

Calgary MG Car Club

Crown Wheel & Opinion



It will be a busy Summer for the CMGCC

WORDS FROM YOUR PRESIDENT AZIM BHATIA

Spring has sprung

I tell you for a reason

We're that much closer to the driving season!

I can hardly wait! This past winter came so fast and stayed for so long that I did not even get to do all the things I wanted to on my cars. Now that the days are getting longer, I certainly am in more of a mood to work on the cars and get em ready!



It is shaping up to be another year with lots of driving events being planned. Both Helen and I thoroughly enjoy going out in a group with our LBC friends for either a day drive or a multi day event to some interesting place (s). Just a sample of what to expect this year – ABFM Vancouver, BritsBest in Radium, Sylvan Lake BBQ run, Annual Safety Inspection and BBQ, July 1 President's day run, MG2013 in Corvalis, Brits on the Beach on Vancouver Island, Taber Corn Fest, Golden Roses part 2, Going to the Sun road and many other short runs and events.

So get yer cars ready, call on the executive if you need help, get on out to the meetings, step forward and organize something, just do it!

This year marks the 5th anniversary of BritsBest, our biggest event of the year. The BritsBest committee have been working hard to come up with a fun and interesting event, so show them your support and register to come down and participate.



BRITSBEST 2012



CANADA DAY



VEHICLE INSPECTION



Members of the CMGCC

Welcome new member, to the Calgary
MG Car Club.

We are a club dedicated to the
preservation and enjoyment of MG cars,
though membership is not restricted to
MG owners alone. A keen interest in the
marque is our primary focus.

The executive and membership of the
club invite you to familiarize yourself
with the contact information and events
calendar listed here and on the club web
site at <http://www.calgarymgclub.org>
and encourage you to become as
involved in the activities of the club as
time permits.

It is only through the efforts of our
membership that the club, its activities
and events will prosper into the years
ahead, so we invite you to come on
board and get involved in all the fun.

Club meetings are held the second
Tuesday of each month at 7:30pm at the
Royal Canadian Legion 284, 606 38th
Ave NE

For the current year, the executive
members of the club include:

President-Azim Bhatia

Vice President- Dwayne Schellenberg

Secretary-Helen Munroe

Treasurer-Ardith Holtz

Events Coordinators

Cam Lambert and Andy Hardie

Web

David Morris and Terrence Walters

Newsletter

Norma Kenward and Dwayne
Schellenberg

2013 REGISTRATION

RETURNING MEMBERS

37

NEW MEMBERS IN 2013

3

LIFETIME MEMBERS

5

HONORARY MEMBERS

1

TOTAL

47

NEW MEMBERS IN 2012

9

DOROTHY SMYLIE

On February 3, 2013 beloved member Dorothy Smylie passed
away. Dorothy, a Lifetime Member, will always be remembered by
her cheerfulness and contributions to the CMGCC

CAR SHOW - BRITS BY THE BUS



RUNNIN' BACK TO SASKATOON! IN JULY, 8 LBC'S CARRIED 14 CMGCC MEMBERS TO THE SIGNATURE EVENT OF OUR EASTERN NEIGHBOURS **THE SASKATCHEWAN BRITISH CAR CLUB.**

WE THOROUGHLY ENJOYED THE BBQ AT THE SASKATCHEWAN MUZZLE LOADERS CLUB THE EVENING BEFORE THE CAR SHOW.

THE DAY OF THE SHOW, A WIDE VARIETY OF BRITISH METAL WAS ON DISPLAY IN FRONT OF THE DELTA BESSBOROUGH HOTEL BY THE DOUBLE DECKER BUS.

WE PRESENTED PRES. BOB FORWARD AND VICE PRES TERRY YUZIC WITH THE CMGCC 50TH ANNIVERSARY GRILLE BADGE AND A CASH DONATION FOR SBCC'S FAVORITE CHARITY.

THE ROAD TRIP WAS AWESOME WITH THE EXCEPTION OF SOME LOOSE PARTS (SUSPENSION AND MUFFLER), ROCK CHIPS (2 CARS) AND 20W50 (AN UNDISCLOSED AMOUNT!)

