



Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club
Volume 5 – Number 1 – Winter 2025

Another Winter in the Garage Issue!



@ exposure 404 photography
I suspect it's easier to drive once the two parts are mated properly!
(See the Tech Session write-up in this Issue)

Highlights:

- More on Tech Sessions
- Annual Christmas Party and Awards
- Fire Suppression for Classics



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- volume 5, number 1

Editors' Letter – February 2025



Well, it's now February. We are sitting here looking at the snow and the fog, with thoughts of sunshine that almost made it to levels where we would consider taking the MG out of storage in January. However, reality has set back in. It is winter in Calgary! Somehow our editorials seem always to have a weather basis. It's the nature of the country we live in; we can't complain, we can just

accept it and go driving anyway.

We must say a big thank you to everyone who helped put on a great Christmas Party this year. A ton of work went into it, and it showed. Certainly, we had fun. The trophies were a major bonus. Mind you, the one for the least miles driven (The Formula None Cup – seen above) was not a surprise, we knew how much the car had not been out of the garage last year. 27 miles isn't much a trip. But Duncan, the President's Trophy just blew us away. Thank you again for the honour. Now off to projects to get ready for driving season.

Getting Stuff Done

With any hobby or passion, there are mentors and guides to help us out. But I think automotive hobbyists like those in our club take this to the extreme. I remember from my rallying and race crew days, there was always a guy who would help with whatever was needed, or even a competitor who would loan or give you the parts needed, as well as help with the install to get you back on the course or into the event. Ask me about borrowing a radiator in Grande Prairie or swapping out a clutch in Steinbach Manitoba at 4:00 in the morning. It is just the nature of those in the sport and the hobby.

CMGCC is no exception. In our club there are a number of members who are willing to share all the knowledge and experience they have gained looking after LBCs for many years. Even if you don't know who to ask, there is someone around who knows the answer to your question or problem. And if they don't, they will know a guy who does. Or at least know a guy who knows a guy..... In our club there is no shortage of people who have been there, done that and have the t-shirt. All you need to do is ask. It forms the basis of our tech sessions. Shared stories, expertise and mutual support are the cornerstones of belonging to CMGCC. They can mean the difference between getting stranded on a tour/drive and getting home to get ready for the next one.

Thank you to the people in the club for your support through this past year.

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:

Mating the bodywork and chassis of Brent Clark’s MGA. One of our best attended 2024 Tech Sessions (More information in the Club News Section)

Presidential Ponderings –



From Rincon de Guayabidos, Nayarit, Mexico:

A very busy 2024 is over and we now look forward to tinkering with our LBCs over the long, dark winter and getting ready for the new driving season – which should begin around May 1, 2025. We will see. It is Alberta, after all.

The Christmas Party and Awards Banquet at the Danish Canadian Club was a great success with 50 attendees and everyone had a lot of fun. Thanks to all who pitched in and helped in the organization, set up and tear down. And finally, thanks to your generous donations and our Club match we

raised \$1890 for the Veterans Food Bank of Alberta.



Dean Harrison (Editor for the Crown, Wheel and Opinion), Duncan MacFarlane (President), Janine Chambers (GM of the Calgary Veterans Service Society)and Andy Hardie (CMGCC Committee Member)

As most of you know the Danish Canadian Club will be closing its doors at the current location and will be unavailable for meetings and the Awards/Christmas Party. We are currently looking for new meeting and Christmas Party venues. Suggestions are welcome.

As previously noted, we had a very busy 2024 Driving Season and look forward to another great year in 2025. Our Club saw a net gain of 3 new members for a total of 73 active members in 2024. We will be updating our Events Calendar on the website early in the New Year. And don't forget, any Member is welcome to suggest/lead any drives. It's not all on Reg !!

Please renew your Membership ASAP as there will be an increase from \$40 to \$50 for renewals after March 1, 2025. New Memberships are \$50.

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

We have retained our Executive and Committee Members for 2025. However, I hope that some of you will be willing to step up and consider taking on a role within the Executive or as a committee lead for 2026. You will have strong support from current leaders as you transition into a more formal role.

The members who have filled these positions have changed over time and will continue to do so. Continuity and “succession planning:” are crucial to maintaining a fun and active Club. When I started only 6 years ago, I went from a Member to Regalia Coordinator to Secretary to President in a few years. All with very strong support from members who had held these positions previously.

Please feel free to approach any of us to learn more about what is involved. “Job” descriptions are available to any interested Member. Honestly, it’s NOT that onerous. We have a great group that will be able to help you fulfill your responsibilities.

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

Cheers!

Duncan

Duncan MacFarlane, President, CMGCC

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

Driving Challenge 2025

This year marks the 9th CMGCC Driving Challenge. We have seen several versions of the challenge, each with things that worked well and things we would like to improve. For 2025, there may be some déjà vu or at least some nostalgia as we bring back several favorite items from past years as well as some new targets.

2024 saw some new people involved in the challenge and I did hear from people who wanted to be involved but didn’t know who to call. There will be better communication this year about the challenge even including updates of the standings. A Tripcast file will be updated each month to let you know who is out on the road with their camera (phone!?) and who has submitted pictures.

