

# Crown Wheel and Opinion

Spring 2015

*Safety First!*

**A guy walks into my parts store—says "I need a gas cap for an MG." I said, okay, sounds like a fair trade.**

Welcome to the Spring 2015 issue of the Calgary MG Car Club's newsletter **The Crown Wheel and Opinion**.

And if you didn't know already, you will learn from the pages following that the CMGCC is a great little organization - and getting bigger all the time! Our first meeting of 2015 (and all those to follow) was held in the RCL Chapelhow Branch's larger room, as we have happily grown out of the smaller one we had been using. Thanks to everyone who faithfully comes out to our regular meetings, even in the colder months. It was particularly great that we had a couple of "winter runs" this year - albeit in our daily drivers - but it's wonderful to keep the camaraderie going thorough all seasons, not just during drive time! And speaking of driving season, there's already lots plan for this year. Our Club's premier event, BritsBest, will take

place this year on June 19, 20 and 21 at the Best Western Plus Prestige Inn at Radium Hot Springs. BritsBest will be held in conjunction with "Radium Days". The registration form and event info can be found at:

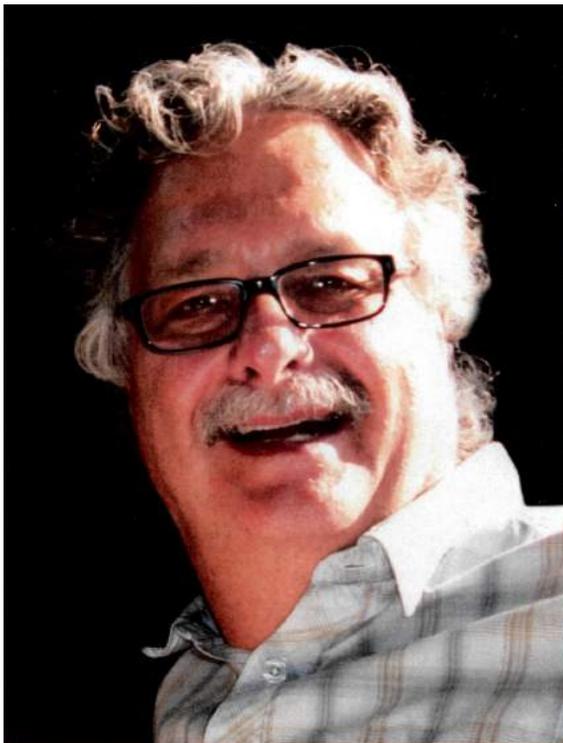
<http://www.calgarymgclub.org/britsbest2015.html>

Your Editors/Publishers Norma Kenward and Dwayne Schellenberg would like to thank everyone who contributed to this issue. We are getting ever closer to the goal of a newsletter entirely composed of articles, stories and pictures from our members. And please keep up the good work - the next issue will come out probably late fall. Let's hope we didn't use up everything that everyone had with this one! We think you'd better sit down, pour a cup of coffee (or two) and settle in for a good long read.

*Special points of interest in this issue:*

- Fall Colours Run
- Highway Cleanup
- Adair Affair
- Winter drives
- Banquet at Fort Calgary
- You asked for it— recipe from the Auto-mann breakfast
- Articles by our members (thanks a bunch by the way!)
- Much, much (much!) more!!!!





**John David Stanichak**  
September 21, 1953  
August 15, 2014

and welcomed me to the club. He showed a genuine interest in the car that I had, even though it really was a basket case. After that, I looked for John at every meeting I attended and he always made me feel welcome..... That's the kind of guy he was!

Very soon after I joined the club, my life changed and I stepped away for a few years. When I re-joined, there was John welcoming me back and from there I started getting to know him better. How could one not want to be around a person who was always smiling and jolly, always ready to listen or lend a hand and one always ready to tell you a funny story. He had this amazing knack for recalling events from the past with such detail and this usually had everyone rolling with laughter..... That's the kind of guy he was!

long distance (ABFM & Rally in the Valley) as well as numerous club drives around Calgary...and it was always fun listening to the *stories*.

I served on the Calgary MG Car Club executive with John and although sometimes we did not see eye to eye as often happens with friends, we remained friends. John was never one to avoid dealing with difficult situations and I will never forget him standing by and supporting me in one such contentious situation. I don't know if he realized how much that meant to me..... That's the kind of guy he was!



One of John's MGBs front and centre!

**I remember** the first time I met John Stanichak. It was the early 90's and I had just joined the Calgary MG Car Club, but was somewhat apprehensive about attending my first meeting there. What kind of group would they be? One of the first people I met was John and he shook my hand

As I embarked upon the long process of rebuilding my MGB, there were many a time that I asked and received advice from John. When I got to the finishing stages, John came round often to lend a helping hand.

Not only was he ready to help, he was a very thoughtful person. Back in 2001, working alongside with John organizing a club event, I was suddenly not able to make this event which was held in Waterton. When he got back from the show, John, with everything else he had to do as the chairman, had thought about and snagged a commemorative plaque for me..... That's the kind of guy he was!

Our friendship took us on many windy roads, both

Over the past few years, John's life became quite busy and we did not see him and Michelle as often, but last year when John heard about the flood in Calgary affecting Helen's and my place, he was on the phone and he and Michelle came over and helped with the cleanup..... That's the kind of guy he was!

I'll miss you Johnny... Enjoy the twisty turny roads up there my friend. You will always be in my thoughts.

**Azim Bhatia**



# Annual Highway Cleanup

Only in Alberta - Saturday, September 13/14 had been selected as the day for our Annual Highway Cleanup - but luckily Dwayne and Andy had the sense to call it and reschedule, as there was still a couple of feet of snow hanging about in the ditch on the 13<sup>th</sup> - the remains of our September blizzard.

