

Thanks to members of the Organizing Committee for their dedication and hard work.

See you next year!!



Club Exec member, newsletter Editor/Publisher, and Chair of the BritsBest Organizing Committee, Dwayne Schellenberg (We're not kidding when we say the man wears many hats.....)



MG Spotting

Q: How do you double the value of a Triumph?

A: Fill it up with gas!

Al and Judy Taylor spotted this beauty in Ft. Lauderdale, FL, in November 2011. Nice!

Please forward your pics of MGs in faraway, fun, or unusual places, to: Kenward@telus.net to be featured in upcoming issues of "The Crown Wheel and Opinion".



Safety Inspection and President's BBQ



Who knew that a Benz could also be a really excellent stepladder?!



Calgary MG Car Club members completed the Specialty Vehicle Association of Alberta safety check on July 14th at Baker Park. The members conducted safety checks on over 20 cars from both the CMGCC and the Vintage Sports Car Club of Calgary.

After the safety check, grilled burgers, sausages, salads, sweet/salty snacks and desserts were served. The event was very well

attended, with two actual English people along for the day! David and Val Taylor of Leicestershire, guests of a member of the VSCCC, were a very welcome addition and we all enjoyed their company.

Baker Park is not so well known as its big sister park, Bowness, but equally lovely and more peaceful (with the exception of a lot of noisy LBCs buzzing about.....).

Nowhere To Go But Up — Part Two—Installation

Part one of our adventures in having a lift installed ended at where we had decided on the lift, ensured that it would fit, and placed the order. Should be near completion, right?! You already know answer.

We needed to install the lift against the back wall to allow the garage door to open without hitting the raised car. We first needed to remove the landing and stairs that our house builder had installed as they had incorporated a landing and turned the stairs, which filled the space the lift required.

If your garage door opening is high enough, they can deliver your lift pre-assembled. The lift is 83 inches tall. Our door opening isn't. On site assembly it is.

So—we book the install for Wednesday, October 26. and hope the snow holds off. I confirm the date two weeks out, and again the weekend prior. Followed up again on the Tuesday and the installer was suddenly surprised that the 26th was a Wednesday. I've scheduled the day off work, I cannot reschedule to tomorrow. They will come after their morning job; see you at 11:00!

11:00 am or 4:00 pm; who can really say what constitutes late. Off to a good start... But at 4:00 pm I am informed that the slope of

the floor is too great and they will need to shim one end, and anchor the lift (normally free standing). I didn't really want it anchored, but what can you do? They will need to pick up shims and anchors, which will be tomorrow. I guess they win, tomorrow it is.

Next morning, assembly begins... Where do you want the control, by the main garage door? Oh we can't do that... seems there is a long shaft that needs to be inserted from the opposite end from the control, and there is not room to do that from the back of the garage. Control will need to be next to the back wall.

As assembly progresses it seemed to become apparent that we no longer have the need for the shims nor anchors. Maybe we could have done the install the day before. I can't help but feel a little taken.

Assembly completed, I realize the control would interfere with the location where I will be rebuilding my steps. We were able to raise the lift on the casters and turn the lift around.

So by the time it was all said and done, we got the lift assembled and installed. No anchoring required. The control placed by the main garage door. I got all that I origi-

nally wanted, with the exception of timeline.

The power requirement for the lift is 115volts 15 amps. I was lucky enough to have recently removed a powered kitchen island, and could easily reroute that line to the garage. But until I could do that, I would run it off an extension cord. Maybe a little too much power for the cord, but at worst it might over heat the cord. But hey, it is only 2 to 3 minutes at a time.

WRONG. George Raham advised me that the cord will only allow x amount of power through it, and the strain is then placed on the motor. More good advice from a fellow member!

Operation is a combination of electric, hydraulic and cable drive. An electric pump pushes hydraulic oil that extends a piston that pulls cables to lift the vehicle. As it lifts, safety latches catch at 6 inch

intervals. It takes just a couple of minutes to raise the vehicle four to five feet.

Once you have passed your target height, you lower it back down onto the safety latches. This way the weight does not remain on the lifting components.

To lower the car, you must first lift it off the safety latches, and retract those safety latches as you lower the vehicle.

It was a challenge to get to this point, but now all of our cars are safely stowed away from the weather and the neighbourhood foot-balls. I can switch the cars around in about 10 minutes, much faster than driving off to an external storage location to retrieve the vehicle of choice for the day!

