



# Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club  
Volume 4 – Number 2 – Whenever 2024

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## 2024 Christmas Holiday Issue



### Highlights: 2024 In Review:

- Tech Sessions (the most ever I think!)
- Travel (We covered a lot of territory this year)
- Co-driver Events (Something new for all of us)
- An actual Rally (the first Fuzzy Bugger in 9 years)



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## Crown Wheel and Opinion

- volume 4, number 2

### Editors' Letter – Winter 2024

#### “Best Laid Plans.....”



Trish with 'Kimmy' (Cecil B Kimbear) and our C at Hoods on Horton 3-4 years ago – I think

The 2024 Driving Season was going to be a full year for Team RACAP and the Harrisons. 20-20 hindsight now gives us a chance to look back on a year that, to put it mildly, did not go according to plan! The C got out of the parking garage in May with Trish behind the wheel due to a little cardiac incident that I had in April. After 2 weeks in hospital, I was discharged with a newly installed 'Trickle Charger'. Apparently you are not supposed to have a heartrate drop to about 30! I had 3 cardiologists, 2 ER physicians and my retired nurse/wife all reading me the riot act about doing too much. This meant it would be at the very least half-past July before any serious MG related activity could start. This covered both driving and wrenching on the car.

Turns out that we weren't the only ones. Several other people originally booked for the Rallye Glenwood Springs in Colorado this year had to back out for medical reasons.

Summer MG activity was curtailed by more surgery (Cataracts this time) and a couple of family trips including a destination wedding, on a cruise ship to Alaska. OK, it was time to regroup and get out in the fall. We found almost enough time to plan a rally for the club. The Fuzzy Bugger was put on hold 9 years ago, and finally returned to the schedule for 2024. We will tell you about the Trolls, and what happened later.

So, on with the saga; it seems Trish was jealous of my lazy time in hospital and subsequent ambulance rides and decided, a week after the rally, it was her turn. Only 6 days in hospital for her, but with a major problem with gall stones double the size the surgeon had ever seen before. She definitely never does anything by half measures! Repeat the riot act from April, but me talking to Trish this time (with physician back-up).

So why bring all this up you may ask. Well, the answer is a philosophical one. The club did have one of the busiest years ever! But at our age, setbacks can occur (legitimate reasons for missing events). But that only means we all should grab every chance we get to be active and involved in the hobby we love with the friends we have made over the years. The thought that there is always next year doesn't hold any more. For 2025, no more excuses, we will see you on the road!

***Now then, until next Issue, here is our look back at 2024.***

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



Dean and the MGC at a Railway Station – can we say - Challenge 2024!

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## 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:

**This looks like it might get serious – I don’t recommend taking on any ‘tiny sleigh’ in an MG no matter how many reindeer are pulling it! Just Sayin’**

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## Presidential Ponderings –



Given the somewhat unpredictable publishing schedule for our Club Newsletter, here is the 3<sup>rd</sup> or is it 4<sup>th</sup> version of my column for the second issue this year. I would personally like to thank Dean and Trish for their Herculean effort in getting this letter out, considering the challenges of the past year.

Turns out, 2024 has been one of the busiest for CMGCC ever. We had requests to resume conducting tech sessions, a revival of the old ‘Members Helping Members’ concept of previous years. Our members responded with a vengeance: we sorted out problems with Connor Tansey’s MG Midget, fixed electricals and installed relays for Dick Avern’s halogen headlights, installed the body on Brent Clark’s MGA, replaced the ragtop on Dave Morris’ B, removed, repaired and reinstalled the engine on Charles’ MGB, and a few other impromptu jobs. All in all, a great year for MG fixes.

Even with the trip to Colorado cancelled, we had members travelling this year. Andy Hardie and Jim Herbert went to Katy Texas for MG 2024, Reg and Jane with some hangers on went to Brits by the Bess in Saskatoon, and Barry and Julie Walker hosted a major trip to the ‘Going to the Sun Road’ in Montana. Add in the Fuzzy Bugger Rally, the CMGCC Driving Challenge, as well as several drives including over the Highwood Pass to Longview on a gorgeous day, out to Water Valley, the Highland Games in Canmore, Exshaw for breakfast and you have one busy year ! We also attended several car shows; the Dalhousie Show n Shine, the ABFM in Edmonton, the VSCC European Car Show and the Bowness Auto Show.