The rain date (snow date?) was Saturday, September 20<sup>th</sup> (thanks Dwayne/Andy - weather that day was very fine!). The group mustered at the Tim Horton's in Shawnessy

at 7:30a.m. for an 8:00am drive out to Millarville. Yes, that's right. You're not imagining things, or crazy (although someone apparently is) - I said 7:30 a.m. Those of us who did not care to meet while it was still dark out chose the secondary option of meeting at our "Caring for Alberta's Highways" sign on Secondary Hwy 549 at 9:00am. Still early - and I know I have a reputation for constant complaining about early morning starts, but amongst all of those who were there, I could not find one person who knew why we

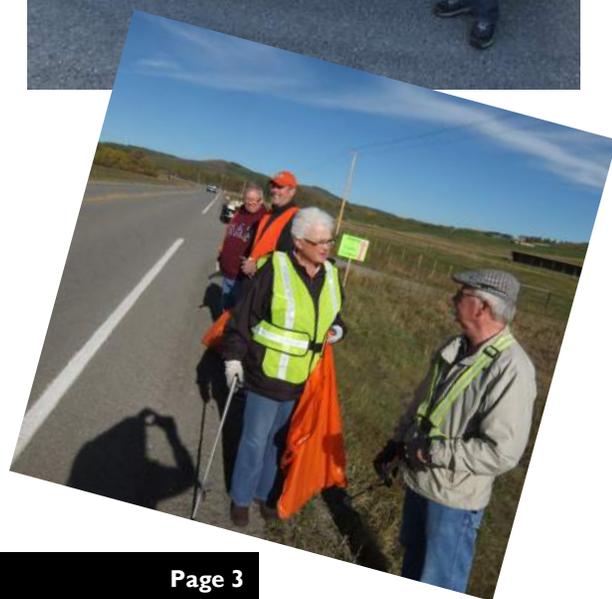
needed to be up with the chickens or why we couldn't start this event a little later in the morning. Like let's go crazy and say 10:00 or 10:30 am! We did such a good job the first year it only takes the 15 to 20 folks who

show up about an hour to whip things into shape.

Not many treasures found in the ditch this year - although that Victoria's Secret pink bra with the rhinestones on it surely cost a pretty penny when it was new (prior to spending up to a year in the ditch).

After the cleanup and the requisite group photo shoot courtesy of a passing runner, most of the gang headed to the Black Diamond Bar and Hotel for some lunch. If you've not had the opportunity to participate in this worthwhile activity, please try to make it out next year. It's a lot of fun. And you can keep anything you find. (Dave W. found the bra, I believe. I'm sure he'd be glad to show it to you.)

**Norma Kenward**



## Cruisin' Grand in Escondido



Last September we found ourselves in San Diego on a warm summer Friday night. A quick Google search of events in the area showed that “Cruisin’

Grand” was on in Escondido. Escondido is 30 minutes north of San Diego on I15 and Grand is the main street running East-West through their downtown area. It starts up at 5pm and continues until 9pm. But I have my doubts anyone was going to close this thing down by 9:00.

The primary focus is American Muscle and Classics, but almost everything showed up from tractors to tuners, and yes, even a few British.

The festivities take place along about 6 blocks of Grand Ave. Most commercial parking



lots and cross streets are turned into to show areas. All evening long, amazing cars either park along the street, in show areas or simply cruise the strip. Many restaurants have outdoor seating where you can enjoy a beverage or meal while the show makes its way past. Live music plays from numerous locations, and many of the merchants seem to have an automotive flare about them. Our visit coincided with a steam tractor demonstration as well as a tractor show and parade.

If you find yourself in Southern California between April and September, then check this out!

<http://www.escondido.org/cruisin-grand.aspx>

Derek Kenward



*The Grey Eagle  
Casino hosts  
cruise night  
every  
Wednesday  
during the warm  
months.  
3777 Grey Eagle  
Drive SW*

## Cruisin' in Cowtown



# Club meeting and "Swap Meet"

Another fun event! Everyone should come to all of the monthly meetings doncha think! (The Legion does do some pretty good food, too.)



**SWAP-O  
RAMA-RAMA!**



## How to keep your LBC clean



A while back, I was asked how I manage to keep my MG Midget so clean. Here's how:

When I first starting going out with Davis, I took him for a ride in my lovely little MG. He was a little scared at first (being so low to the ground and so small on the road) but then he learnt to love it as much as I do.

When he wanted to drive it, I thought about it for a while (a long while) then told him:

"Okay, but there's one condition. You drive the car, you clean the car."

**Rose Bryant**

# MG Mecca

This year I chose to celebrate my birthday in England with a plan to hit several automotive highlights. Previous trips had us visiting Abington, the MG Club, Gaydon, Beaulieu and the Morgan factory. This year we had our sights set on the NEC (Lancaster) Classic Motor Show, the MGOC (MG Owners Club), Coventry Transportation museum and the Jaguar production plant.

Lancaster (NEC) Classic Motor Show has been on my to-do list for years, and this is the year we finally checked that one off.



the Friday. Crowds are greater on the Saturday and Sunday not to mention the greater number of ankle biters (his

words). We chose to weave our way through the complex and just let ourselves be drawn into the exhibits. First thing we found

was the Mustang display (who knew!). There was a beautifully finished '66 Mustang that was very similar to Norma's. We spend some time visiting with the owner/restorer and taking note of his craftsmanship and eye for originality. The Mustang is a popular car at the show; there was at least 8 from the Mustang Owners Club of Great Britain, and many more throughout the complex.



The NEC center in Birmingham is huge, covering over 7 times the square footage of our own Roundup Centre, and with 65,000 in attendance over the weekend, it was full! We only scheduled a single day's visit and you cannot do it all in a day. I had connected with Roger Parker (author of Everyday Modifications for your MGB) via LinkedIn and took his recommendation to visit on

Our next stop was the MG Owners Club (MGOC) kiosk where we met up with Roger Parker and purchased a copy of his book. The MGOC had some wonderful examples of MGs from a wide span of years up to and

including a more recent MGTF. The earlier MGs could be found at the neighbouring Octagon Car Club stand. Wanting more MGs? Just head to the MG Car Club stand across the aisle. Numerous other MGs could be found throughout the complex including Bridget-the-Midget and many fine examples for sale in the sales area.

Other displays that pulled us in included the gathering of Austin 7s, Metropolitans, bubble-cars and three-wheelers, and an abundance of race cars from rally to road.

The Jaguar Heritage stand was displaying one of their new Light-weight E-types.

I'm sure many of you are familiar with the television show Wheeler Dealers, if not I would suggest checking it out. The stars Mike Brewer and Edd China where the hosts of the live stage where the put on several shows, in one they were rebuilding a VW bug to resemble Herbie. At the end of the day they



were very accommodating to those of us wishing photos and autographs.

Another area of the show focused on Restoration tools and supplies and of course the Auto Jumble.

An interesting feature was the Charity Rides. For a specified donation you could get a ride in the car of your dreams. This is something we could well incorporate into some of our events.

This barely scratches the surface of what was on display. Beautiful examples of Aston-Martins, Austin-Healeys, Lambos, Lancias, Maseratis, Mercedes, Porsche, Triumphs right through to American muscle, it is all there!

**Derek Kenward**



## Ardith's Egg Thingy from the breakfast at Auto-mann

### Ingredients:

- |                                       |                              |
|---------------------------------------|------------------------------|
| 3 cups frozen hash brown potatoes     | 4 eggs, beaten               |
| 3/4 cup Kraft Shredded Tex Mex Cheese | 1-12 oz. can evaporated milk |
| 1 cup cooked ham, diced               | 1/4 tsp ground black pepper  |
| 1/4 cup chopped green onions          | 1/8 tsp salt                 |

### Directions:

Preheat oven to 350 degrees F (175 degrees C). Grease a 2 quart baking dish. Arrange hash brown potatoes evenly in the bottom of the prepared dish.