**- Derek Kenward,
CMGCC Member**



"It's easy, lady...just follow the oil leaks!"



What in the world!

Fred Philips brought out his Arnolt-Bristol to the Grey Eagle's Wild Wednesday Car show on one of the few beautiful Wednesday nights in June. This car was a new one to me, and it drew quite the crowd.

Not having known about these cars, I did a quick search on its background and found that it had a historical connections to our beloved MGs.

The Arnolt company was out of Chicago Illinois and Warsaw Indiana, Stanley H. "Wacky" Arnolt imported and sold vehicles in the USA. The bodies were Italian and produced by Bertone, the chassis were British and produced by the

Bristol company. The Arnolt-Bristol cars were produced from 1954 to 1959, but in 1953 and 1954, Arnolt offered the Arnolt-MG.

The Arnolt-MG was a built on the MG TD chassis using their 54hp engines. The price was \$3,145.00 and only 103 produced. As demand increased for the MG TD and MG TF, the Morris Garage company ended the partnership with Arnolt.

It's always fun seeing a car that you have never seen before, and even more so when it has ties to our own interests.

-Derek Kenward, CMGCC member



Road Recipes

Baking-soda car cleaner

Pour 1/4 cup baking soda into a gallon-sized jug, then add 1/4 cup dishwashing liquid and enough water to fill the jug almost to the top. Screw on the cap, shake well, and store the concentrate for later use. When it comes time to wash the car, shake the jug vigorously and then pour 1 cup of cleaner base into a 2-gallon water pail. Fill the pail with warm water, stir to mix, and your homemade cleaning solution is ready to use.

Banish back-road dirt

In many rural areas, so-called oil roads (some unpaved, others semi-paved) are sprayed with oil to control blowing sand and dust. If you find yourself driving along one of these back roads, your windshield may end up coated with oily grime. To cut through the muck, sprinkle cream of tartar over the windshield, and then wipe the glass down with soapy water, rinse well, and dry.



"What sounded like a pigeon cooing in your backseat was a pigeon cooing in your backseat."

ZOOM-ZOOM

CALGARY SINCE 1884 HERALD

Beloved Brit sports car turns 50

One of the most popular British sports cars ever to roam the roads celebrates an anniversary this year.

The ubiquitous MGB, first launched in 1962, is turning 50.

And the Vintage Sports Car Club of Calgary (VSCCC) is recognizing the milestone this year at their annual European Classic Car Meet.

"All European cars are welcome, from Ferraris to Jaguars to Porsches and Triumphs - and everything in between," says VSCCC president Steve Crosby. "But this year, we're hoping for a good turnout of MGBs."

Crosby says the annual show, which takes over the grounds at Stanley Park in southwest Calgary July 21/12 from 11 a.m. to 3 p.m., is the highlight of the year for the local car club.

"It gives members a chance to bring their cars out of the garage, polish them up, and show them off to the general public," Crosby says.

One of those folks is Bob Algar. The Calgary sports-car enthusiast was first introduced to

British vehicles in the 1960s while a student at UBC in Vancouver. He started out with a Triumph, and progressed to a Morgan - a car he still owns, in fact.

But in 2004, he decided to add an MGB to his garage, and began the search.

Expecting it to take quite some time to find a car, he was surprised when in less than 10 days he'd located and purchased a one-owner 1967 MGB, in original condition.

Found in Calgary, the MGB was from Vancouver, and Algar has the 1967 sales invoice. New, the MGB cost \$3,490.00.

He began a sympathetic restoration, which included a full paint job and engine rebuild. With only 42,000 original miles, many pieces such as the leather seats and chrome trim were simply cleaned up and returned to the car.

"The B was quite a step up from the A," Algar says, in reference to the previous MG roadster. "(The B) had a trunk that could carry cargo and it had roll-up windows. The B was relatively affordable, it was

comfortable, and it was also reasonably reliable."

Introduced in September 1962 by MG Cars of Abingdon, England, the B replaced the auto-maker's previous roadster, the MGA. The MGB was powered by a 1,798cc four-cylinder engine capable of making 95 horsepower and 110 lb.-ft. torque. The power plant was essentially an enlarged version of the A's 1,622cc engine.

Over the 18-year production run of the MGB, from 1962 to 1980, power continually fell as smog controls were added and carburetion was changed from twin SU's to a single Stromberg.