FALL COLOURS

contributed by Mike Coe

How can the so carefully planned Sunday, September 16th, Fall-Colours-Run so quickly go off course ! Well not all off course, of course {pardon the pun}!.. But after over a period of about two months beforehand regularly checking the route over country roads south of Calgary, the actual ended-up-course became a course following five changes of courses (of course – oh dear, more puns!). All due to road-rip-up improvements in the restoration of three road bridges by road crews. The work all being done at the same time! This I guess to save costing of equipment rental and labour back and forth. And three bridges it first seemed. Except at closer inspection walking a kilometer down the road it became obvious one of the three was road- upheaval; and closure along a major portion of one of the country roads. Solely due to construction of a farmers cattle underpass. And what an underpass!...Itself located at the bottom of a huge dip in the roads valley floor...the valley about a third of a kilometer long. But at the bottom of which the road was already raised above fields and trees. So think Mt. Everest !.....Ha.....Not really; but it's a biggy....Oh well...at least this provided me many days driving the beautiful back roads in sunny weather with the top down {this year the most I've ever had the top down on the Triumph and Volvo} observing gradual tree colour change from Summer to Fall (autumn to us U.K. people).

continued on page 5

THE RUNNERS



SCENES FROM ALONG THE WAY

Photography along the route was once again, very ably carried out by Joe.....

Mr. Mercedes



The Maligned Fall Colours Run

continued from page 4



The Fall Colours route setting fell initially to Trevor Beatson and myself Mike Coe, selecting the area south of Highway 22: where I for one have over many years discovered superb sports car driving sections of roads, (ones on which one rarely meet the Constabulary!...In fact come to think of it, I've never seen one over these south roads during the 37 years I've lived in Calgary). Following which Trevor (plus his Brother Derek) and I individually over the months checked the selected route. That is until Trev left for the U.K. and Italy for six weeks beforehand. Event management passing to yours truly. Following which I discovered the above explained road construction four weeks before the event ! And I say, very, very active road construction. That required regularly monitoring as Run time drew closer. Towards which I considered changing the route. But this I quickly discarded, as the route has superb country road views. And after all, once into it, one stays with it. Something like starting a car restoration. Once committed, that's it !!

So the Fall Colours Run day dawned: and the start was greeted with a superb turn out of CMGC and VSCCC sports cars. So compliments to those who chose to participate. As the colours were magnificent, the people friendly, the road dry, the sky sunny, and I think everyone had

good disposition one way or another. I know some enjoyed the fast run along Highway # 66: to a lookout over a magnificent valley in the Kananaskis suggested by Steve Ross. Whereas others got left behind.

So I hear people comment, where does *Maligning* the Fall Colours Run come into all this. Well quite simply it was a set of circumstances staying true to the word, i.e. circumstances. Firstly Trev had set up instructions on paper with mileage and where to turn along the route. That with him then in Europe, somehow got deleted from my computer. That yours truly at that late stage (close to the days event) thought I could get by without No! Particularly as I felt that giving out instructions on the morning of the Run would suffice; and people would, as I usually do, carry note book and pencil, or one of those new fangled electronic things with which to make notes! Wrong! and what else? I didn't take into consideration (and wasn't told) that some cars didn't wish to come along in the procession, but wanted to roar off on their own! ... Which would I guess be o.k. if memories function well from verbal instruction ! Then there was the above explained road construction.

So I recommend the following to whoever undertakes run a future Fall Colours:

One: be sure to hand out written notes of the route.

Two: hand out a map.

Three: suggest using a note book and pencil (or one of these new fangled electronic things !!).

Four: at the drivers meeting talk at a higher pitch; or wait until people terminate their own conversations during speaking of run instructions.

Five: allocate a tail gunner vehicle to make sure all vehicles follow.

Six: everyone has to appreciate the run as a Fall Colours Run. Not a fast travelling Fall Colours Run. As yikes, the object was to observe the colours.

Seven: don't listen to people who along the way want the pace quickened to the detriment of others; that left some cars having trouble staying with the lead.

Eight: Check to make sure every car is aware everyone is following from any of the stops along the way. Because as at the third stop (the Leighton Centre) we lost one car. So apologies to John who after visiting the facilities emerged to view an empty parking lot!... But he graciously anyway mentioned he had a great drive on his own: stopping where he wanted to observe colours (but missed the Bragg Creek Provincial Park for Lunch). So good on you Chum.

So, we all it appears (except for John) made it to the Bragg Creek Provincial Park (at least that location got mentally recorded). Although again, I think a map at the beginning of the run would have better served people. Following which some of us took desert at one of the Bragg Creek Ice Cream Shops. That proving to be very, very yummy !!

Soooo. Take heed future potential Fall-Colours-Run-Arranging-People. Please make note of the above suggestions. Also heed that you can't please everyone. So be prepared for criticism (some constructive); as the time of person(s) giving such (criticism) is an excellent opportunity for recruitment for next year !!!