Sprinkle with cheese, ham, and green onions. In a medium bowl, mix the eggs, evaporated milk, pepper and salt. Pour this mixture over the potato mixture in the baking dish. The dish may be covered and refrigerated at this point for several hours or overnight.

Bake for 40 to 45 minutes (or 55 to 60 minutes if made ahead and chilled) in the preheated oven, or until a knife inserted in the centre comes out clean. Let stand 5 minutes before serving. Multiply this by 10 times and serve as fast as you can to a crowd of hungry MG drivers and their co-pilots.



## A 'Going to the Sun' Drive

*By Mike and  
Sonya Stavely*

Every year in June, we head for a village in northern Montana called Big Fork. This tiny town nestles on the north shore of the Flat Head Lake just south of Kalispell, west of the Rocky Mountains. Our annual trek takes in three live musical productions by theatrical students at the local theatre. The whole town is a platform for local artists to show off their talents – and to make money of course.

After a wonderful week, we set out on our way home to Calgary, Alberta. My wife, Sonya had the brilliant idea to change our usual route, that takes us around Waterton–Glacier National Park on Hwy 2 to I -15 and home. Since the park had just opened for the season that weekend, and we had not travelled that route since 1978, she thought that we would enjoy the change to travel over the Logan Pass. Boy, was she right. The scenery was spectacular as

we wove our way around the narrow two lane road cut into the rock face. We marveled at the massive snowdrifts and the tremendous waterfalls that are there only for the summer melt. As we continued on our way in the Ford (Con)Fusion we both remarked at the same time that this journey would be even better in the Jag, with the top down, during summer. Plans were made that we would ask

our friends Ken & Liz, and Bart & Lorette along in their cars, a 1964

Thunderbird convertible, and a 2006 XK8 conv. respectively.

Waterton-Glacier National Peace Park lies across both the Alberta and Montana international borders on the 49<sup>th</sup> parallel, and was inaugurated in 1932 by the Governments of Canada and the United States as an International Peace Park. “The Road to the Sun” is one of the world’s most spectacular

highways. It cuts right through the middle of Glacier Park for 50 miles, following the shores of the park’s two major lakes, Saint Mary’s and McDonald, and hugs the cliff below the continental divide as it traverses Logan’s Pass. If your vehicle is over 21 feet long (including bumpers) or over 8 feet wide (including mirrors) you are prohibited from traveling this route since overhangs can cause



serious problems. Consequently there are no caravans, motor homes or any slow moving large vehicles to impede the views.

The last week in August 2013 was the decided slot we could all find time to do the trip. Alas this was not to be. The XJS was prepared, polished, packed and ready to go the night before. The T-bird was, however, still in the shop with no brakes, and

no way to get the top to go down. Then Bart & Lorette called to say they were unable at this time to make it. Things looked bleak for a triple ‘top down’ cruise to the ‘Sun’. Ken & Liz called that evening to say that

they were going anyway, and to meet them at their local arena the following morning. With everything in order we set out on a bright and sunny, yet chilly, August morning and headed for the Indus Arena.

Arriving there at the appointed time there was no sign of a ‘T’ bird and our friends. However, lurking in the foliage was the XK8 with





Ken at the wheel, and a massive grin on his face. Bart, in a moment of insanity, had allowed Ken to take his Jag on the trip.

With both tops up and the heater in the 'on' position (remember we are at 3500ft altitude in Calgary and just after dawn) we head south on Hwy 23 to Lethbridge with the XK8 in the lead. After getting lost just outside the city the XJS takes over, and taking a brief stop in Cardston for lunch (Faye Wray of 'Gorilla' fame was born here) we head for Hwy 5 and the US border at Carway. With just a perfunctory glance at the two Jags, (what insolence) the border guards wave us through and we are on our way to Glacier Park. As the roads become more and more narrow, the scenery becomes more and more interesting, and driving more and more intense. Yep, no caravans but oh! those motor bikes with loud exhausts are never ending. Seems that this trip, on this weekend, is THE one for bikers. However, nothing can harm our top down run. The views are incredible and each time we stop, a small crowd (two or three anyway) gather to look at the Jags and ask questions. All except this one twelve year old boy who, without a pause, proceeds to tell us everything we needed to know about both cars, and I mean everything from designers to builders to available service agents! I asked him if he would ride along with us for insurance against breakdowns but his Mom (very sensible person)

would not allow it. He wouldn't fit in either of the back seats anyway.....

Continuing on our way we finally get to the 'Sun' top of the pass parking lot, which is literally packed with hikers, bikers and walkers. Finding a

spot where 'dings' would not happen was quite impossible however, we just left the cars where we could and did the walk to Hidden Lake. It must have been really hidden since we never did find it, but we did find a lot of interesting things to photograph on the way.



once since setting off. We tell him what a wonderful experience he has missed, and not to worry too much, most of the

With the 'lids' down and the wind in our hair, we took off down the pass this time and into the West Glacier area, finally arriving at Big Fork just in time to get tickets for the very last production of 'Chicago'. The next day is sunny and warm and we take time to wander the streets, window shopping and marveling at the variety of artists. That evening we are exhausted after watching the students put on their rendition of 'Chicago'. They sure have a LOT of energy!

we head on back to West Gate and the Logan Pass, but decide to take a slightly different route home and head for Hwy. 17 and an even smaller border crossing at the Waterton entrance. This time the guard is an old guy, looking somewhat bored, and thus very interested in our cars, but in a good way!

As we continue on our way, stopping at a convenient picnic area for a, err, well picnic, the cell phone rings. It's Bart, wanting to know if everything is OK since we have not bothered to call him

'problems' can be polished out on his car.

Arriving home safe and sound with both cars running perfectly we vow to do the trip yet again in two years time. Next summer it is 'Duxford', the Battle of Britain air show and Beaulieu Abbey!



The following morning is now time to repack the cars. The XJS has a large and voluminous trunk whereas the XK8 (with the top down) has none! Much mirth watching Ken trying to get the trunk lid closed without bending the frame! With a farewell wave to Big Fork

*Safety*  *fast!*

## Prime time!



Thanks to Cam Lambert for organizing a fun run to D'Arcy Ranch for a delicious prime dinner rib on September 27<sup>th</sup> - a great night, and an excellent deal! Prime rib and fixin's—including salad and dessert—for a mere pittance! Note to Cam—we need to do this again in 2015! The well-fed folks in attendance were: Norma & Derek Kenward; Jim & JoAnne Masleck; Rose Bryant & Davis Masri; Ken Peake & wife; Jack & Elsie Ramsey; Dave & June Pearn; Cam & Jill Lambert; Mike and Ashley Coe; Janet & Keith Holmes, one new member & wife; and two guests of Jill & Cam's.