All MGBs from 1962 to 1967 used a non-synchromesh four-speed gearbox, and overdrive was an extra. A new synchromesh gearbox was introduced in 1967, and the cars were still available with the option of an electrically engaged overdrive right to 1980.

The classic lines of the MGB roadster never really changed throughout its production run, although exterior details such as chrome steel bumpers gave way to

**Greg Williams
for the Calgary
Herald
Friday, June 20,
2012
Spotlight**



Credit: Leah Hennel, Calgary Herald



Credit: Leah Hennel, Calgary Herald

Beloved Brit sports car turns 50 (continued)

rubber bumpers to satisfy North American safety requirements.

MG did offer models that were powered by larger engines, including the MGC (in-line six-cylinder) and the European-only MGB GT V-8.

Introduced in 1965, the MGB GT featured a fixed roof with a practical hatchback - making something of a station wagon out of a sports car.

The GT was available in North America until 1974, but remained in production until 1980.

According to Anders Ditlev Clausager's book *Original MGB*, between September 20, 1962 and October 22, 1980, MG produced 386,961 B roadsters. Between 1965 and 1980, the automaker built 125,282 MGB GTs, for a total of 512,243 cars.

To give some perspective, MGB's competition, Triumph, built only 287,089 cars between 1961 and 1981, including the TR4, TR5, TR6, TR7 and TR8 models.

Long time British car enthusiast Henri

Lefebvre of Calgary is a fan of the less common MGB GT.

"I love driving it, even though it's the least powerful of the bunch," Lefebvre says of his GT. "While it's not a car with a huge amount of power, it does have a huge amount of drivability."

Overall, Lefebvre says the MGB is a popular collector car - not because it's rare, but because of its availability and plentiful parts situation. Just about every piece of an MGB is readily obtainable.

Kel Campbell, 48, is a Calgary mortgage broker with Roost Mortgages.

Last fall, he bought a 1980 MGB Limited Edition, notable for its special alloy wheels, black paint and silver stripes along the lower body. "I've always liked the look of the MGB," Campbell says of the car. "But, I was never in a position to have one - until now."

Campbell's impressed by the style and reliability of his car, but says he wouldn't mind having just a bit more power.

"That being said, I knew it wasn't a powerful car when I got it. It's really just about driving a piece of history," Campbell says.

In 1990 Azim Bhatia, president of the Calgary MG Car Club, decided he wanted a project car.

When someone suggested he find an MGB, he bought a 1972 model.

He made it drivable, but never had the time to perform a complete restoration.

When he finally did, in the late 1990s, the experts who came to look at the MGB told him to find a better car to start with.

"It was rusty, and there was too much metal fatigue," Bhatia says.

Instead, he found a 1973 MGB, and proceeded to strip it down.

The body was sent for metal work and painting, and Bhatia

spent his time sorting, cleaning, repairing and ordering the various parts he needed to complete the car.

"It took me three or four years, and while I didn't have any special interest in British cars before I started the project, this MGB has special meaning to me now because I built it. I picked up books, I talked to people, and I learned a lot," Bhatia says.

"It would be very difficult for me to sell this car."

And the Vintage Sports Car Club of Calgary president Steve Crosby says it's that kind of pride of ownership that will be on display at Stanley Park.

-Greg Williams



The Importance of Horsepower

The term "horsepower" describes how powerful a car is based on how many horses helped assemble it in the factory.

Use this key to find out how much horsepower you need:

100 horsepower or less: Use this nearly powerless car to transport workers around a farm or tie a sled to it and pull your child around.

200 horsepower or less: This slightly better car could go to the grocery store, but it might get tired on the way and have to stop to rest.

300 horsepower or less: This medium-powerful car should be used for commuting to work and making people on bikes nervous.

400 horsepower more or less: This car is strong enough to take a group of children to school if they are too mean and funny to ride the bus with regular kids.

Over 500 horsepower: This amount of horsepower makes your car almost 100 per cent horse. You'll notice it has a kinship with humans, but a simultaneous need to roam the earth freely. Like any horse, this car should be used for towing speedboats and making everyone else on the highway jealous.



C—Eh—N—Eh—D—Eh, eh!!!

Thanks to Club President Azim Bhatia and First Lady Helen Munroe for hosting members at their home following our Annual Canada Day Run. It was a terrific day with our fun little cars, big thick grilled steaks and a few cold ones—ain't it grand to be a Calgarian Canadian! True north strong and free! Yahoo!