A handwritten note in black ink on a white background that says "Safety first!". The text is written in a cursive, slightly slanted font.

BritsBest Classics 2011

contributed by Dave Pearn as provided by guests from Burnley & Pendle MGOc in the UK

MG Canadian Capers

David and Enid Knagg

On the 9th June 2010 we flew to Calgary in Alberta, Canada, only a few days after returning from our customary half term holiday in Turkey to visit one of our daughters with one of our sons and his wife and daughter.

We had been planning a trip to the Rockies during this year but the reason for flying again so soon was because friends in Victoria, whom we were planning to see, alerted us to the Calgary MG Car Club "Brits Best" weekend at the Radium Resort on 11th to 13th June and we were keen to attend.

We contacted Azim, the organiser of the weekend, and he encouraged us to do so even though we could not hire an MG but drove a Chrysler Sebring Convertible (not the Mustang originally requested) albeit sporting a Burnley & Pendle MGOc sticker and a St. George's flag due to the World Cup.

When near to our destination we saw a banner welcoming the Calgary MG Car Club on the Radium Springs town sign and on stopping to take a photograph we discovered three MGs there and after introducing ourselves one couple kindly offered to lead us to our destination being the superb golf complex known as the Radium resort where our accommodation had been booked for the weekend.

After checking in to our room, we went along to registration and were warmly greeted, typical of the warmth and friendship we encountered all through our stay in Canada, and we were given a splendid zipper bag full of goodies and a bottle of fruit wine, produced by one of the members, bearing a "Brits Best" label and an image of a red MGA.

The first evening was a "Meet and Greet" with a barbecue similar to recent MGOc Irish weekends. Everyone was very friendly and welcoming, similar to MG enthusiasts everywhere, so it seems.

On Saturday morning, a hot day with the sun beaming down from a clear blue sky, there was a car show for all the entrants at the local Base Ball ground and the local Rotary Club produced breakfast and the local Firemen put on a barbecue for lunch! We were allowed to take our modern convertible onto the show ground, but placed well away from the classic machinery, perhaps because we had a display attached to our bonnet topped by a Rally style plaque, designed and produced by our club member, Jim Burrows, expressing greetings from the Burnley and Pendle MGOc to the MG Car Club of Calgary. The display comprised photos of classic and new MGs and activities connected with our Club.

The Canadians were thirsty for news of our Club, its activities and the newer MG models not imported into Canada. The business cards made for us by Jim were in great demand and may lead to visits in the future!

At the Show we all had to vote for the exhibits in various classes.

The Mayor chose a beautifully restored TD as the "Best in Show"

In the afternoon we had a run but so different from our own Pendle Run with its tulip route. This run set out from the "four way stop" in the centre of Radium Springs and involved travelling a certain distance West, East, North and then East again from the central point. Again we were grateful to our Canadian friends who showed us what was intended but how they envied us for the little

country lanes of England over which they longed to drive their treasured MGs.

The evening was marked by a banquet with "triple A" Alberta beef and delicious desserts on the menu. We were honoured to sit with the local Mayor and her husband and received the award for the furthest travelled; not the furthest driven, that award went to entrants from Vancouver.

The awards presentation was preceded by a silent auction in which many of the items we had taken as presents were included especially two Burnley and Pendle MGOc sweatshirts, which were highly prized by two members from the Calgary Club. The two gold MGBs and a brochure on the new TF models, given to us by the national club, were also much appreciated.

Following the awards a very lively auction raised further funds amongst great hilarity as bids were actively encouraged by one of the Calgary ladies whose overtures were not to be denied. After the formal programme had been concluded we again repaired to the Club lounge for more drinks, nibbles and socialising and we learned more of the local scene. All too soon it was time for bed and the end of a memorable weekend.

The following day, Sunday, after a friendly breakfast together, with pancakes and maple syrup much in evidence, we left our new friends as we all packed up and we could not help remark at the similarity of this MG event with the many we have experienced in many parts of Europe.

We continued with rest of our holiday touring through the Rockies seeing bears, big horn sheep, elk, racoons, mountain goats, bald eagles and many other animals and birds as we travelled and ultimately reached our friends in Victoria on Vancouver Island.

On our way we encountered many classic cars in "pub" car parks after runs or proudly paraded on the lakeside at Penticton in the evening including many enormous American cars of the 1950s and 60s as well as former English models. All in all, it was a very memorable experience.

Finally a special thank you to Azim Bhatia who organised the weekend and to his team who made us so welcome.