Brenda Blair organized several “CO Driver” Events which coincided with our numerous Tech Sessions. They were very well received and will be part of our Events Schedule next year. The Co Drivers Events provide an opportunity for those who don’t want to dive into the grease and oil of our LBC’s but want to enjoy the company of other members. The event usually includes a drive to local markets or shops. We also hope to organize a few short drives next summer with a picnic or BBQ in the Calgary area. Stay tuned !

Driving season concludes on Dec 6, even though people may be hard pressed to get out in their LBCs for the next few days. There will be a few of you, I know....

Everything wraps up on December 20, at the Year End, Christmas Holiday Party and Awards Banquet. We will meet at 6:30 pm at the Danish Canadian Club for the final time this year. I’m looking forward to seeing all of you there.

We will be in Mexico again for the winter next year, so I won’t see you until the April Meeting. The meetings will continue under the guidance of John Towler, our VP.

So, here’s to a Happy, Healthy and Prosperous New Year to you all.

Cheers!

**Duncan**

Duncan MacFarlane, President, CMGCC

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## Newsletter Quiz number 14



Does anyone know the Make Model and Year of this car?  
It is British. Oh, and by the way – Andy Hardie doesn't get to submit a response  
He suggested this one!

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Here is the answer to the last quiz question.

**Newsletter Quiz number 13:**



AC 3000 ME – these were  
produced from 1979 through 1984

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# AC 3000 ME

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## History

The **AC 3000ME** is a mid-engine sports car originally sold by AC Cars. The two-door coupé debuted at the 1973 London Motor Show. Sales did not begin until 1979 and lasted until 1984. Rights to the 3000ME and tooling were transferred to a second company who managed to produce a small number of additional cars before going into receivership themselves in mid-1985. A third company acquired the rights to the car with plans to begin selling a revised version under a different name, but only a single prototypes were ever produced.



The AC 3000ME was based on a prototype called the **Diablo** built by the Bohanna Stables company and shown at the London Racing Car Show in 1972.

The designer was Peter Bohanna a UK automotive body structures engineer. His experience included working with Ford's Advanced Vehicle Operations in the UK doing bodywork for the Ford GT40 and later with Lola cars working on the T70.

AC subsequently acquired the rights to the Bohanna Stables Diablo design and assigned two of their engineers, to develop it into a production car. The Diablo's steel tubing spaceframe was completely re-engineered. The car was fitted with a Ford V6 engine.

AC first showed their version of the car at the 1973 London Motor Show. This prototype was called the AC 3 Litre, or the AC 3000. Even though the car debuted in 1973, development was still ongoing., with the car's styling not finalised until 1974. A prototype failed the 30 mph (48 km/h) crash portion of the new Type Approval tests that had been instituted in 1976, necessitating a chassis redesign.

The car officially went on sale at the 1978 NEC Motor Show. By this time, the name was now the "AC 3000ME" and the list price for the car had risen to £11,300. The first customer cars were not delivered until 1979, and they had to compete with newer designs like the Lotus Esprit. These delays meant that the 3000ME was out of date by the time it reached production and as prices had also continued to rise the car never amounted to much commercially. Ultimately, after a few upgrades and even a turbocharged version was tried, the car ceased production in 1985.

## Engine and transaxle

The engine used in the car was the 3.0-litre Ford Essex V6. In the 3000ME this all-cast-iron OHV 60° V6 produced 138 bhp and 192 ft-lbs of torque. It was installed transversely in the car behind the seats.

The transmission was a 5-speed manual that, like the engine, was installed transversely. The transmission was an AC design, using an aluminium case produced by AC and a gear-set from Hewland. The engine drove the transmission via a triplex chain supplied by Renold. The driver selected gears with a Ferrari-like gated gearchange.