Fixing a Minor Irritant in my MGB

Having now driven my 1974 MGB for nearly four decades, I finally decided to fix a minor irritant which bothered me for years. More often than not, I found myself driving with either the left or right turn indicator lights blinking away for miles before I became aware of it. These cars are so noisy, with the tops either up or down, that it is impossible to hear the flasher unit clicking away. To make matters worse, from where I sit in the car, the turn indicator lights on the dashboard are well hidden behind the steering wheel and the direction indicator switch on the steering column will not disengage and return to neutral unless the steering wheel is turned in excess of 30 degrees. Also, since the turn indicator switch does not have a momentary position, I have often discovered my turning lights blinking away, again for miles, after a lane change.

So far nobody has given me the middle-finger salute on the road because of this. However, I thought that it might be a good idea to construct some sort of fool proof indicator to warn me that



my turn signals were on; I needed something better than the hard to see turn indicator lights mounted on the dashboard. After considering a whole range of solutions, I settled on this very simple, inexpensive but easy to implement warning system. First, however, a little explanation on how the flasher unit works.

The flasher unit has either two or three terminals sticking out of a small enclosed, metallic cylindrical container. According to the schematic diagrams that I saw in the Leyland Cars Workshop Manual for MGB's, only the two terminal flasher unit is used. This unit is inserted in series with the power supply wire (green) and the wire (light green with brown stripe) going to the turn indicator switch.

When the turn indicator switch is positioned for a left or right turn, power is delivered to the front and rear indicator lamps on the appropriate side thereby turning them **on**. This current, which is about 4 amps, flows through the normally closed contacts inside the flasher unit causing a heating element in the flasher unit to expand and open the circuit, cutting off the current, so that all of the indicator lamps now go **off**. Within a second, the heating element cools off and closes the circuit, again turning **on** the front and rear turn indicator

lamps. It is this alternating heating-cooling of the element inside the flasher unit which causes the turn indicator

lights to blink **on** and **off**. If there is one light burnt out or not grounded correctly, this results in a smaller current going through the flasher unit's heating element which now doesn't get hot enough to open the circuit causing a non-blinking, always **on**, turn signal on the dashboard indicator lamps.

We can take advantage of the flasher unit's alternating "open-close" characteristic for our purposes. If a warning lamp is attached across the two terminals of the flasher unit, no current would flow through this warning lamp if the turn indicator switch is in the neutral position. However, once the switch is turned to either the



Photo one—Warning lamp

left or right position, the warning lamp will light up whenever the flasher unit is in the process of cooling. This happens because there is now current flowing through the warning lamp from the power source (green wire) and the circuit is completed through the turn indicator switch which goes to ground via the turn indicator lamps. When the flasher unit closes and applies power for the car's turning indicator lamps this causes a short circuit across the warning lamp and it goes **off**. This means that when the warning lamp is **off**, the

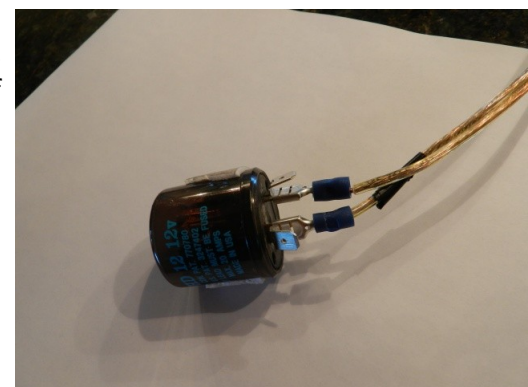


Photo two—Piggy back terminals

Fixing a Minor Irritant in my MGB (continued)

The turn indicator lamps are on and when the warning lamp is on the turning indicator lamps are off. This is exactly how a lighted wall switch at home works, when the switch is in the off position a neon bulb which is attached across the switch's contacts completes the circuit and lights up the neon bulb; when the switch is in the on position the neon bulb is shorted out and is therefore off.