A banner welcoming the Calgary MG Car Club on the Radium Springs sign



The Mayor chose a beautifully restored TD as the "Best in Show"



A car show for all the entrants at the local baseball ground



The evening was marked by a Banquet we were honoured to sit with the local Mayor and her husband and received the award for the furthest travelled; not the furthest driven

HIGHWAY CLEANUP



THE CREW

1. AZIM AND HELEN
2. CAM AND JILL
3. ANDY AND DONNA
4. GORD AND LINDA
5. DEREK AND NORMA
6. DAVIS AND ROSE
7. BOB AND RESA
8. MILES AND CHERYL
9. GEORGE
10. MARIE
11. TERRENCE
12. AL
13. JORN
14. DWAYNE

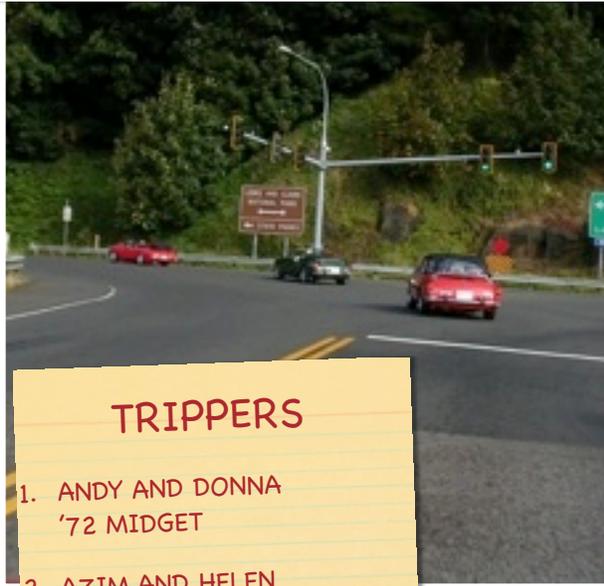
Our community service project is always more enjoyable than the drudgery it could be. Once again the weather was picture perfect. Each year that the Calgary MG Car Club contributes to the care of Alberta's roadways, the task becomes easier. There was a significant decrease in the volume of trash collected this year. Hopefully this may be due to less littering, however I think it has more to do with the superb job done the year before.

The old adage of "many hands make less work" was proven once again by the large group of volunteers that chose to participate .

As old habits die hard, this CMGCC event followed the traditional script. First and foremost we gather for coffee at Timmies to set off for the destination. (Herding MG'S is not unlike herding cats!) With as much efficiency as possible the ditches were cleaned. The next item on the agenda, as per usual, the master of macadam, Mr. Cam Lambert, led us around the country side on yet another new combination of back roads! How would an event not be a success if it didn't include a stop for food? This time it was the Black Diamond Hotel where the fare was scrumptious as usual.

contributed by Dwayne Schellenberg

THE PORTLAND ABFM ROAD TRIP



TRIPPERS

1. ANDY AND DONNA
'72 MIDGET
2. AZIM AND HELEN
'73 MGB ROADSTER
3. DWAYNE AND DONNA
'72 MGB ROADSTER
4. LEN AND HELEN
'72 MGB ROADSTER
5. GORD AND LINDA
'52 TD
(DISGUISED AS A SEBRING)



The Portland ABFM 2012

contributed by Andy Hardie

I was asked some time ago to pen a few lines on our trip to Portland for the Labor Day ABFM 2012 edition. Procrastination being my middle name, means that these events are ancient history, but I'll give it a crack. To outline our adventure, the trip was planned around the annual ABFM in Portland, but was to be a "motoring" holiday taking in two weeks and 2500 miles of driving to include the Olympic Peninsula of Washington State and Scenic Route 20 across the top of Washington and Idaho back to Alberta. Loosely on the agenda was "Going To The Sun Road" on our return, which was scrapped due to lack of time. Other planned stops were the airship hangars and aircraft museum, a cheese factory at Tillamook Wa. and the picturesque Port Townsend (the wooden boat festival was on here) and Whidby Island. All places that one or more of us had visited in a previous lifetime, and wanted to experience again. The Olympic Peninsula was virgin territory, so no firm plans were made. It was to be an "adventure".

Our departure from Calgary was scheduled for the Wednesday prior to the Labor Day week end, with 5 cars in the group. Aboard, were Parkers in their Chrysler due to ongoing issues with the TD, 3 MGB's with Dwayne Schellenberg, Azim Bhatia, Len & Helen Adair and yours truly solo in my Midget. The only date we

had to keep, being to be in Portland in time to meet Donna S, Donna M and Helen Munroe at the airport, as they had elected to fly. Something about conserving precious "holiday days" for future use.