The challenge will start March 1 and run till the end of Driving Season, and the targets will be announced at the February meeting.

So, look for it, check out the rules, the targets and get involved. Everyone seems to have a blast when they do get involved. The emails, the tracking spreadsheet, and the 2025 targets are coming soon.

If you have questions, talk to Trish or Dean; hopefully we have the answers!

Newsletter Caption Challenge

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



Suggest a good, funny, thoughtful, witty or even intelligent caption for the picture. We don't care what criteria you use.

Who knows – there could even be a prize for this contest!

Here is the answer to the last car quiz question for a while.

Newsletter Quiz number 14:



THE EMBIRICOS BENTLEY

Some things are just too beautiful for words, but we did try. The story of this car is in the Feature Articles Section.

Club News

Membership

It's now February and if you haven't renewed, your membership renewal is due. As of January 31, 2025, our membership stands at 36 regular members plus 2 lifetime members. I'm certain you will be hearing from Azim soon if you haven't already. 2024 was an incredible year of travel, driving, tech sessions and social events for everyone in the club and a few new friends we made along the way. Helping out the Aussies comes to mind here – even if they were headed into fire country this past summer!

2025 is shaping up to be every bit as great as last year, so don't miss out on any of it. Remember the dues go up March 1st!

Executive Roles - It's All in the Title!

Just in case you hadn't noticed, I will steal material from anywhere. I am writing this to support Duncan's initiative to get people involved in the Executive, we can always use more help in the club activities!

One of my random thoughts the other day was some logic around why we don't get more members lining up to join the executive. An email from Keith Kerr who is *The Chancellor of Wandering Wheels and Tomfoolery* for the MG Car Club / Rocky Mountain Centre, the organizers of the Rallye Glenwood Springs got me thinking that maybe if our executive titles were more exciting more people would be convinced to take on a role.

I mean, *Chancellor of Wandering Wheels and Tomfoolery*, does sound much more exciting than Events Chairman and *Professor of Enchantment and Outreach Affairs* is certainly more enticing than Club Secretary. These are current titles in the Rocky Mountain Club. Now in fairness, there is a publicity component to the secretary role.

Who knows, with a little creative thinking we may redefine the jobs and raise the interest level. Why not *Memory Maker and Purveyor of Treasures* instead of Regalia Chairman or *Compiler of Useful Statistics and Numerical Prognosticator* as opposed to Treasurer? (Note: I am not suggesting creative writing as a requirement for this role, Honest!) The ideas are limitless and I'm just getting started! So, are you with me on this one, or should I just quit now before this gets silly? Reality check: it could be that the titles would become larger than the jobs themselves.

As Duncan has mentioned, all the executive members can use some help through the year. So get involved, it's a lot of fun to be part of these events.

Some Sad Club News



Warren Linley

(June 23, 1953 – January 7, 2025)

It is with deep sadness that we announce the passing of Warren Harvey Linley on Tuesday, January 7, 2025, in Calgary, AB, at the age of 71. It seems we were just enjoying Warren and Deb's company at the Calgary MG Car Club Christmas Party.

Warren was born in Vulcan, AB, on June 23, 1953. When he was 10 he moved to Calgary with his family. He's been here ever since. After graduating from Bishop Grandin High School in 1972, he earned his diploma in Engineering Graphics Technology from SAIT in 1976.

On September 30, 1977, Warren married the love of his life, Deborah, embarking on a 47-year journey filled with laughter, love and adventure. Passionate travellers, Warren, Debby and their children

explored the world visiting incredible destinations like Istanbul, Malta, Greece—and most importantly, Hawaii.

Warren was a proud member of the Calgary MG Car Club and had one of his MGs out on the road any chance he could. He had a knack for finding joy in everyday life and sharing it with those around him. We certainly saw that side of him at the MG Club. Whether it was at a meeting, car show, on a tour with other members or any club social gathering, Warren could be counted on to ensure everyone had a good time and thoroughly enjoyed the event.

This past year, I had a chance to see him in the garage, when he was selling off a parts car he had acquired. I know that car helped several other members with their projects as well.

Above all, Warren will be remembered for his sense of fun, his ability to strike up a conversation with anyone, and his unique ability to make people laugh. Strangers quickly became friends under Warren's influence. He will be remembered for his quick wit, creativity, and infectious sense of humour.

Warren in his MG TD – out in the mountains with the club



On behalf of the CMGCC, we wish to extend our sincere condolences to Warren's beloved wife, Deborah, and his children, Kyle, Laura, and Pamela; his brothers, Doug (and his wife Josie) and Brian (and his wife Henny).

We are going to miss you!

Feature Articles

2024 CMGCC Christmas Party and Awards Banquet

December 20, 2024, saw 50+ members and guests assembled at the Danish Canadian Club for what may be the end of an era. This was likely the last CMGCC Christmas Party to be held at the DCC. Aply hosted by our President Duncan MacFarlane and VP John Towler, the party was a huge success. John avoided any dispute over which dinner table went to the buffet table first by using a trivia quiz to determine sequence. (We didn't go first, or second or....) But we did learn who the trivia masters are in the club! Not sure if they all made it to the VSCC trivia night January 9th!