There is a modest list of materials for this project: i) one small low current 12V indicator light, ii) two piggy back, quick connect, terminals and iii) about 44 inches of two conductor wire. Piggy back terminals consist of a male and female component. I used an incandescent lamp with a clear lens attached to two 6 inch wire leads. You can use 12 Volt L.E.D.'s if you wish but make sure you respect the voltage polarity when you hook it up. It is important

that a low current lamp is used otherwise the turn indicator lamps on the car will always remain **on**, i.e. no blinking, albeit faintly lit up. In my case, I fed the lamp's wire leads through a drinking straw which allowed me to insert the lamp slightly into the straw thereby holding it in place (see photo 1). These wire leads were soldered to the two conductor wire and then I crimped the piggy back terminals to this wire which were then attached to the flasher unit (see photo 2). The car's wires that were originally connected to the flasher unit were then attached to the flasher unit using the piggy back terminals. To the extent possible, I try to avoid cutting into or using splicing terminals on the car's original wiring hence the need for the piggy back terminals.

I mounted the warning lamp between the steering column switch cowl and the dashboard just under



Photo 3—Warning lamp off

the oil pressure gauge and applied a small piece of black electrician's tape to hold the straw in place. When the warning lamp is **off**, it can barely be seen (see photo 3) but shows up well when it is **on** (see photo 4). I took the car for a drive and was very pleased with the results. The warning lamp is clearly visible when driving in bright sunlight with the top down. An unintended consequence, but a positive one, is that this little warning lamp causes a small reflection in the windshield so that you don't have to take your

eyes off the road to see it flashing – voila, a heads-up display!. I would be pleased to receive any comments or questions that may arise from this article.

- Len Ruggins, CMGCC member
Lf.ruggins@gmail.com
 Tel 403-239-4535



Photo 4—Warning lamp on



The trouble with the touch up paint is where do you stop so that it won't be noticeable?

The Bomber Command Museum in Nanton hosts a visit

The public was invited to meet Calgary's iconic de Havilland Mosquito at a special event at Bomber Command Museum in Nanton on Saturday, August 18, 2012. There was great participation from members of both CMGCC and VSCCC which was very gratifying. The day graced the 14 cars participating with exceptional weather. Our

meeting time of 7:15 am at Second Cup, Shawnessey, found the store not open before our departure time to Nanton of 7:30 am, but lightly tapping on their window

resulted in them graciously opening a little earlier to serve us. Their enthusiasm grew upon noticing the number in our contingent of cars!

Again, I'm grateful to our participants for making this a superb day. The Museum was absolutely delighted to see us, so much so that before en-

gine start up we were staged under the Lancaster's two huge spread out wings for a fabulous photo-op!!

Of the 14 participating cars, Triumphs were the predominant in attendance, as well as three M.G.B's, three Volvo PI800S's, a Jaguar SJW 12, and appropriately to go



along with the Lancaster name, one Spitfire (car, not aircraft !!).

An 8.30 am arrival time was arranged for parking privileges at the Museum, thus the majority of our convoy were on the highway to Nanton at about 7:35 am, doing a very respectable pace enroute. Along the way we spotted

Jack and Elsie tootling along just north of Nanton, to place our arrival time at a quick 8:20 am. The Lancaster was already out of its

hanger, whilst inside was displayed the residue of the Mosquito Aircraft (delivered the previous weekend from its Calgary storage warehouse), plus the museum exhibits and hoards of people. We also enjoyed the breakfast of superb pancakes and fruit etc.. plus the various speeches throughout this special day.

I very much wish to sincerely thank the participating members of the Calgary MG Car Club and Vintage Sports Car Club Calgary, all of whom were superb representatives of our Clubs and great to enjoy this day with. They were: Trevor (and brother Derek) Beatson, Geoff Minors (Magrath), Jack & Elsie Ramsden (Three Hills), Gary Beckstead, Daryl Wade, Mark Stonehoker, Jim Herbert, Ian Laird, Terry Beck, Chris Durtnall, David Rose, Steve Raunest, and Fred & Wendy Griffith, rounded out by my eldest son Ashley and yours truly. Some of our cars returned home via Highway 2, though others later in the day, such as my son Ash-



ley and I, took the great twisty Highway 533 west, then north on Highway 22 to Bar U Ranch for ice cream; and east on recently fully paved Highway 540 to just south of High River, then the back roads to Calgary. It's an awesome drive at any time of the driving season that at one time or other I hope will be looked at for a Club Drive.

A considerable number of photographs were taken within our group; so I'm sure our respective newsletter editors will have many from which to chose to use in print.

The Bomber Command Staff were very gracious as usual in the placement of our cars, and I assess that we greatly – but quietly – contributed to this day. I concluded this, if it's anything to judge by, the 30 to 40 minutes of cameras flashing on our cars by the many locals and considerable number of tourists.