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## What I've Learned as a Car Guy's Gal



Time runs differently in the garage.

It's a time warp and worse if there's no wall clock. He takes off the wristwatch, or said wristwatch is covered in car-blood. A growling stomach won't convince him it's time to come inside, though a full bladder might. I hope my guy never builds a toilet extension to his garage, and I'm thankful he has no room for a fridge. If you plan to hand him tools like I do, bring your phone, a snack

and a stool. He says "Just a half hour to fix it." and means a minimum of two hours. Cars don't stop at one; there will always be another problem or upgrade. He's got a pretty girl handing him tools, he's under the precious car, he can steal some of her snacks and part of her juice box; a regular pig in mud, happy as can be. I have reached triple digit levels on Candy Crush, and still get to spend time with my guy being useful.

I've learned a lot as a car guy's gal, and we're still relatively new at this with a proud two years under our belts. I hope the following years will have just as many laughs, if not more.

If you have any lessons or stories you would like to share as a car guy or car girl, please send them to [vfkchan@hotmail.com](mailto:vfkchan@hotmail.com)

**Valerie Chan**

# The Adair Affair

The Calgary crews that made the drive together to Innisfail to attend AA together met at Tim's Country Hills.

Departure time was set for 8:15 a.m. - SHARP - although can't remember if we were actually all that pointy - as events in Innisfail were scheduled to get underway at 10:00 a.m.

Activities commenced with the "Skill Test" portion of the program while partaking of brown bag lunches. We needed energy provided by that meal to be at our best for the Timed Rally.

The day finished with an excellent bbq at the home of the ever generous and hospitable Len and Helen Adair. Thanks again, guys, for everything you and your friends do to make this one of CMGCC's premiere events. I had a great time although Derek and I did not even place in the rally!!!

Proceeds from our little guess where on your windshield the bugs will squash themselves fundraiser were donated to the Innisfail & Area Food Bank.

**Norma Kenward**



# Annual River City Classics Show 'n Shine

The 2014 River City Classics fall show 'n shine in High River was on Sunday, September 28th. As always it was a well attended show with a lot of really beautiful vehicles for the perusing. Members of our Club in attendance enjoyed the beautiful autumn weather. We were saddened to hear of the accident just outside of High River late that afternoon resulting in the death of the owner of one of the vehicles participating at the show. The CMGCC extends their sympathy to the family of Russell Sick.



# Club Banquet at Fort Calgary



It was time to find out if an award would be placed in our eager hands..... Barring that, Friday, October 24, 2014 was a great time to enjoy a lovely dinner at Fort Calgary and spend time with 30-40 of our best car buddies. Thanks to the organizing committee for putting on such a great event for us. More

thanks to Mike Coe's son Ashley for providing the music for the cocktail hour. The meal was an absolutely delicious autumn themed treat! Trophies were presented! We all looked fabulous! What more could one desire! (Other than to know why Mike Holtz brought a squirrel mask with him to a dinner party.....).

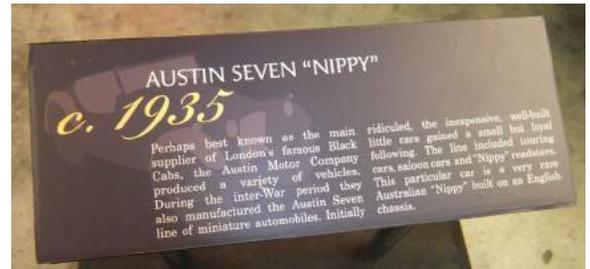


# What in the world!

You just don't see that many three-wheeled cars around.... This baby was at cruise night at the Grey Eagle one day last summer.



Gasoline Alley at Heritage Park is a fun place to visit and they have a great collection of vehicles. Never heard of an Austin Seven "Nippy" - but I'd love to have one!



What the heck is this?! A "Consulier". Huh. That still does not help.....



Derek Kenward says if he had to drive a van, this would be the one.... Photo taken in February 2015 while touring the "Golden Circle" just outside Reykjavik, Iceland.

By Trevor

Beatson

## Classic Car Adventures–Spring Thaw ‘10

Back in early January a friend sent me an email and asked if I was interested in participating in an upcoming car rally/tour. An attachment led me to a website describing the event and it looked like the sort of thing that I like to participate in so I accepted by return e-mail. It was to be the second annual Spring Thaw Classic (see [www.classiccaradventures.com/category/1-events/spring-thaw-classic-car-adventure/](http://www.classiccaradventures.com/category/1-events/spring-thaw-classic-car-adventure/)) and was restricted to pre 1979 cars. The field was limited to 50 cars so as soon as the entries were open we sent off our entry and just squeaked in at #47. We were entered in a 1976 Porsche 911 and if the previous event was anything to go by we would be in for a very enjoyable time. The route was kept secret until the start but we did know that we had to be in Hope BC by 10am on Friday April 30<sup>th</sup> and that we would be finishing in Squamish BC on the following Sunday with about 1200km on the clock. Needless to say the four months past rather slowly until finally, it was time to go. Those of you with good memories will recall that a spring storm blew into Calgary at the end of April which coincided nicely with when we were due to leave. We were both checking the highway cameras, particularly over the Coquihalla and it did not look good. My friend was due to pick me up about noon on Thursday but due to work commitments didn't make it until 3.30pm. As the weather

was poor we had decided to take his 1970 something Mercedes instead. By 3.30pm the weather was looking a little better so an executive decision was made to switch to the Porsche. As it was currently residing east of town we headed out to get it. While swapping all the gear the Mercedes decided to lock itself (an impossibility I am told) and of course the keys and most of the gear were still inside. By 4.30pm even with all the professional break-in tools available we could not get inside the car. A decision had to be made (as in which window is the cheapest to replace) and since the windshield had a crack and was due for replacement a large ball peen hammer was sought. For anyone interested, a 1 inch hole in the windshield and a coat hanger will get you into a Merc. So now, finally, the gear was stowed and we were ready for the off. Unfortunately when we fired up the car the ignition light refused to go out so out came the tools and after some time we decided that the generator was indeed charging. Being unable to find the cause my friend managed to fix the problem with a piece of electrical tape by cutting a short piece and sticking it over the offending red light. Now once again we were ready to go. As we drove down the 22x the car was not performing well and misfiring so we pulled over at Spruce Meadows to take a look. It seemed like one of the plug leads was loose so we tightened all of them up and got back in

the car. By now you will probably already have guessed that all we heard was the dreaded “click” of the starter solenoid. After contemplating the situation for a while we managed to bump start the car and headed for home deciding to drown our sorrows at the pub since our other vehicle had a bad windscreen. On the way my friend had a eureka moment and said “I have one other old car left we could take that”. It was a 1990 Mercedes, not really eligible but we thought the organizers might bend the rules once they heard our story. Since we had been looking forward to this day for the better part of four months we decided to go for it and duly transferred all the gear into the “modern” Merc and finally left Calgary sometime after 7.00pm .