Following dinner, the annual awards were presented, again with Duncan and John presiding.

Formula None Cup (least miles award)

First up was the trophy for the least miles driven during driving season 2024. Now the rules do state that 0 miles does not qualify, the car must go somewhere. **Trish and I** received the award for driving all the way to Okotoks and back from Seton as our condo garage was being cleaned. (Total distance 27 miles return!) I can't even claim the mileage as mine, Trish was behind the wheel when the car travelled out and back as I was not medically cleared to drive yet.

Most Miles Driven



The award for most miles driven went to **Barry and Julie Walker** for the second year in a row. It has been a long time since anyone in the club has broken the 10,000-mile barrier, this year included, but Barry and Julie did come close with more than 9,960 miles for the season. Honorable mentions must go to **Jim Herbert and Andy Hardie** in second and third place respectively. Both drivers were well above the 9,000-mile mark. Andy was quoted after the

presentation as saying, "If only I hadn't trailered the car to Saskatchewan!"

Reviewing the mileage submissions for 2024, 22 of our members logged almost 56,000 miles over the Driving Season. That is a lot of seat time in an LBC! Put yourself in the running for 2025, all it takes is 2 emails to events@calgarymgclub.org – 1 to record the starting mileage, 1 to record the finishing mileage and lots of LBC fun in between! We want to see all of you on the road this year. Just a thought!

Holey Piston Award

The annual Hard Luck Award this year went to one of our newest members, **Al Nalezty**. Al was in search of a good machine shop to get his MGB running properly. He finally found one in Lethbridge that completed the required work on-time and for a reasonable price. It seems getting some specialized things done takes a lot of perseverance and time.



Update on Al's MGB: at a recent CMGCC Breakfast at Grey Eagle Casino, those attending had the chance to meet Blaine Rasmussen. Blaine has been working on the rebuilding of Al's MGB engine and has assured us the car will be ready for the 2025 driving season! Blaine has a history of rebuilding cars, including MGs and Triumphs. His main claim to automotive fame though is mechanical and fabrication work on race cars with some little known Indycar Teams. You may have heard a couple of the names: Andretti, Rahal!? There must be some stories here!

President's Trophy



This award is presented by the president of CMGCC to a member or members who have made a significant contribution to the club over the past year sometimes through exceptional circumstances. This year, Trish and I got a huge shock when Duncan announced we had been given the award in spite of missing most of the club events during the year due to health reasons. We did manage to publish a couple of newsletter issues, organize and tally the Driving Challenge and put on the first Fuzzy Bugger fun rally in 9 years between hospital trips and generally loafing for the year. (While we appreciate the award, we don't want to earn a trophy this way again!!)

A word about the award, the trophy is a brick liberated from the job site when the MG factory was demolished. It seems a small group of our members travelled to England and liberated the brick from the site when the factory was being torn down. (More on this story – and the stories of other awards to come later this year)

The Todd Arthur Award



This award is voted on by the full membership of the club. It is given annually to the person deemed contributed the most to the club over the year. This award is presented to the member, who is considered to be the best Ambassador for the club. Someone who is always promoting the club and what we stand for.

To quote Duncan: "For those of you who did not know Todd Arthur, he was a member of the club who did exactly that. He was always out promoting our club, drumming up interest from potential members, bringing in interesting speakers to club meetings, participating in club activities and also helping run the club. Todd's life was cut short suddenly and at a very early age. In Todd's memory, his partner Catina created this award, and remains in contact with the club to this day.

This year's recipient is Reg Beckett, again for the second year running. Reg definitely stated he does not want to win the award next year; he wanted to give it back so it could go to someone else.

It's OK Reg, we know what you do for the club., and we know you do it for the fun and the fellowship, not for the rewards. (Hey, we couldn't have done the rally this year without the help provided by you and Jane.)

2024 Driving Challenge



We had a few teams that contested the alphabetic challenge this year. The top four teams included:

- Dave and Brenda Blair in fourth place this year with ambitions for more in 2025,
- Jim Herbert third, (BTW Jim travels a lot on his own for SVAA events and MG2024 this year and still managed to get 89 points worth of pictures in)
- Barry and Julie Walker, (last years winners who only missed a couple targets and some bonus points this year) second with 110 points, and
- Andy Hardie and Donna Messier winning this year, with a total of 127 points. They got all of the challenge targets and only missed a few bonus points. They are definitely setting the bar high for the future.

Watch this space for updates for the 2025 Challenge; it will start the beginning of March and end coincidentally with the end of Driving Season. More to come!



The party then got moving when Duncan passed 'control' over to Helen Bhatia to conduct the live auction for the Rocker Cover Racer. The Racer was donated to CMGCC by Peter Mittler after MG2023. After some initial arm twisting by Andy and others the bidding did get underway with several buyers interested.



The racer is still with the club, in the possession of our Treasurer, Troy Parker. Troy provided the winning bid for the racer and will be displaying it in his garage until it can resume competition at a North American MG event in the future. Following the CMGCC Christmas Party, a few members of the Club went to the Veteran's Food Bank warehouse to present a cheque for over \$1800 from the donations from the members attending, matched by the club, plus the proceeds from the auction of the Rocker Cover Racer. See Duncan's column for a picture at the Food Bank.