Our planned route out was pretty direct, though we tried (successfully) to stay off multi-lane divided roads as much as possible. Daily mileage was kept as much as possible under 250 in order to be able to enjoy the sights along the way. No hotel reservations were made save those for our four night stop in Portland (courtesy of Donna S who made an excellent pick and got us a smokin' room rate). Pace was pretty "brisk", and the distance to Portland easily covered in the two and a half days we had allowed for the trip. An MGE member had suggested an alternate route from Spokane to Kennewick to the usual Interstate90/US380, which we all enjoyed. All of it being 2 lane fast twisty running with little traffic. At Kennewick we had elected to stay on the Washington side of the Columbia River, and the more relaxed pace and traffic on Wa14 was a treat, as were the incredible vistas and quaint small towns and villages.

The Adair's MGB had run a little hot en route, so it was decided a new water pump was in order. Same was sourced from one of the vendors at the show, and Dwayne and Len set about changing it on the show field ahead of the show. Our MGB's then formed up side

by side and the club banner set up to announce to one and all we were there. Yours truly sat alone with the Midget's (no jokes please) a short distance away. Being MGB 50th, there were needless to say a LARGE number of them on show, and sadly our guys were shut out in the voting and awards. The MIDGET did get first however, in a disappointingly small number of cars. I promptly left my award in the hotel when we checked out, but have since been reunited with it.

Our time in Portland was marred by the Parker's Chrysler being broken into while at Portland International Raceway for the vintage racing and memorable car show. Personal belongings taken included Azim's laptop computer, all of which were properly locked away in the trunk. It was thought it was safer to do this instead of leaving valuables in our hotel or vulnerable in our open MG's. WRONG!!! I'm happy to report most of this property has since been recovered, but Azim is still out his computer. The ABFM, Auto Jumble and Historic Racing encompass all three days of the Labor Day week end, and it was decided to forgo the final day in favor of a short drive east along old US30 to savor some of the sights and points of interest in the Columbia Gorge. The Adair's MGB developed a vibration on the run out, which had by now become quite serious.

continued on page 10

continued from page 9

Consulting the NAMGBR “Mutual Aid Directory” found us help courtesy of Keith Ansell, a longtime member of the Columbia Gorge MG Club and a racer/mechanic with a strong reputation in the Portland/Vancouver Wa area and beyond. A stubborn “U” joint was the culprit, so it was decided we would drive the car carefully to his shop outside Vancouver Washington, to meet him on his return from the Portland International Raceway. A used driveshaft was found in a mountain of spares in the yard, to which new “U” joints were fitted as the front yoke on Len and Helen’s driveshaft was badly worn. Once fitted up, the new parts solved the vibration problem and the car was a pleasure to drive once again.

On the morning we were to leave Portland, Azim noticed that his car had developed quite a lean on one side and decided to have Keith take a look at it. Long story short, his “B” spent the night and all the next day at Keith’s while a new set of rear springs were sourced and fitted. He and Helen became guests of Gordon and Linda in the “Vista Cruiser” (Chrysler Sebring) on the first day of our voyage home via the Washington coast. Tillamook was our first stop for a look at a cheese plant and the air museum housed in the only remaining air ship hangar from WWII, the largest wooden structure in the USA. Our night stop in Warrenton was a short one for Azim and I, as once checked in

to the hotel, we lit out for Vancouver to retrieve one 1973 green MGB. A 190 mile round trip on some great MG roads, which we enjoyed to the fullest, but making for a very long day.

Next day was back to normal running for everyone in light traffic and bright warm sunshine once again, our only wet weather having been the first couple of hours out of Calgary. There is so much to see and do on the Olympic Peninsula, many more trips will be needed to do it justice. In scratching the surface we enjoyed some of the most fantastic scenery in the world, lunch on the beach with our cars (Dwayne tried to bury his car first), one of the area’s biggest trees, a “pass” with the unbelievable elevation of 47’, a hotel with an “interesting” history (the rooms having names rather than numbers) countless card games and light hearted conversation, not to mention a few beverages and delicious meals. Oh, and one unbelievable BBQ on Whidby Island.

We departed the Washington coast and headed in land via Washington route 20 across the top of the state. This is a very picturesque highway which has enjoyed some considerable improvement in the past couple of decades. It offers some wonderful opportunities to put our little sports cars through their paces, and many places along the way to enjoy local fare, arts and crafts.