Cheers!

- Mike Coe, CMGCC Member



Frosty's Run AKA The Adair Affair

Members of the CMGCC sincerely thank Helen and Len Adair for once again hosting "Frosty's Run" (also known as "The Adair Affair".....) in their summer hometown of Innisfail on Saturday, August 11th. The Adairs upped the ante this year, adding in a skills competition in addition to the now traditional timed rally. Winners of the skills test were: 1st place Mike Holtz; 2nd place Derek & Norma Kenward, 3rd place Dwayne & Donna Schellenberg; 4th place Azim Bhatia & Helen Munroe, 5th place Mike Coe & Lorraine Sharplin.

Twelve cars participated in the timed rally with 7 completing the event and finding all checkpoints. Timed rally results were: 1st place Derek & Norma Kenward, 2nd place Mike Coe & Lorraine Sharplin, 3rd place Bob &

Resa Mackenzie, 4th place Jim & Linda Herbert, 5th place Dave Pearn, 6th place Jack & Elsie Ramsden, and 7th place Mike Holtz. (Cheers to our solo drivers for placing, as our esteemed President and his navigator again failed to complete. Did they get lost again? Perhaps.) Derek and Norma Kenward have extended a challenge to all members of the Club to attempt an end their supreme dominance over the sport of timed rallying next year.

Following the well-planned and executed activities, a wonderful beef on a bun lunch with all the fixins' was served. The Club would also like to thank Helen Adair's Dad, Lawson, for his expertise and for bringing around his beautiful car for us all to admire!



The End of the Road

As I turn the calendar on through September I am amazed at how much we have done this driving season. Even though we had a wet spring, thankfully the weather co-operated through the summer which was filled with great drives, car shows and Club events.

I declared the official start to the driving season as of May 6, 2012 and since then we've had brunch runs, a group that went to the ABFM in Vancouver in May, a spring thaw where we were invited to join the VSCCC annual Spring Garage Tour, a run to Three Hills, our own big event, BritsBest where this year we helped celebrate the 50th anniversary of the MGB, a run to Sylvan Lake where Edmonton Sports Car Club members Evan and Sharon Verchomin hosted a wonderful lunch, a July 1st run led by Cam Lambert ending with a BBQ at yours truly and my first lady's home, a safety inspection and BBQ hosted by our club held at Baker Park where we invited the VSCCC to join us, a weekend run to Brits By The Bus in Saskatoon where we were treated royally by the Saskatchewan British Car Club..... We went on the Frosty Run, aka The Adair Affair organized by Helen and Len Adair and Helen's dad Lawson, we went away for another

weekend on Rose Bryant's Gold'n Rose's tour, we've "Cruised the Dub", attended many local and not too far away show and shines and the latest trip away was where a group of 5 cars took a 2 week trip to the ABFM in Portland.

WOW!

Thank you to everyone that went that "Extra Mile" and organized a drive or an event. The combination of members willing to do the work and organize activities along with the membership participation is what makes our club fantastic! If you have not been able to be involved in organizing an event or in one of the organizing committees, please consider stepping up and getting involved. Our club is only as good as the members doing their part to keep things interesting and fun.

The season is not over yet... September 29th is our highway cleanup where we do our little bit as good citizens and clean up a section of highway. Perhaps if we are lucky with the weather, we could have a final hurrah before we have to park the cars for the winter. I will play it by ear before I decide on which date to declare the end of the driving season. Another interesting event coming up

is the Turkey Tour on October 5-8th in Kimberley, BC. I doubt that we'll be driving our little cars to this one, but it should be a fun weekend.

Our annual end of season Award Banquet will be held on October 20th. Full details on the cost and menu will be posted soon. **Please try and make it to the October 9th General Meeting.** Members present at that meeting will be voting on many of the awards that will be presented at the banquet.

November 13th will be our AGM. Once again, please try and make it to this meeting as that is where your new club executive gets voted in. Please consider taking on a position on the executive. While it does involve some work, it can be very rewarding and fun and you would be doing your part in helping shape the direction and effectiveness of our club.

Depending on which direction the new executive takes, I expect that our "Members Helping Members" Saturdays will resume in the winter. If you need some help with your car, contact the executive and get the word in....

Safety Fast!



Azim Bhatia
CMGCC President

Check us out at
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