We then shifted into full Christmas mode. Jane Beckett took the microphone to handle the gift exchange. Distribution and subsequent 'thefts' of gifts took us to the Danish Club closing time as usual. Several items became the subject of multiple thefts, with spouses even stealing back items for their counterparts who 'lost' them to an earlier theft! Easily the most

Table Centres for Christmas – someone from each table took one of these pieces home!



popular items though were the craft beer gift and the Colour-Tune Kit that went round the room a few times.

Everyone had a great time and the consensus was; it was one of our best Christmas parties. There is a ton of enthusiasm for next year's events! There are more pictures from the event, including all the award winners and everyone that was there just click on the link below to see what you missed!

[Tripcast Photos](#)

And we look forward to seeing you there next year!

Still Dreaming of Driving Season!!!!



It's not always sunny when you get out in an MG – but time in the MG is better than time elsewhere, even in the rain! Because of the good company, drives and tours are always a blast!



Just had to share a few more pictures from the Going to the Sun Road Trip. They prove there is always time for good food and fellowship on and off the road!



The Embiricos Bentley

(A Historical Tribute to the car)

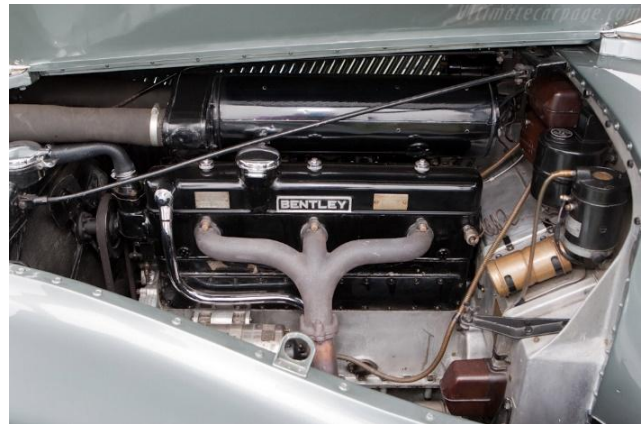
This car is worthy of many more pictures, just on looks alone. It has an incredible history however that needs to be told. So here is a very abridged history. A huge thank you to Andy Hardie for suggesting this car for the quiz. Note: This will be the last quiz car for a while as we try something new, for us at least.



Known as the 'Embiricos Bentley', this beautiful automobile is named for its first owner and the person who paid for it, André Maris Embiricos. This Anglo-French 1938 streamlined coupé should really be referred to as the Paulin. It was Georges Paulin, a renowned engineer and aerodynamicist who designed the car based on a 4.5 litre Bentley chassis. Unfortunately, Paulin was lost to automobile design in WW II. During the war, Paulin operated with the

'Alibi' Resistance group in France. Rather than accept a British-planned escape, gave himself up to the Gestapo to protect his undercover team. He was arrested and after his tribunal, shot, by a German firing squad.

A dental technician by trade, Paulin loved drawing from an early age and was fascinated by mechanical design. He patented a retractable roof design, and designed hydroplanes, but his passion was streamlined automotive bodywork.



At the time Singer was the only British manufacturer creating streamlined cars. Others, including Bentley were latecomers in the adoption of aerodynamics while European manufacturers were producing slippery closed cars from the mid-'30s. Arguably, Bentley was the most conservative of British manufacturers. While they built extremely sound and glamorous sports cars, they were traditionalist designs and certainly not leading edge or innovative. In France, Rolls-Royce and Bentley agent Walter Sleator struggled against the designs of Figoni et Falaschi, Letourneur et Marchand, Pourtout, and Jean Bugatti.

A visit to Brooklands in April 1936 by two Bentley engineers started a change. After witnessing the radical Dubonnet Dolphin on test, they returned to Derby and demanded funding for aerodynamic work. After much resistance, the project was given over to Sleator: if it was a failure, then Bentley directors could dismiss the idea as French.

Sleator proposed the development project to Embiricos, he agreed, Paulin was hired, and the rest is history. Inspired by the commission for this special Bentley, Paulin worked after hours on the design and a scale model was ready a few months later. The results so impressed Bentley and Embiricos, he signed

off a deposit for a 4¼-litre chassis in November 1937. By March 1938 it was ready to be shipped to Paris, where the build immediately started in *carrossier* Pourtout's workshop; four months later the car rolled out into the Paris streets to begin testing.



The primary aim of the project was as a high-speed road car, so the interior was fully trimmed with leather seats and plush carpets. At 1565 kg (3450 lbs), the car was 159 kg (350lbs) lighter than a standard 4¼-litre Bentley. Bentley engineers added performance enhancements including

higher 8:1 compression and larger SUs, which boosted power from 125 to 140 bhp. They also added uprated shock absorbers, improved brakes and a 2.87:1 'overdrive' top gear.