We duly arrived at the starting location in Hope with plenty of time to look around at the assembled cars. There was a goodly assortment of 60's and 70's British cars (the oldest Brit car was a 1953 Aston Martin DB2) with a smattering of Italian, Swedish, German and French and only a single North American offering. The organizers were very lenient with us and saw no reason why we couldn't complete the rally so after registering and collecting our paraphernalia we were ready to go. The rally was officially started by the Lord Mayor of Hope and at 10.00am the first cars pulled out. As this narrative is a tale of our exploits

**In the fall of 2014 Mike Coe and I took part in the classic Car Adventures “Fall Freeze”. The Fall Freeze is one of several Rally/Tours that CCA organize each year and take place in B.C. During our drive I mentioned to Mike that I had written an article after my first experience of a CCA event, the Spring Thaw of 2010, for inclusion in another car club newsletter. He suggested that I resurrect it for addition to the MG Club newsletter. What follows is the article I wrote after my first Spring Thaw in 2010. Visit the Classic Car Adventures web site for information of upcoming events.**

along the way, suffice to say that the organizers did a great job of choosing some excellent motoring roads.

Day one took us to Osoyoos where we stayed overnight and then on to Sun Peaks ski resort for the second night. For more information and photos take a look at the web site. With a clear blue sky on Sunday morning we set off on our last leg in the direction of Whistler then a last blast down to Squamish. At least that was the plan. On leaving the Nancy Green Hotel the “low coolant” light came on so when we stopped to refuel we bought some antifreeze and topped it up. About 70km into the journey the light came on again so we stopped to take a look and added about the same amount as before. The whole cooling system on a Mercedes is pressurized (to 20psi) unlike most cars, which only pressurize the block and radiator. This meant that with the pressure cap fitted on the overflow tank we had to be very careful when removing it. After stopping again about 70km north west of Cache Creek we took stock of where we were and where we were heading and made the decision to turn around and head for civilization. Our rally was over but the adventure was just beginning. We headed back to Cache Creek stopping about every 50km for a top up until we got to Kamloops where we eventually found a Canadian Tire store and bought a new rad cap. The rubber on the original cap was split and we thought

that it was possibly the source of the problem. After buying yet more antifreeze we set off back to Calgary. About 50km outside Kamloops the coolant light came on again so we pulled over and let the car cool down while we considered our options. It was apparent by now that the head gasket was the problem and this was added to the equation. On reflection we decided to rent a car and get the Merc shipped back to Calgary. However the best rate for a one-way one-day rental car was \$450.00 and we still had to ship the Merc back. Not wanting to be ripped off we took a look at flying back. As there were no more flights that day our options had dwindled down to just one – keep going and see what happens. After all we were on an “adventure”. We now had three 4-litre containers so we topped off with water and set off. The average distance that we were able to travel before needing to top up was about 40 km so we made decent

progress getting very efficient at topping up the hot rad. When we arrived in Revelstoke it was dark and raining and we knew that the Rogers Pass would be a challenge so we stopped for nourishment

and to let the car cool down. With all our canisters full we set off once more. I have traversed the Rogers Pass many times but never in the dark and because the road is so far away from civilization, at night it is very dark indeed. The headlights illuminated the road well enough but it was not easy to see where we could safely pull off. The snow sheds were a welcome sight and timely too as we needed a top up and there was plenty of room to pull off. As for the rest of the journey it was a bit hairy at times but we made it over and it all seemed downhill after that. After a brief stop in Canmore for coffee (and more water) we headed for home arriving in Calgary at 2.30am on Monday using almost as much water as gas. While on the way home I reflected that maybe it was the car gods telling us that “you can’t take a modern to a vintage event”.

All things considered we agreed that despite not finishing the

rally and in spite of the car troubles we had had a great weekend. I guess that means we’re car guys. Next year I think I might try it in an English car.

My photos <http://picasaweb.google.ca/MGTDboy/SpringThaw2010?authkey=Gv1sRgCP3F2M33ms-Ibg&feat=directlink>

Someone else’s photos <http://picasaweb.google.com/diskbrake4/...feat=email>

More information

<http://www.classiccaradventures.com/>



# MGOC

While in the Cambridge area we made a point of dropping in to the MG Owners Club main offices. The MGOC site offers a number of services from parts and regalia, to auto service and repairs, to a members lounge where you can enjoy a tea or cappuccino while admiring the beautiful MGs on display.



Being my birthday, Norma bought me a new MG jacket while I picked up a few other items of apparel plus a bit of additional car bling. Some terrific help from behind the counter explained some of the many options for rebuilt club

engines. Though we didn't come home with a new engine, we enjoy our visit to the MGOC venue and will certainly return the next time we are in Cambridge.

**Derek Kenward**



## Jaguarrrrrrrrrrr!!!!



One of the highlights of our UK trip was our visit to the Jaguar production plant in Bromwich on the East end of Birmingham. Unlike the Morgan factory, they offer tours at no charges. Photos were not allowed in the plant, but was no problem in the front show room where the new XJ and XF models are displayed

next to a beautifully restored E-Type. The plant is an amazing collection of automation and robotics combined with many highly skilled technicians under the same roof where the famous Spitfires were once built.

**Derek Kenward**



# Fall Colours Run '14

What a good turnout for the Fall Colours Run 2014 on October 19th! I think we doubled up the population of Bottrel when we stopped to check out their historic general store. This store opened in 1901. (Bottrel? Never heard of it!) Brothers A.E. and E.H. Botterell purchased the land from the Canadian Pacific Railway. The Botterells were wealthy furriers from Montreal in the 1880s. At first it was a homestead and a cattle ranch. Sometime later when the ranch was sold, the new owners changed the name to Dog Pound Horse Ranch.

When Harry Cook bought it in the early 1900s he changed the name back to Bottrel in honour of the original owners, however, changed the spelling to make it easier.