**It was just one of those interesting looking cars from Great Britain. There is more information on line.**

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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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## Public Service Announcement

In the interest of public and in particular LBC owner safety, I thought I would pass on the essence of a letter that was penned to the editors of *Enjoying MG*, the magazine of the MG Owners Club in Britain. Peter Bloomfield, one of their readers noted that a serious potential disadvantage of driving an MGB in the country was the particularly low seating position one has in the car.

This particular incident occurred in West Cornwall when rounding a bend, they came face to face with a few dairy cows following the road home. The few cows became a herd, and Peter soon realized the driveway he backed into to get out of their way was the cow's intended route! Did I mention that Peter's MG was Old English White? Or that when sitting in an MG, dairy cows are very tall? Luckily, when all was done, both Peter's pride and his paint job were unscathed, although he did have to carefully maneuver around the manure left behind by the herd.

I bring this up because; while we do not have a lot of dairy cows in southern Alberta, we do have a lot of open range populated by many beef cattle. Beef cattle offer two threats here

1. They produce as much or more manure as dairy cows, no amount of which is good for LBC paint; and,
2. They are a bit lower to the ground and could cause severe damage to an LBC given a difference of opinion about where the LBC should be, particularly if a bull is involved.

This may all just be a bit of nonsense, but I thought I could be helpful!



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# Club News

## Membership

According to Azim, we have been holding our own in terms of club membership and 2024 is no exception. In fact, we have grown somewhat steadily over the past few years. Apparently we are doing something right these days. While we lose a few members each year when people's interests change, LBCs get sold or outgrown (Not sure how that can happen, but it occasionally does). We had 15 new members for 2024, a net gain of 3 over last year. Here are those new members we haven't introduced yet.

### Our New Members for 2024:

**Mark Darby** joined in September, has a Blue, 1974 MGB.

**Chris and Deborah Durnall** joined us in August, they have a bit rarer LBC, a Bermuda Blue 1970 Rover P6 3500S. (I haven't seen one of those for a long time)

**Dave Glasswick** also joined in August; He brings a Black 1975 MGB into the fold.

**Jamie and Donna Honey** have been with us since March. They have a Red 1974 Triumph Spitfire.

**Rod (Thomas) and Madonna Malone** came to us in February. They really class up the parking lot with their British Racing Green Jaguar XJS.

**Tolson and Bea Matsuko** a summer addition to the roster. They add another Midget to the MG fold, a Blue 1976 model.

**John McKinnon and Jacquie Stork** also came to us in August. They have a Red 1975 MGB.

**Andrea and John Morton** added their Delft Blue 1973 MGB to the club in September.

**Al and Maureen Nalezty** joined in September with a Burgundy 1978 MGB. Their B needed a bit of engine work. Al sourced a shop in Lethbridge that actually knows what they are doing. They did the machine work on the B. (Look for a plug later in the issue)

**Oman and Andrea Norquay** are another spring addition in April. They own an Iris Blue 1961 MGA.

**Steve and Ann Oram** Joined in July, bringing another Red MGB to the club.

**Bryce Walsh** added yet another 1961 MGA to our group in June. He hasn't specified a colour, but the MGA is still one of the best looking vehicles ever designed.

Somehow I missed one couple in the last issue. **Chris and Sue Woodward** joined just before the beginning of the year with a Red 1976 MGB. All of these people are new along with **Ralph Zbarsky and the Bakers** who also joined just before the end of last year.

Trish and I are hoping to meet those of you we haven't yet met because of the year we have had. Maybe at the Christmas party? But we welcome you all to CMGCC and look forward to the stories that come with your LBCs. As you know there are usually one or more good stories associated with every LBC. We would love to publish yours!





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## 2024 Year End Wrap-Up

### What we did last Spring, Summer Fall and Winter!

You were all very busy in 2024. CMGCC had more drives, tech sessions and events of all sorts than we've had in many years; certainly, since COVID. Here is our take on the year just passed. It's not chronological but grouped by key types of events.

#### Major Drives

##### MG2024 – Katy TX



Spring kicked off the first of several big drives this year when Andy Hardie and Jim Herbert left Calgary amid very uncertain weather for **MG2024**. They did end up braving snow and other weather issues, but the trip was definitely worth it. Andy had planned a route with several stops and side trips both going and



on the return. Museums, historic sights including the Houston Space Center (I know they don't spell it correctly!) and the Union Pacific Museum in Council Bluffs. Great stop to see a steam locomotive than makes the 5900 series engine at Heritage Park look tiny!