After taking delivery of his expensive coupé, Embiricos generously agreed to let Sleator take it to Montlhéry for some record attempts. The French agent then set an unofficial one-hour record at 107 mph. To promote Bentley's bold new direction, Sleator set out from Levallois on a road run to Germany to test the car on the *autobahn* near Mannheim. Embiricos didn't get to drive his new car too much.

After further runs at Montlhéry, the Bentley was sent to Britain for experienced record-breaker Capt George Eyston to test at Brooklands. Around the bumpy Weybridge banking it averaged 114mph in the hour. While Sleator secured two places for Bentley at the 1939 Le Mans, management had a change of heart and cancelled. After a little over a year, Embiricos decided to sell the one-off coupé. On 22 July 1939 it was sold to HSF 'Soltan' Hay but, with the outbreak of war, the Bentley was put into storage.



After the war, automotive competition restarted. When the Le Mans 24 Hours was revived in 1949, Hay entered the Bentley with some modifications to the now 11-year-old car. Leather bonnet straps were an event requirement, while twin fuel-fillers sprouted from the split rear window and a triple vent to cool the back brakes was cut into the rear wing. Journalist/racer Tommy Wisdom was enlisted as his co-driver. The Embiricos must have been the most refined car that ever raced at Le Mans. Hay and Wisdom maintained a strict average, purring on through the evening and into the night. Despite losing top gear in the final hours, they finished a highly impressive sixth, ahead of all the new Aston Martins. Encouraged by its debut, Hay entered the Bentley again in 1950 and 51. The car was always driven to the events. In 1951, the story has it that the Embiricos arrived at the circuit laden with luggage and children, because Hay planned to continue for a family holiday after the race.



The big Bentley plugged away, keeping clear of the super-fast new Jaguar C-types, but it was third time unlucky as dynamo failure slowed progress. The team motored on with failing lights, but the engine refused to restart at the final pitstop. Following a lengthy delay the team managed to coax it into life, but after crossing the line Hay was informed that he'd failed to complete the minimum distance by just four miles. Although it was not officially classified, the distance of 2765 km (1728 miles) would have

placed the Bentley 22nd, but it still claimed a record for three consecutive Le Mans finishes.

The great marque wouldn't return to Le Mans until the Speed 8's debut in 2001.

After taking a family portrait at the finish, Hay repacked the car and, with dynamo repaired, headed off on vacation. En route home via Paris, he decided to call in at Montlhéry for one last endurance run. Without a wash or a change of tyres, the sleek grey coupé flashed around the hallowed banking to record 106 miles in the hour, just a mile off Sleator's best in 1939.

Hay was clearly attached to the Embiricos and kept it until 1969, when it was sold by Sotheby's for £4000, a hefty figure for the time. Sixteen years later, the value had risen to £120,000 when auctioned by Coys.

Now a stunning metallic slate, the Embiricos is a regular concours-winner, including Best of Show at Meadow Brook in 2001.



The ride, as you'd expect from a Bentley, is impressive and there's little wind noise; you can't help thinking that Hay and his co-drivers must have been the most relaxed competitors at Le Mans. The brakes are strong and the handling on the tall, narrow tires feels well-balanced as far as I dared to push this unique beauty.

The 4257-cc ohv 'six' lacks top-end punch, majoring on smooth, torquey grunt.

They definitely don't build them like this any more!

Sitting at the wheel today and looking down that long bonnet, it's difficult to imagine that this gorgeous car, now in concours condition, has such a colourful history, and such a high mileage – by 1939 it had already clocked 120,000 miles.

More Winter Reading

MG Models - Anniversaries in 2025

Since the introduction of MG back in 1924, or was it 25 or whenever, there has been a long list of MG models introduced. Several are celebrating milestone anniversaries in 2025, so we thought we would share some highlights of those MGs with you to start the year off.

Old Number 1 – 1925 100 years

Old Number 1 was Cecil Kimber's 1st foray into producing his own cars. It was based on a Morris Cowley of the day and designed to compete in the annual Lands End Trial in Britain.

The car had a 1548cc engine producing 11.9 horsepower! Hey, there was only 1 SU carburettor to tune! And apparently it did come with a headlight.

This the car that started it all. (More in an upcoming issue)



MG NA Magnette – 1935 90 Years

There were only 7 of these built. It was not the first MG to use the Magnette name, and it came about when MG was pulling back on the number of models available.

The NA Magnette used a 1271 cc 6-cylinder single overhead camshaft engine with a 4 speed 'crash box'. It did see some innovations in the chassis though, including a frame wider at the rear than the front and rubber bushings to mount sub frames and the engine. A definite ride improvement. The bodies were modified versions of some leftover K series units still at the factory. Parts-bin engineering started early!



MG R Type – 1935 90 Years

Originally known as EX 146, the R type Midget was the first British car to feature all-round independent suspension, as well as being the first MG to be offered for sale built as a single seater racing car. The engine and gearbox were identical to the Q-type racing car, but with a close ratio gearbox. A Zoller supercharger, was employed as on the Q type compressing to 24psi. The 746-cc engine produced 113 horsepower! It also used Girling brakes for the first time in an MG.



Altogether a revolutionary new car for MG. They built a total of 10.