By the time we regained Canada south of Cranbrook, many were

keen to get home. Our final night, in Fernie, presented a challenge in finding accommodation. The first time we had experience trouble. A “perfect storm” of industrial activity and film shooting had flooded both Fernie and Sparwood with people looking for rooms. A helpful desk clerk pointed us at a competing lodging with available space, so we were able to unwind for the final leg home the next day. After scraping the frost off our cars, a leisurely breakfast and a quick run through a mid-September craft fair, we put our noses into the wind for the final leg to Calgary. A trouble free run home in fair weather again.

The company of good friends on a road trip such as this is hard to beat. The camaraderie, fun and frivolity make for a holiday to remember for years to come. I hope everyone had as good a time as Donna and I did, and I hope we get a chance to do something similar very soon. I think our group has proven beyond a doubt that 40+ year old cars can be reliable and safe enough to make some very long journeys, and be central to a roaring good time and the formation of memories to last a lifetime.

Some of us are now looking forward to our next adventure to Corvallis Oregon for MG 2013. It promises to be a great event, and the last chance to attend a western NAMGBR convention for a while.

Come join us.

MORE PHOTOS FROM PORTLAND



Ready for departure



Hans Solo and Princess Leah



Keith's new sign



Multnomah Falls



Tillamook Air Museum



"THE COMMITTEE"
Receives the **Keith Ansell**
"Report"



Longren Pass



Columbia River Gorge



nice disguise.....but we know you!

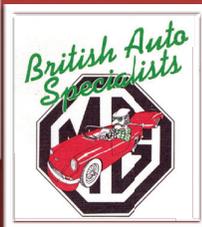
2012 VEHICLE INSPECTION



North American MGB Register



Support our Local Shops



Safety fast!

1. BRAKES
2. LIGHTS
3. SIGNALS
4. HORN
5. WINDSHIELD WIPERS
6. STEERING
7. TIRES
8. - LEAKS - ??!

Safe Cars, Safe Burgers

Saturday, July 14, 2012 dawned overcast and cloudy, but that did not dampen our spirits for our SAFE CARS SAFE BURGERS event. We were pleased to see that several members of the Vintage Club along with a visiting couple from Britain, accepted our invitation to be a part of our safety inspection at Baker Park that day.

All cars in attendance passed muster as did the cooking (also passed mustard).

In an attempt to have our safety inspection completed before the driving season is upon us, your executive has scheduled Saturday May 4, 2013 weather permitting.

The **Calgary MG Car Club** encourages all members to participate in this self policing inspection, offered by the **Specialty Vehicle Association of Alberta**



Car Spotters Corner

PROVIDE DWAYNE OR NORMA WITH A PHOTO AND WHERE IT WAS SEEN, FOR THE AUTUMN EDITION OF THE CROWN WHEEL AND OPINION!



WHAT IN THE WORLD? DEREK AND NORMA SPOTTED THIS VAN CONTAINING A MINI COOPER (RIGHT)



AL TAYLOR SPOTTED THIS BEAUTY IN TUCSON



INTERIOR OF MODIFIED MG (RIGHT) SPOTTED IN BLACK DIAMOND BY DEREK AND NORMA

THE SHOCKING TRUTH ABOUT LORD LUCAS!

contributed by Dwayne Schellenberg

DEAD!

The %\$#@ car won't start!

It started OK at home and now that we are all leaving the wonderful brunch with the CMGCC, the car won't start. You don't have any tools and don't have time for this aggravation.

Well actually you *can* do a real quick check! Every MGB (or any other make for that matter) has a built in voltage checker that you can't see from the drivers seat - the **headlights!**

To do this simple check have your navigator (she who is pissed with you) make an observation of the headlights when you turn them on. *Assuming of course they were not left on while you and she, who is still pissed, were enjoying the company of other LBC nuts.*

She will advise you of the following:



1. Nothing, nada, dead as you're going to be if the thing won't start!
2. They are both as bright as she thought you were earlier.
3. They are as dim as she thinks you are now!

OK, keeping her first observation in mind, have her describe the headlights as you attempt to start the motor.

There will be one of several results when you make your attempt:

1. The lights remain out, and there is not so much as a click. Battery is stone

dead and you either need a boost or a push.

2. The head lights remain bright and there is still total silence.
3. She can now barely see any light from the previously bright head lights, and it's still as quiet as the morgue!

She (you know who!) says the headlights are on and bright. You now release the ignition key from the start position and sit there in disbelief that your shiny pride and joy has let you down. As you sit there ignoring the berating (from she who is *really* pissed) you decide to give the ignition key another twist. It **roars into life!!** What the heck??? (she who was pissed is all smiles now.....skeptical but smiling!)

continued on page 15

OK, what just happened? Well, when you switched on the headlights, there was an electrical load put on the battery, wire and all the connections.