*Safety first!*  
**BUT COFFEE FIRST**





## Flat Tappet Oils and Additives

By  
**Frank Walker,**  
**Performance**  
**Technician**

*Thanks to Dwayne Schellenberg—he sent this in response to my whining that we need more “technical stuff” in our newsletter. I hope to see some of our very own gearheads submitting some of their own.*  
N. Kenward

The article with pictures is available on the net at:

[www.performancetechnician.com/pdf/...flat-tappet-oils-additives.pdf](http://www.performancetechnician.com/pdf/...flat-tappet-oils-additives.pdf)

In spite of the wholesale O.E. switch to roller lifters that started a couple of decades ago, if you've got a vintage rod chances are it has flat tappets, and maybe you don't want to go to the trouble and expense to retrofit to rollers. Plus, some racing venues only allow flat tappets. These operate at higher temperature and pressure levels at the lobe/lifter interface than rollers do, so require greater wear protection. The primary anti-wear additive for flat tappet camshafts and lifters is ZDDP (zinc dialkyl dithiophosphate), but that's been phased out of ordinary motor oils mostly because of fears that it'll foul the cat. Racing oil and additives provide zinc in adequate quantity to provide the protection you need to prevent catastrophic lobe and lifter wear. Lubricant requirements of racing engines differ from those of street machines in many key ways. Compared to the latter, race engines operate at higher rpm and temperature levels, and have more aggressive cam grinds and higher-pressure valve springs, which necessitate more anti-wear additives. Also, race cars typically don't have emissions controls, and they have far shorter oil drain intervals, so there is less need for detergents, dispersants, and acid neutralizers, which can sometimes conflict with wear protection and friction modifiers. Flat tappet cams operate in a terrifically high-pressure environment where

metal-to-metal contact is apt to occur. While we're not going to try to make you a tribologist or lubrication engineer, there are some basics you should know. First, there's hydrodynamic lubrication as you'd find in, say, a main bearing. During operation, the journal and the bearing surface are separated by an oil film, which is facilitated by a curved wedge-shaped “converging” gap between the two that produces something called hydrodynamic lift. Virtually no wear occurs. Then there's elastohydrodynamic lubrication (EHD), a much more subtle phenomenon in which the surfaces are separated by a very thin film of fluid. It seems that an oil's viscosity responds to extreme pressure by becoming a semi-solid, so even a microscopic layer can support a load. Mixed lubrication is where two surfaces are partly separated, but also partly in contact. The thickness of the fluid film is slightly greater than the surface roughness (the high points or peaks are called “asperities”), so there is little actual high point contact, and the asperities themselves can form miniature regions of EHD.

### OUT OF BOUNDS

Which brings us to boundary lubrication, the basic topic of this discussion. This occurs when the lubricating film is about the same thickness as the roughness of the two surfaces (RMS), so that the high points actually make contact. It should be obvious that this isn't a good situation, but under the incredible pressures between a flat tappet and a cam lobe, it happens. To avoid immediate mutual destruction, oil

additives that provide a different form of lubrication have been developed. These have long polar molecules that attach to the wear surfaces -- one expert describes them as a “molecular shag carpet.” This is what boundary lubrication is all about, and the only thing that ultimately protects cam lobe and lifter surfaces from scraping against each other and causing instant catastrophic wear. These molecules keep the metal surfaces apart. They rub against each other, and are considered sacrificial. These helpful oil additives must bond to the metal and remain as a thin film if the oil is squeezed out under extreme pressure. This coating on each of the two metal surfaces then grinds against itself, acting as a shield for the moving parts.

### TOUGHER AT THE TOP

Under normal operating conditions, the bottom and sides of a flat tappet cam lobe are protected by a mixed film. Oil through the galleries, running down from the rockers, and just generally splashed around keep the lobes and lifters lubed. With stock cams and springs, the mixed film combo may remain intact. As the lifter rises up the ramps and reaches the nose of the lobe, the force of the compressed valve spring pushes the lifter against the lobe at pressures that might sometimes be high enough to squeeze any oil out from between the two metal surfaces. This creates a boundary lube condition in which there is no longer any actual liquid oil present to keep the lobe and lifter surfaces from scraping against each other as the cam rotates. The asperities tear

into each other, break off, and presto – you’ve got wear. These metallic particles scratch the lobe and lifter surfaces, too, and circulate doing damage wherever they go. More aggressive cam profiles and higher spring pressures in high-performance and race engines make the load at the top of the cam lobe even more potentially-damaging. To prevent wear as the lobe raises the lifter to its maximum height, engine oil has historically been formulated with zinc and molybdenum additives that form the needed protective film coating -- the boundary lubrication. This worked well for many decades, but flat tappet cam wear problems increased dramatically in the 1990s. Technicians originally blamed the higher incidence of wear on “soft” cam lobes and poor lifter quality. Substandard lifters may indeed have been part of the problem as a result of a rise in imports from manufacturers with lower quality control requirements than those of traditional “Made in U.S.A.” companies. Although the quality of some imported lifters has improved, the old adage “You get what you pay for” applies here, so be careful not to choose lifters based on price alone.

### FINDING OUT THE HARD WAY

Meanwhile, research proved cam lobes had not become softer. Instead, flat tappet cam failures increased due to the Environmental Protection Agency-mandated reduction of ZDDP in engine oils, the increase in detergent and dispersant additives, and the shift to lower viscosity motor oils. Reducing the amount of zinc and

phosphate in oil helps prevent plugged catalytic converters. Higher detergent and dispersant levels keep exhaust gas recirculation (EGR) and other emissions-reduction technologies functioning properly. Lower viscosity oil helps meet tougher fuel economy standards. The new regulations were not usually a problem for street-only vehicles. Most manufacturers had already switched to roller lifters, which create much less friction and don’t need the high

level of anti-wear protection provided by ZDDP. For race applications and classic cars, however, it’s a different story. To keep racing from becoming a game in which only the deepest pockets reach the winner’s circle, NASCAR and many dirt track, circle track, and drag race classes prohibit the use of roller cams and other more expensive engine technologies. Racers cannot easily convert to technologies that work well with low-ZDDP oils.

ZDDP carries both phosphorus and zinc. Lower ZDDP limits mean less protection for engines with flat tappets. We just had to find out the hard way.

### TRUST BUT VERIFY

Some lubricant manufacturers claim that their oils meet current reduced ZDDP specifications without risking harm to flat tappet cam systems. Check for verification of these claims. Some are based on tests of systems with mild cam profiles and low spring rates. Even an entry level “tweaked” engine may require higher wear protection than afforded by these low-ZDDP oils. The good guys publish their levels of ZDDP and other wear additives. Check their websites,

or ask to see the tech sheet from your supplier. ZDDP additive packs are available everywhere, but be careful. Oil is a complex mix of base stock and additives, many of which have conflicting effects. Engineers include additives in the exact amounts and formulating methods (blending order and temperature, etc.) that extensive testing has determined provide the desired protection for a given application. Off-the-shelf additives that are not recommended by your camshaft manufacturer may alter the balance in ways that negatively affect lubricant performance.