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



Organized by Reg Beckett this tour saw a few of our members make the drive east into the wilds of Saskatchewan for one of the best events in western Canada, the Saskatchewan British Car Club hosts a show on the streets of downtown Saskatoon. (A location with pubs, restaurants and other attractions right there). The car show is the main



event, but it comes with a pre-event party, usually a road rally and limitless socializing. If you are even thinking about going to this one, do so! It's well worth the trip.

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## Going to the Sun Road



One of our most travelled members, Barry Walker and wife Julie put together a route that saw several members and spouses make the trip south to Montana and over the Logan Pass in Glacier National Park (the US one). It almost didn't happen, the National Park Service closed the road because of snow just days before our crews were to start on the trip. But sunshine did prevail, eventually, after some mighty heavy rain, things did



clear and the trip was a great success. This is a drive I have made in an SUV but not in a LBC. Maybe next time!

## Highwood Pass



We do this one every year, but it never gets old. Dick Averbs led our 2024 crew over the pass with usual stops for sightseeing and lunch. The Highwood Pass is after all the highest altitude paved road in Canada. We do have to find parking amid the Harleys at the Twin Cities Saloon in Longview but it's always a great chance to share stories and social time with our members. Note; the route went south to north this year so there was a new view of the mountains.

## Rallye Glenwood Springs (planned)

Andy had a second trip planned, but it didn't happen in 2024. Several members dropped out because of health issues or conflicting events. But it's definitely in the plan for June 2025, with more US sightseeing on route.

## Tech Sessions

(This summary is just a teaser, look for some how to articles in future issues)

2024 saw more tech sessions than I can ever remember in a single year. Our old concept of Members Helping Members saw several events that would help people understand many tips, techniques and procedures key to enjoying our little cars. Sessions this year covered all kinds of jobs, including: removing and installing MGB engines and transmissions (Charles Champagne's car); mating the body to the frame of an MGA roadster (Brent Clark's MGA); sorting electrical and brake issues on Connor Tansey's Midget; electrical troubleshooting Dick Averbs B; and a second session to upgrade his sealed beam headlights (you know the ones that have all the glow of a weak candle attached to the fender) with H4 Halogen units and installing the relays to support them; bleeding MG hydraulic systems (not always a straightforward job; replacing the hood (soft top) on Dave Morris' B; and probably some more sessions that I missed. (Reg, fill in the missing ones, please).

I am talking to people who ran the tech sessions last year and plan to run stories from many of them in upcoming issues. We have the pictures; we just need the words to spread more MG tech knowledge throughout the club. As you may know, we have members who have forgotten more about MGs than some of us will ever know.

**Tech Session Collage (photos taken at many of the sessions this year)**



**As you can see members were very busy through the year**

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## Other Events

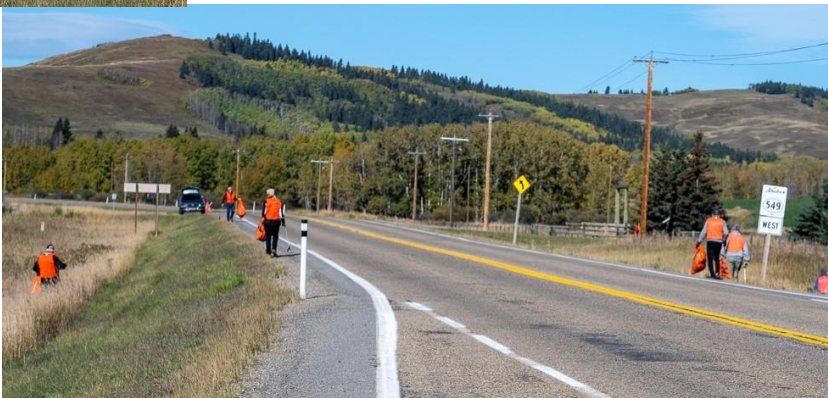
2024 saw the inception of Co-driver events, mostly in conjunction with the tech sessions for members/guests not keen on getting dirty under cars etc. See Brenda Blair's feature article. We are looking forward to more of these events in 2025.