MG SA Saloon – 1935

90 Years

When MG decided to go big or go home! One of MG's largest production cars, MG built 2738 of these in a few versions. Some MG enthusiasts refused to accept the car as an MG. This car came about just after MG 'merged' with Morris Motors. Cecil Kimber after a fight with Leonard Lord, the Morris Managing Director, was able to produce a very credible luxury sports saloon, albeit on a Wolseley chassis. The organization wanted to move the brand up-market and fitted the car with a 2288 cc in-line 6 and, horror of horrors an all-synchromesh gearbox! Oh well – at least the insurance costs went down.



MG TC – 1945

80 Years

When MG decided to come to North America, it was the MG TC that led the charge. Actually, it was not just MG but the start of the 'colonies' interest in British sports cars. It is arguably the most well-known MG model. The basis of the TC was the pre-war MG TB. It had a similar engine, gearbox and axles. The only significant change was the body widened by nearly 4" across the seats and moving the battery (now a single 12 volt) to a bulkhead box. There were also improvements to the suspension: hydraulic lever arm dampers and shackles to hold the road springs. This change allowed the use of rubber suspension bushes which made the car quieter. Otherwise, it was exactly the same as the 1936 design of the MG TA which started the T series line. The car sold over 10,000 units .



MGA 1500 – 1955

70 Years

In 1955, MG replaced the square looking T series sports cars with what may be the best looking MG ever. (I like the coupe version myself) The car carried on with many of the technical components of its predecessor, the MG TF. Derived from a design that was raced at Le Mans as a prototype, the MGA went on to sell almost 60,000 units. Production cars, introduced the new MG B series engine as tested in the race cars. And while it still used side curtains in the roadsters, the coupe received wind-up windows. Both versions added electric turn signals. Newer versions included the infamous MGA Twin Cam and a delux version with a larger engine.



MGB GT – 1965

60 Years

Three years after the introduction of the MGB, the MGB GT was introduced at Earls Court Motor Show. John Thornley and Syd Enever actually wanted to introduce the GT first, but the motoring public wanted the roadster replacement for the MGA. The roadster won the day. Mechanically the GT was the same as the MGB, but it was heavier. The styling came from the studio of Pininfarina, so we got an Italian designed MG. Later it would be developed into the MGC GT (with a 6-cylinder engine) and the MGB V8, powered by Rover.



MGF – 1995

30 Years

Introduced in 1995, the MGF saw the return of MG to 2-seater sports car production. A more modern car, it came with a mid-engine layout, 5-speed gearbox and variable valve timing. Extremely popular in Europe, we saw several at MGTreff, the national MG Club of Norway annual convention.



Norwegian Fun in an MG:



Now this is when you really have to listen to your navigator. This picture was taken during the distracted driving slalom test at MG Treff in Norway. Driving blindfolded is one thing, but the bucket is really disorienting, and it makes hearing tougher as well!

Luckily nobody hit anything. And yes it was fun!

Their gift to us for attending was a bottle of Schnapps, bottled and labeled for the MG Club of Norway. They said we made it way too easy to determine who travelled the furthest to get to the event.

If you get a chance to meet MG types in Europe – do so – they are truly great people!

Picking the Right Fire Extinguisher for your LBC

Last meeting, we got into some discussion about fire suppression for our classics. Here's my first cut of



some ideas to continue this thread. I compiled this from some information from the net and Classic Motorsports Magazine. I also know several of you are looking into it more for presentation at a future meeting but here are some preliminary ideas.

If you have ever competed in a motorsport event, at any level, you will know that a fire extinguisher, or a fire suppression system is not just a good thing, it is a mandatory requirement. Most competition venues have required fire-suppression systems for decades. But what about your LBC? I can personally talk about two classic cars I know of that caught fire out on a drive or tour and burned to the ground! Fires burn hot no matter the day or occasion. Cracked fuel lines and stuck floats happen,

and fire is a often the possible result.

Carrying any fire extinguisher is better than no fire extinguisher, are you toting around the right one?

Know Your ABCs

Three different classes of fire exist, depending on the type of material that's burning. These are the three classes you're most likely to encounter in a car or at the shop:

- Class A: Combustible materials like paper or wood.
- Class B: Flammable liquids and gasses, including gasoline.
- Class C: Energized electrical equipment.

So, what are your options?

Consumer-Grade ABC Extinguishers

If you stop by your local Crappy Tire, or Home Depot, you'll find these general-purpose extinguishers for sale. These units are inexpensive, readily available and will handle all three types of fire. However, these extinguishers contain a dry chemical fire-fighting agent, likely ammonium phosphate. This stuff is corrosive and tenacious. So, while you stopped the flames, you also filled every nook and cranny of your car with a corrosive powder. Have fun cleaning. The powder can also compact due to time and vibration. There are better options.

Consumer-Grade BC Extinguisher

These extinguishers also line the shelves at your local big-box store, and prices are relatively low. The big difference is these BC dry chemical units use sodium bicarbonate, a fancy term for baking soda. While they're not rated for Class A fires, they do handle most automotive flames. But that sodium bicarbonate will find every crevice in your car—again, expect a big cleanup job.