### ZDDP IS A “SMART” MOLECULE

Zinc is not really a lubricant until activated by high heat and heavy load. Once activated, the zinc in ZDDP creates the protective film that prevents damaging metal-to-metal contact between the cam lobes and lifters. It works because ZDDP is a friction modifier -- a polar molecule that is attracted to ferrous metals. The polar end “stands” the molecule up on the metal surface to which it adheres. How quickly the film forms and how long it protects varies depending on the level of ZDDP and other additives, and the amount of pressure and friction between the surfaces. Some zinc additives require higher heat and load to activate the chemical reactions that cause film formation. Break-in



# Flat Tappet Oils and Additives (continued)

oil should have a rapid zinc activation rate, so it can form the protective film as quickly as possible upon initial startup of a new or rebuilt engine. Even when most or all of the oil is squeezed out from between the cam lobe and lifter as they slide against each other, the zinc film remains. The film becomes a sacrificial surface layer that minimizes direct contact between the lobe and flat tappet surfaces.

## A LITTLE WEAR IS A GOOD THING (REALLY)

New flat tappet cam and lifter pairs have to seat to each other during the initial break-in period in order to ensure smooth operation. This is accomplished by using break-in oil for initial startup. The special additive package in break-in oil provides extra anti-wear protection for the cam and lifter surfaces, while at the same time allowing just enough wear at the piston rings to properly seat them. Don't think because synthetic oil is great stuff that you should automatically use it as a break-in lubricant for a new or rebuilt engine. While a super-slippery synthetic can protect the cam and lifters, it may not allow the slight amount of wear required for rapid seating of the piston rings. Many manufacturers combine a mineral oil base with friction modifiers and other additives to create a high-quality break-in lubricant. Additionally, the traditional seal materials in many pre-1992 engines are not compatible with synthetic lubricants. The free-flowing nature of a low-viscosity synthetic makes it

more likely to find a leak path. Today, every NASCAR team uses flat tappet cams and lubricates its engines with synthetic oils. However, the synthetics are special formulations with a higher proportion of ZDDP than in API-certified street-use oils.

## DETERGENTS AND DISPERSANTS DON'T LIKE ZINC

Like zinc, detergent and dispersants are polar molecules, so they compete with ZDDP for ferrous surface area to which they can adhere. They're great for cleaning sludge and varnish, but detergents and dispersants can also clean away zinc. Unfortunately, oils that meet current API certification for street use contain higher levels of detergent and dispersant to help keep the EGR system, the oil rings, and tiny passages elsewhere in the engine from clogging. Historically, high-performance engine builders used non-detergent oils for break-in, thus eliminating a potential barrier to activation of the zinc additive in the oil. Today, look for break-in oil that offers anti-wear additives and detergent and dispersant in a balanced formula that won't prevent zinc-film formation.

## DIESEL OIL IS NOT WHAT IT USED TO BE

While gasoline-engine lubricant standards were reducing ZDDP beginning as early as the 1990s, oil for diesel applications retained a higher content until 2007 when API reduced the ZDDP level for diesel from 1,500 to 1,200 ppm. For over a

decade, some high-performance engine owners swore by diesel as the savior of their cam lobes and flat tappets. Although still higher than the current 800 ppm for passenger cars and light trucks, the lower ZDDP and higher detergent levels have made heavy-duty diesel oils no longer an attractive alternative for use with flat tappet cam systems.

## BUILDING TIPS

- Keep the following suggestions in mind during an engine build:
- Measure clearances between the lifter body and lifter bore, the camshaft and its bearings, and the engine main and rod bearings. If you hone or otherwise refinish surfaces in used engines, you may open things up enough to reduce hot oil pressure.
- Inspect the camshaft side of the lifter opening in the block. Look for egg-shaped wear on the opening. This allows the lifter bottom to shift off center as it contacts the camshaft lobe. An off-center lifter can scrape or push the oil film out from between the lifter and lobe, causing metal-to-metal contact and premature wear.
- Use a special break-in lubricant for the first startup of the engine after rebuild. Flat tappets rotate in their bores to spread the load around the entire bottom, and help extend the life of the lifter. Designers include a slight crown or convex surface on the lifter foot and a small taper angle on the

cam lobe. This crown may measure only in the ten thousandths of an inch, but it is necessary to force the lifter to rotate as the lobe pushes against it. The break-in period helps wear-mate the lifters to their respective cam lobes.

- Pay attention to any lubricant recommendations provided by the manufacturer of your cam and lifters. Use oil designed for your engine type (air-cooled, or water-cooled).
- Don't substitute thicker oil because your uncle told you it worked in the car he took to the dirt track as a teenager. The oil passages in some late-model high-performance engines don't allow the proper flow with thicker oils.
- Don't use lower viscosity oil than recommended in an attempt to lower friction. More often than not, reducing viscosity will increase friction due to higher load at the cam lobe crown causing boundary lube conditions in that area.

We'll conclude with an interesting note we just got about high-performance engine building from PT's exec tech editor, Greg McConiga: There is a ton of work going on with micropolishing and high-tech surface preparation systems that reduce the RMS to near zero, which acts to delay boundary lubrication because the peaks are much smaller and therefore less likely to collide under extreme pressure. Surface preparation is one way to reduce extreme wear.

## Winter Drive #1

Thanks to Events Coordinators Cam Lambert and Al Taylor for organizing a great winter run on January 25th to Okotoks (16 degrees C, folks!). Although we brought our daily drivers, lots of fun was had by all!



## Winter Drive #2

Another good one! This drive was on Sunday, March 1st, destination the Saskatoon Farm in DeWinton for an excellent lunch together. Thanks to Bev Crocker for the pics!



the **SASKATOON FARM**

# Preparing for adventure

By Dave

Godwin—

February 12,

2014

RIP is the registration number of our well-exercised red 1961 MGA 1600. Why RIP? Well, I wouldn't want to Rest in Hell, so Rest in Peace sounded like a good idea at the time. Acronyms such as Retire in Paradise and Racing in Paradise could also apply, if readers feel better with them!

"Well exercised" because RIP has traveled the British Isles and Western Europe; circumnavigated the roads of Australia, New Zealand, and Southern Africa; driven from China to Abingdon, and Cape to Cairo, then on to Abingdon – all since 2005!

...And because before each marathon trip, RIP is prepared to within a hair's breadth of her life!

My advice to the other Adventurers has never changed: "It's better to fit a new widget in the comfort of your garage than to fit the widget on the side of the road in a foreign country in heavy traffic at night on a bend in the rain!" In other words, if in doubt, fix/fit it now!