The Fuzzy Bugger Strikes Again finally returned after a 9-year absence on the calendar. Later in this issue.



Fall saw us hold our annual Highway Clean up near Millarville. Great turnout. This bit of Club Public Service is getting easier each year. Leaves more time for a drive or the pub! This is a wonderful experience, the number of residents in the area that wave, honk, offer support or even bring out water for the crew is phenomenal. They really appreciate what we do each year.

Lastly, a few smaller drives organized by members needing a LBC fix just happened, some of these were planned, but others were just spur of the moment pub or ice cream runs. In a few instances, meeting for a lunch turned into gatherings when there were club jackets to distribute, or other meetings needed.



All told, I don't know how many actual 'events' happened but there were many. Stories were created, added to or even maybe embellished some. It was indeed busy last year. So, on to the Christmas Party to celebrate and think about next year. See you all there!

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**We would like to say a huge thank you to everyone who has contributed to the Tripcast Files or sent us pictures from the events this year. Much as we wanted to, we were not able to attend many of the events held this year. We are most grateful for the submissions and tales from all of you.**

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## Your 2025 CMGCC Executive

Following the completion of our AGM in November, we have a new executive. There are several returnees, some in new roles and a new member to the executive this year. So, here is the team tasked with setting direction for the club, organizing events and generally managing everything for 2024. They will be working hard this coming year and look forward to a great year ahead.

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<b>President:</b>	<b>Duncan MacFarlane</b>
<b>Vice President:</b>	<b>John Towler</b>
<b>Treasurer:</b>	<b>Troy Parker</b>
<b>Secretary:</b>	<b>Terrence Walters</b>
<b>Events Chair:</b>	<b>Reg Beckett</b>
<b>Membership Chair:</b>	<b>Azim Bhatia</b>
<b>Crown Wheel and Opinion Co-Chairs:</b>	<b>Dean and Trish Harrison</b>
<b>Co-Driver Event Coordinator</b>	<b>Brenda Blair</b>
<b>IT/Webmaster:</b>	<b>David Morris</b>
<b>Regalia Co-Chairs:</b>	<b>Reg Beckett and Duncan MacFarlane</b>
<b>SVAA Representative:</b>	<b>Shawn Janke</b>

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## Public Service Announcement # 2



This one is actually a serious announcement. One of our newer members was looking to have the crank turned on his MGB. After looking around with little success in Calgary or Edmonton to find a machine shop to trust the work to, Al Nalezty sourced a shop in Lethbridge, Performance Powertrain Products Ltd.

They are a 'Hot Rodding' engine shop, but they have experience with and do know how to work on MGs and other British cars. The quality of the work was great. Their pricing the best Al found anywhere. And the work was done quickly; Al was not left waiting for the service to be complete. Need work done? – They are worth checking out.

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## Public Service Announcement 3



If you find yourself with an MG issue that needs resolution, there is knowledge in the club. It may take bribery with coffee and or food, but there is always help at hand.

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# Feature Articles

## Co-driver Events (New for 2024!)

After attending the fantastically successful MG2023 NAMGBR convention, hosted by the Calgary MG Car Club last year as a first-time attendee, I realized that there was a lot of interest in the co-driver events. Those events were very popular and gave everyone that attended a wide selection of things to do or places to see that were just a little less car focused. Whether that was a wine tasting, making inukshuks or a daytrip to Banff and the Rockies, the co-driver activities added extra value to the convention by making it a more appealing and well-rounded event for those that came.

After the convention was over and the club was back to a more regular routine of meetings, drives, and car shows, I kept thinking back to those co-driver events and decided that it would be great to keep the momentum going and do co-driver events at the club level. In addition, the dinners before each club meeting at the Danish Canadian Club were growing and more co-drivers were attending the meetings. It



seemed to me that it would be worth a try to plan something. After chatting with other co-drivers and bringing it up at a club meeting I was given the thumbs up!