Aqueous Film-Forming Foam

When it comes to motorsports, a lot of fire-fighting systems use aqueous foam as an agent, AFFF for short. It's basically a nontoxic, soapy water-like solution that's rated to fight A, B and C fires. Most often, these are complete systems plumbed into race cars. An expensive option - definitely. Not only that, but they can really muck up a daily driver or show car! You can get hand-held AFFF bottles much cheaper. They are environmentally friendly and can handle all fire types, but they need recertification periodically (as often as every 2 years), and they can fry electronic components and will make a mess of soft interior parts—seats, carpets etc.

Halon Replacement

Halon has served as a favored fire-extinguishing agent for decades, as it's extremely fast and effective against ABC fires yet also non-damaging to delicate electronic components. No cleanup, either, as this liquefied gas dissipates after extinguishing a fire. There are a couple of issues; Halon depletes the ozone layer, so its production was largely banned since the '90s. It is both heavier than air and toxic, so in enclosed areas it's not great for people. New replacement varieties now exist that are less environmentally hazardous. In summary, it is fast and effective, does not require major clean-up but again it is a pricey option.

Is Your Extinguisher Too Old?

Dry chemical extinguishers are usually warranted, depending on the model, for six to 12 years. However, depending on the age of the extinguisher, the powder in the bottle could become a solid rock. Powder compacts over time. This can occur more quickly given the vibrations and harshness of being in a car. So it could be packed down and totally inoperable.

What About Those New Compact Fire Extinguishers?



There are now alternatives to the traditional extinguisher: smaller, aerosol models that look like cans of spray paint or bug repellent.

While they don't carry UL approval or have a gauge that can reveal readiness, they don't take up much space. One make, the [SPA FireSense+](#), for example, is rated to fight class A and B fires, and its maker notes that it's particularly effective at extinguishing lithium batteries. Going electric?

Another non-traditional fire extinguisher comes from a company called [Element](#). This one resembles a road flare. Operating it is similar: Strike the tip to activate. The Element extinguisher doesn't leave any residue, and its maker claims it

has no expiration date.

Caution Note: Make Sure the Unit Is Securely Mounted

Once you have a bottle, you need to safely mount it inside your car, and that little plastic bracket isn't going to cut it. You need something that's metal on metal. Fortunately, solutions exist from several

Motorsport equipment suppliers. Even [Moss Motors](#) offers a universal quick-release mount as well as one specifically engineered for the seat rails found in the MGB and later Spridgets.

So, where does this leave us? To repeat the primary thought in this article: carrying an extinguisher, any fire extinguisher, is better than not carrying one at all. It may save your car or someone else's, you never know when it will be needed.

The Care and Feeding of CMGCC Members and Their Cars (Or What Can You Learn from a CMGCC Tech Session?)

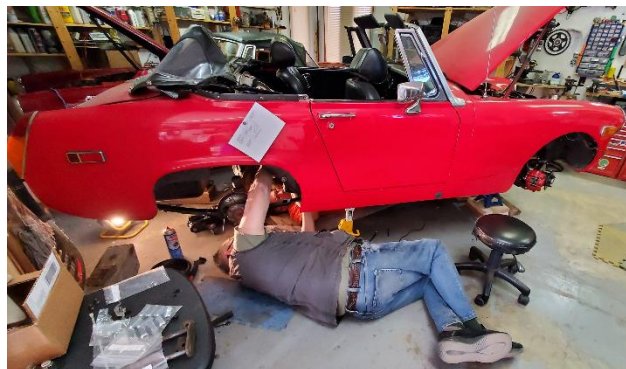
Answer: Almost anything about or for your MG! 2024 saw an unprecedented number of Tech Sessions that covered a huge array of topics with demonstrations, discussions and hands on efforts to repair, upgrade and restore some of our cars. Last issue, we teased you with a collage of pictures. Now let's talk a bit about what went on during those get-togethers.

Some Highlights and/or Lowlights from the Sessions:

Major project # 1: Tending to some needed mechanical gremlins in Connor Tansey's MG Midget at Dave and Brenda Blair's garage. There was a definite need to focus on the brakes and suspension of this car.



(Right – we won't say things needed work but.....)



It's amazing just how good things can look! The suspension and the brakes now both function well. Before and after pictures can help.

Connor's 'little' project took more than a single Tech Session but the results were great.

Major Project # 2: Mounting the beautifully restored body of Brent Clark's MGA on the chassis he has



been working on for some time. His neighbours may have seen him test driving the bare chassis, with a chair installed) near his acreage. The body had been shipped off to Ron Thompson in New Sarepta for bodywork and painting. A large crew of CMGCC and VSCC members



were present to help lift, carry, place (carefully) and bolt down the better than new body shell.

It's the only tech session that everyone was required to remove their belt or turn it, so the buckle was facing anywhere but in front of you. The final step for the day was aligning the body on the chassis, then bolting it down with all the

spacers and bushings in place.

Major Project #3: A two-session project with Charles Champagne's MGB. Part 1 involved pulling the engine



and transmission to replace a faulty Release bearing in the clutch. Part 2 was putting it all back together again. Charles and Sharon will be back on the road

this spring with a car good as new or better.