If you have 2 - 55 watt headlights in parallel with 1.55 ohms resistance and an additional 2 ohms resistance in series at the corroded battery cable, this total circuit has a value of 3.7 amps. This circuit needs 13.1 volts to operate which is available from the battery. Voila, the lights work!

If you add 2 ohms resistance (85.1 watts) from the corrosion at the dirty battery cable connection to the .05 ohms resistance in the starter, you have a value of 6.4 amps in this portion of the circuit. The starter draws a minimum of 262 amps to spin with NO load. This circuit would need 537.1 volts to operate! Results- not even a click!

We know that the resistance in an insulator, corrosion in this case, decreases with an increase in temperature. In this case the 85.1 watts, *is more heat than given off by one headlight*, will in time reduce the resistance from the 2 ohms to

virtually 0 or no resistance. When this happens the circuit resistance drops to the resistance of the starter of .05 ohms. Now the full 262 amps is available at 13.1 volts.

So what happened to the headlights when the engine started? The corrosion is in a series connection with the lights and a series connection with the starter and the starter and lights are in a parallel connection. The lights worked with the corroded connection because the battery voltage was sufficient. In a system where there is a combination of parallel and series circuits the electricity always follows the path of least resistance which would be the headlights switched on when the cable is corroded, rather than when the starter was tried with a corroded cable. When the starter was tried, there was no electrical energy released by the corroded cable as the starter solenoid could not complete the circuit. If the headlights dimmed when you tried the starter, your battery has an insufficient charge. With a clean connection and a good battery the electricity chooses the starter with it's resistance of .05 ohms rather than the headlights. The starter spins and the engine starts!

2 headlights @55 watts wired parallel.
 Battery @ 13.1 volts
 Starter @ .05 ohms
 Corrosion estimated @ 2 ohms

Headlight amperage
 $W = V \times A$
 $55 = 13.1 \times 4.2$

Headlight resistance
 $R = V / A$
 $1.55 = 13.1 / (4.2+4.2)$

Corrosion resistance
 $R = V / A$
 $2 = 13.1 / 6.5$

Headlight circuit resistance
 $A = V / R$
 $3.7 = 13.1 / 3.55$

Corrosion wattage
 $W = V \times A$
 $85.1 = 13.1 \times 6.5$

Starter circuit corroded
 $A = W / V$
 $6.4 = 85.1 / 13.1$

Starter amperage
 $A = V / R$
 $262 = 13.1 / .05$

Starter voltage required
 $V = A \times R$
 $537.1 = 262 \times 2.05$

Starter wattage
 $W = V \times A$
 $3432.2 = 13.1 \times 262$

Bottom Line - Defy **LUCAS** by keeping all electrical connections clean!

CAR SHOW - BRITSBEST CLASSICS

BRITISH CAR & BIKE SHOW WEEKEND

Radium Hot Springs British Columbia
Radium Resort the official 2012 venue

FRIDAY, SATURDAY, SUNDAY
JUNE 8, 9 & 10
2012

Thanks to our participating sponsors:

Register Now!!! Go now to...
calgarymgclub.org
for event information.



Our club is proud to be doing our part in hoping to keep our hobby alive in the future by contributing a portion of the proceeds from BritsBest Classics to SAIT

BRITISH SHOW---BRITISH WEATHER!

2012 WAS THE YEAR THAT THE VENERABLE MGB TURNED 50! THE EVENT WAS RAIN SOAKED, BUT THE ENTHUSIASM DEFINITELY WAS NOT! ONCE AGAIN THE TOWN OF RADIUM AND THE RADIUM RESORT WENT OUT OF THEIR WAY TO WELCOME OUR LITTLE BRITISH CARS. A GOOD TIME WAS HAD BY ALL WHO ATTENDED THANKS AGAIN TO DWAYNE SCHELLENBERG AND HIS DEVOTED TEAM ON THE ORGANIZING COMMITTEE.

CONTRIBUTED BY AZIM BHATIA



Tour Optic 2000

contributed by David Werrett



Whilst planning our trip to France this past Spring I looked on the web to see if there were any (automobile) events to take in during our visit. As we were going to be near the Paul Ricard Circuit, also known as the Le Castellet, near Marseille I looked for events taking place there. There was some reference to a Tour Optic though, as it was all in French, I had trouble understanding what was going to take place. After some more searching I found out it was one of the circuits that would be visited by the Tour Optic 2000.