During the driving season of this year, there was a lot of interest in club tech sessions,

which opened up an opportunity to hold co-driver events at the same time - for those who weren't so keen on going home with grease under their



fingernails! Over the season we had several successful co-driver events including a visit to the new(ish) Calgary Farmer's Market West and getting ice-cream at Abbey's creations, exploring the new(ish) University District and trying out fuwa-fuwa (Japanese pancakes), and going for a walk by the Glenmore reservoir followed by popsicles on our deck. The idea was to pick an activity not too far from the tech session and of course to make sure there was a food component!

Each event was a pleasant way to get to know some others in the club and to explore a bit of

Calgary that maybe co-drivers had not seen before. Keep your eye on the 2025 club events page, I will definitely be doing more co-driver events next season. Note: Co-driver events are open to all associated with the club.



**Article and Pictures by Brenda Blair**  
**Co-driver of Dave Blair's**  
**Carmine Red 1980 Midget**

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## The Fuzzy Bugger Strikes Again

After 9 years of Team RACAP saying it will happen this year, it finally did! Trish and I, with some 'help' from the resident Trolls, finally managed to put together a TFBSA for 2024! The format this year featured a real TSD rally, with time being a factor, actual average speeds to be maintained and penalty points based on being early or late on route. We kept the observation component intact with questions to be answered along the route. In past years we have always used roads west and south of Calgary; this year not so much. We started the event in Cochrane and finished in Carstairs with a barbeque at the Legion. We managed to find some roads that would keep the drivers involved as well as the navigators for the whole route.



TFBSA Drivers/Navigators Meeting

@exposure 404 photography

Thirteen, well 12 and a half driver/navigator, crews started the event, and everyone made it to the finish. Even the married crews, did so with no ensuing divorces or major upsets. At least none we were told about.

We all met up at the Tim Hortons in west Cochrane, I did not want the new traffic circle? or whatever it is at Highways 1A and 22 as part of the route. The weather was fabulous. As well, running later in the summer we were able to avoid gravel and

rough roads that were almost always part of early spring events in the past. The instructions used pretty standard abbreviations for the most part but also included a section comprised of tulip diagrams. I mentioned the Trolls, that are always part of the TFBSA, well this year they pulled a trick on the organizers. Somehow a TR (Turn Right Instruction) became a TL in the final copy of the route. This resulted in a bit of mayhem for the crews, as it was close to the mid-way rest stop and everyone recovered. At no time did the organizer exceed 140 KPH trying to figure out the problem and put up a correction sign. Hey, it made for some good stories afterward.



We didn't make the crews count the bales – we thought about it though!

We would like to say a great big thank you to everyone who helped with the event: Reg and Jane Beckett not only staffed two of the time controls, they also arranged for the end location at the Legion and fed everyone in attendance. Dave and Sharon Werrett, Brian and Dale Fea (with their grandson Adam along for the day) looked after the other time controls on route. No one puts on a rally without help, and we are indebted to them for all they did.



Judging by the feedback and comments after the event was over, everyone enjoyed it. We got lots of questions about what will we do for next year? Oh, and about the results?! Interestingly enough, most rally crews consist of two people, a driver who keeps the car between the ditches, and a navigator who keeps the team on route and on time. (If the driver is listening). Well, this year the overall winner was Jim Herbert, who's navigator didn't make it this year. He managed to follow the route on his own and still had the best overall resulting combination of the fewest penalty points for both timing and

observation.

As an organizer and participant in both club drives and rallies, I have an observation regarding the events. There are three major parts to any event, particularly events with a competitive aspect to them:

1. Preparing for the event, this includes both the crew and the car;
2. Competing or participating in the actual event; and
3. Lying about it all afterwards.



Rally winner Jim Herbert with the Team RACAP Rally Masters. Dean and Trish

And as always, it's the stories that make the event what it is. Often the best ones are those about the events that didn't quite go as planned, for whatever reasons! Thanks again to everyone who helped or participated. We will see you next year. Who knows what the Trolls may do or who they may pick on in the future. Final results below.