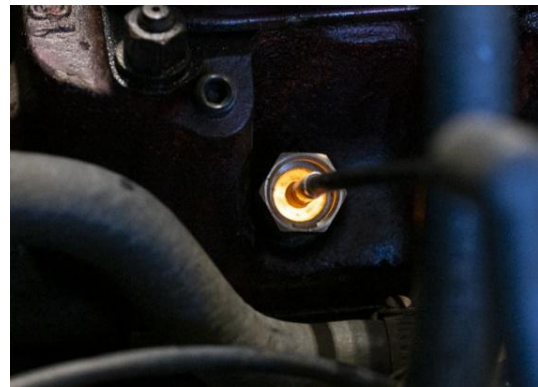
Here are a few more pictures from the engine installation.

The hoist helps.



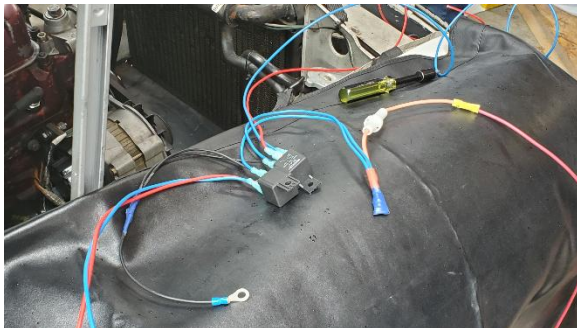
Some jobs are more intense than others.

Multiple Sessions in Dick Avern's garage: Dick held three sessions this year, one was even for someone else's car.



First was a session to chase some fuel and issues on his B. Those attending pooled their collective knowledge to chase some wiring issues with the alternator and tune and adjust the carburetors.

Second was a session to install H4 Hella headlights in Dick's MGB, (they do provide much more light than the incandescent candles that came on the cars back in the day) with relays to stabilize the power to the lights and reduce the risk of fire under the dash. You can also use LED lights but be careful, the



bulbs do not work well in the lenses because they were not designed to work together. The optics are not matched to the



bulbs and can generate a lot of glare without improving the light output much over that of good halogen bulbs. (ED opinion)

Dick's Third Session: was an impromptu session to fix a bleeding brake cylinder on a MGB belonging to a friend of Dick's son. Like I said the brain trust in the club will help anyone who needs them. Just ask the Aussies who came through here on tour this year.



Major Project # 4: Dave Morris hosted a session to install a new top on his MGB. Installing a new soft-top is not something that is easy. This is one of those things that needs the help of someone who has been there before. We need a picture or two from this one.

Major Project # 5: Another tech session at the Blair's to upgrade brakes on Connor's 'new' Triumph and chase some disturbing noises in Dave's Midget. This included painting calipers and other updates as well as getting brakes working. Curing the caliper pain needs some heat. I don't recommend using the oven in the kitchen after! LOL. The finished product does look good!



So, if you need something done and need some help, call Reg. He will help set up a Tech Session and the crew can come help. The most it may cost is some coffee, maybe a few beers, and snacks are always welcome.

Final Shameless Plug Time: Don't be afraid to bring your spouse along. With many of the Tech Sessions there will also be a co-driver event. Who knows where you could end up, but wherever it is you will have fun! There have been a few already with trips to markets, restaurants, coffee shops and more. There is something for everyone.

Upcoming Events

Big Drives and Tours to Think About for 2025

For a full listing of events and the most up to date information check out the CMGCC website, the calendar knows all!

Rallye Glenwood Springs - Denver CO.

When: 6 – 8 Jun 2025

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

With everything that goes on at this event, 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!

Alberta All British Field Meet – Victoria Park Edmonton

When: 7 June 2025

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

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

Brits by the Bess – Saskatoon SK

When: Sunday, July 13, 2025

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

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

**2025 CMGCC Kootenay Tour – Fernie, Nelson, Kaslo, Radium.....and Points in between!
Could this Tour Become Known as the Kootenay Kaper? Time will tell!**

When: September 2025 actual dates TBD (but it will occur after kids are back in school and the roads are quieter!!)

Mor Information: email events@calgarymgclub.org and Dave Morris will add you to the list and get plans out to you as they unfold.

We all know the Columbia Valley and the East Kootenays from BritsBest and other tours, but how about Kootenay Lake and towns in the West Kootenays? There are great roads any well as any number of, gastronomical, historical, scenic and adventure sites to stop and see. So, the tour is multi-day with enough variety and space to accommodate anyone with optional stops or sites to allow everyone to pace themselves comfortably and catch up the end of each day to share stories. It will be a relaxed run to enable us to enjoy our cars on some fabulous roads and maybe see some scenery and places new to some. More details to follow soon!

What to Look for in Upcoming Issues:

Next Issue:

- **2025 Driving Season Kick-off!**
- **Electric Classic!? – You Decide**
- **Rallying 101 – We have been asked to publish a primer on rallying – before the next Fuzzy Bugger event.**

Future Issues:

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

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

The Back Page:

**90% of all electrical
vehicles are still on
the road today....
The other 10% made
it all the way home.**

Just My Humble Opinion!! - Ed.