We discovered that Optic 2000 is a chain of optometry stores and they were the sponsor. So with a bit of planning we were able to see many of the contestants in the 2012 edition of the Tour Optic 2000. Some we saw at a checkpoint in the town of Alès, not far from Avignon. We also had the opportunity to see some of them in action at the Paul Ricard Circuit the next day.

The Tour de France Automobile (Tour Optic) is a combination of tourism and motor racing. Since 1992, the rally has followed the French scenic secondary roads along a handpicked itinerary which changes every year.

The route is dotted with Special Stages, meaning timed sessions on closed roads or circuits which determine the final classification. Usually starting from Paris, it covers about 2,000km split into five legs. The two main classes are the regularity on the road timed section and the other is just the fastest in class on the circuits.

To participate in the rally, which quote, is now one of the historic events that no amateur would miss, there is a first requirement to meet and to present an eligible car, either one that has participated, or sister car to one which has participated, in the Tour de France Automobile between 1951 and 1973.

The organisers have very strict rules about the car entered with the car having to have an AHistoric Technical Passport or similar credentials and there is even a list of eligible cars on their website. As to eligible MGs this is the list: MG TD (1951) B MGA (1954) B MGA Twin Cam (1959) B MGB (1963)

At the checkpoint in Alès the first car was due about 7pm. First were the officials, at least we presumed them to be officials as they had decals on the side of the cars, in a number of Ferraris and BMWs. Then the competition cars started arriving with Number 1 being a 1961 Ferrari 250 GT Berlinetta. We watched in amazement as this was followed by more Ferraris, Aston Martins, 1950's and 1960's Jaguar 120, 140 and 150, Citroen SM. Lancias, BMW 2002, Renault Alpines, MGAs, Porches, anything you could imagine including a Mustang. Some of the competitors gave the crowd a thrill by accelerating hard as they left the checkpoint, the local gendarme joining in the enthusiasm at the sight of these fabulous cars. Testament to some hard driving over the previous 1700 kms was the mud on some cars and brake dust on others though otherwise the cars were in beautiful condition.

Next morning we went to the Paul Ricard Circuit not knowing what to expect. We arrived about mid-morning having had some of the competitors pass us on route, on one stretch of hilly road a Ferrari 275 rocketed by accompanied by the beautiful sound of a V12!

At the circuit groups of cars took part in the racing. We had some difficulty understanding just what was taking place as some races had an assortment of cars such as a Mini, Citroen SM, Jag 140 and MGA all racing together. Other races were mostly the same cars, one of them had several AC Cobras which was a terrific sound listening to them accelerate down the straight. Another had a Ferrari 308 dicing with a Porsche 906 - great fun to watch.

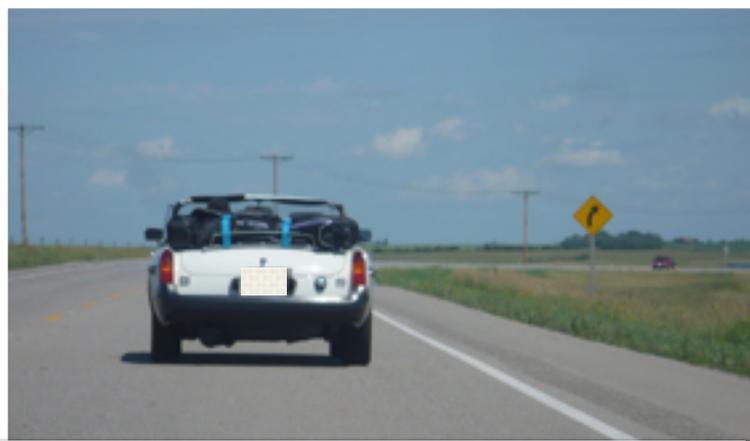
If the timing works for you I can recommend including it on your visit to France. In 2013 the Tour dates are April 22- 28 and much of it takes place in the south western part of France and the tour apparently starts in Nice where it finished last year. If you want to compete the entry fee last year was about 8,000.00 euros which includes accommodation for you and you co-driver. The entry form also shows the cost for your support team, 4,200 euros - if you have one!

Lots of fun and an opportunity to see some wonderful cars being driven and driven hard.

More information at http://www.tourauto.com/en/s01_home/s01p01_home.php

Videos can be seen on Youtube.

PHOTOS FROM 2012



TO UPLOAD YOUR EVENT PHOTOS TO THE **CMGCC** PICASSA PAGE PLEASE CONTACT YOUR EXECUTIVE FOR ASSISTANCE