Article by the Editors  
Photo Credits to Brenda Blair and  
Duncan MacFarlane



2024 Fuzzy Bugger Strikes Again - Results											
Car #	Crew	Checkpoint #					Total Checkpoint Penalty	Troll Bridge Penalty	Questions Penalty	Total Penalty	Placing
		1	2	3	4	5					
1	Azim & Helen Bhatia	8	10	2	10	10	40	1	35	76	9
2	Andy Hardy and Donna Messier	7	10	0	10	6	33	0	10	43	2
3	Steve & Ann Oram	7	10	10	10	10	47	11	40	98	12
4	The Parker family	4	10	3	1	10	28	0	20	48	4
5	Barry & Julie Walker	10	10	6	2	10	38	2	60	100	13
6	Phil & Heather Crowe	9	10	10	10	10	49	0	15	64	8
7	Brent Clarke and Anne Savannah	0	10	1	3	10	24	4	15	43	2
8	Jamie Honey	10	10	10	10	4	44	5	30	79	10
9	Ken Peake and Joyce Donnelly	9	10	3	0	4	26	3	20	49	5
10	James Herbert	0	2	1	3	10	16	1	15	32	1
11	Dave & Brenda Blair	8	10	10	3	10	41	0	10	51	7
12	Dick Averno and Kelly Shaw	10	10	2	7	10	39	0	10	49	5
13	Cam & Jill Lambert	2	10	10	10	10	42	1	40	83	11



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## Upcoming Events

### The Annual **CMGCC** Christmas Party and Awards Banquet

Danish Canadian Club – 727 – 11<sup>th</sup> Ave. SW, Calgary, AB

When: 20 December 2025 – Gather 6:30 PM

Schedule:                      Cocktails and Socializing  
   Dinner  
   Awards Presentations  
   Gift Exchange and more Socializing



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## Big Drives and Tours to Think About for 2025

**Rallye Glenwood Springs - Denver CO.**

When: 6-8 June 2025

More information: <https://mgcc.org/rallye-glenwood-springs/>

We all missed this one last year as everyone cancelled out for many reasons. But Andy still has a route and itinerary all planned out and held over. To quote from last year:

“With everything that goes on, this could be the most fun you can have with your driving shoes on: Tours, a car show, and a full on TSD Rallye. (Yes I do know how to spell!)”

What more can you ask for? How about a couple of weeks sightseeing to get there and back. There will be multiple side trips to museums, historical sights and other point of interest on the way. Talk to Andy Hardie or read his emails – he has all the details!

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

When: 7 June 2025 (I think!) Check the site below!

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.

**Brits by the Bess – Saskatoon SK**

When: Saturday, July 12, 2025 (I think!?) We will confirm this one too.

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

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This is a great fun event, therefore as a club we should just go every year! 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.

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### G2025 – Crystal Lake Illinois

When: July 28-31, 2025

The annual NAMGBR event is relatively close to home this coming year. We know how much fun these events are so a road trip to the Chicago area just may be in order. It will be a chance to catch up with many of the friends you made at MG2023 when they all came here.

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Finally - If these are not enough, check the next issue for the rest of the year. We will cover from the end of July through October. There is the **ABFM** in Portland OR September 5-7, and **CBA XLV** (I'll leave you guessing as to what that stands for) for all things MGC also in September sometime.

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## What to Look for in Upcoming Issues:

### Next Issue:

- 2025 Big Events Listing
- Electric!?! – You Decide

### Future Issues:

- With the return of the Fuzzy Bugger this year, we have been asked for a primer on TSD Rallying. (I don't think we have anyone looking to run their LBC in a stage rally, given the presence of rocks, trees, gravel and possibly ice and/or snow – I may be wrong though) So look for Rallying 101 sometime before the 2025 TFBSA.
- More Tour Suggestions: - where you can go in your LBC and find friends you haven't met yet.
- More Member Profiles – who's who in our zoo!
- More MG Tech - How to fix something if/when it breaks, tips to help avoid having to fix something and general ideas to make our playing with our toys more enjoyable (like we need that!?)

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



***The preferred route to the Christmas Party - (This one was designed by the Trolls! Go figure)***

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# The Back Page:

*And to All a Good Night!!*



*Safety* **MG** *fast!*