For the Pan America Highway trip, I approached the preparation of RIP from the point of view that this is a two-year trip, as our MGs will "sleep over" in Vancouver from May 2015 to

May 2016, at which point we will return and drive across Canada to Louisville and Halifax before returning back across the U.S.A. to Los Angeles via the Blue Ridge Parkway and some of Route 66, totaling around 60,000 km.

So, let the work begin!

As the oil pressure of the motor was good – around 65psi when hot - the decision was taken to leave the bottom end intact. Although a compression test indicated that the top end was sound, we made the decision to check the cylinder head – specifically the exhaust valves and seats, as they take a hammering, especially when only questionable fuel octane ratings are available from time to time. This turned out to be a wise decision, as all exhaust valves were pitted! A full head service was performed, using new valves, valve guides, springs, and seals, so RIP should breathe well for another 100,000 km!

While the motor was out, we took the opportunity to replace the clutch and pressure plate, the slave cylinder, the engine front seal, the water pump, the rear main seal, and the front and rear seals of the gearbox. We also stripped the starter motor, alternator, and heater motor to replace all bearings, bushes, and brushes...just in case.

I had fitted a pair of HS6 SU carburetors some time back. They proved to be very fuel inefficient through Africa, so decided to fit the HS4s again, but only after putting a kit

through them and encouraging my carburetor specialist to "do what you know best!"

Next to consider was the cooling system. RIP performed exceptionally well in Sudan in 2012 in ambient temperatures of 42C, but we did not want to leave anything to chance, so the top and bottom radiator tanks were removed and the core was cleaned professionally. All hoses were replaced, including all heater hoses and the heater radiator and heater valve. Lastly, the electric fan, being three years old, was replaced with a new one. Hearing the electric fan whirling away in heavy traffic makes me feel so confident. As RIP's temperature gauge seldom goes above 170F, I replaced the 74C thermostat with an 82C thermostat, so that we can take advantage of the heater in the southern and northern regions of the trip, where daytime temperatures are not expected to go above 15C! My attention then turned to the wheels, axles, suspension, and

the steering.

The spokes were sealed using silicon and the highest profile tubeless "passenger" tyres I could find were fitted for maximum ground clearance – plus one on the spare wheel carrier bolted to the tow bar. The kingpins were showing a little wear, so they were overhauled totally. While on the front end, the shock absorbers were replaced – just for good measure – and the steering rack was overhauled with a new U joint and tie rod ends fitted. Lastly, the brake calipers were overhauled and new rotors and pads fitted. Let's hope the front end and motor will last the distance.

The rear got about the same treatment. The shock absorbers were replaced – I have Spax shock absorbers on the rear – as were the axle seals replaced, along with the rear wheel brake cylinders, and brake shoes. Before standing back to consider what else should be "touched," the differential was removed



and inspected – it has a Quaiff limited-slip differential – and all was found to be healthy inside – hooray!

My attention now turned to the ancillaries – the shade cloth roof was replaced, as holes had appeared since the Africa days – as a result of foreign bugs, my friend assures me! The wind-screen wipers were replaced, the spot light and fog light, taken off for the rough Africa trip, were bolted back on and a new boot rack was fitted, as the old one was cracked in various places. A comprehensive list of spares was packed into a box under the battery shelf and a special compartment I have in the boot – mainly maintenance items such as seals, gaskets, bolts/nuts, and a spare elec-

tronic distributor. Needless to say, Laurel isn't happy with the tools I take, as one aim of our trips is to be totally self-sufficient – even so far as to repair motors, heads, and axles.

Before heading off for the 1700 km trip to the shipping yard in Melbourne, Victoria, the bash plate was bolted under the engine, a two-way radio was plumbed into the cockpit, a modern radio/CD/USB player was installed – suitably hidden from the eyes of the purists – her decals were stuck in place and RIP was treated to a thorough vacuum, wash, and polish! Isn't she a beauty! All this work was performed on a hoist over a three month period under the watchful eye of Mark, the manager of Classic Car Clinic, so

please tell Murphy that RIP does NOT deserve to break down – anywhere!

I might mention that there are seven MGBs and MGB-GTs joining RIP and some of them have undergone even more of a rebuild than RIP! When in a group of friends on adventures such as these, no one wants to be the one who spends time working on their MG while the others socialize in the bar, so the peer pressure is phenomenal, to say the least.

“What modifications have I made to RIP over the years,” I hear you ask. The short response is, “Many!” Reliability has been my main driver, with the ability to be self sufficient a close second.

RIP has a 5-bearing MGB motor attached to a 5-speed Type 9 gearbox driven through a Quaiff limited-slip differential, so that any MG in trouble can be towed to a suitable location to effect repairs, safely. She supports electronic ignition, a brake booster, a 4-core radiator, a coolant catch tank, an electric radiator fan, MGB kingpins and brake calipers, an extra leaf in the rear springs, an alternator, an emergency flasher system, a spin-on oil filter, bonnet louvers, a spare wheel bracket, high-backed seats, inertia seat belts – the list goes on! Needless to say, she is very tight on the road and drives like a limousine when under full load. She is an absolute delight to own.

[http://www.namgar.com/events/article/international/preparing\\_for\\_adventure/](http://www.namgar.com/events/article/international/preparing_for_adventure/)



**Car connoisseurs come out to show**

Nearly 200 car owners came out to show off their wheels and win prizes at the eighth annual Hot Rod and Custom Car Show at La Quinta Community Park on Sunday. Trophies and plaques were awarded in a variety of categories, including the Mayor's Choice and People's Choice awards. Coachella Valley, A3

HI 76° LO 53  
Mostly sunny.  
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Jan 27/2014. The Desert Sun

## Always Wear Underwear...

Always wear underwear in public, especially when working under your vehicle. From the local paper comes this story of a Brisbane couple who drove their car to the shopping centre, only to have their car break down in the car park. The man told his wife to carry on with the shopping while he fixed the car.

The wife returned later to see a small group of people near the car. On closer inspection, she saw a pair of hairy legs protruding from under the chassis.

Unfortunately, although the man was in shorts, his lack of underpants turned his private parts into glaringly public ones. Unable to stand the embarrassment, She dutifully stepped forward and quickly put her hand up his shorts, and tucked everything back into place.

On regaining her feet, she looked across the bonnet and found herself staring at her husband who was standing idly by watching.

The R.A.C.Q. mechanic however, had to have three stitches in his forehead.

# 1960 MGA for sale (Project, anyone?)



Greetings,  
I have a 1960 MGA that I rescued and have now decided to sell. I would like to see it go to an enthusiast in

a British car club who would restore it to its original condition. Because I don't have access to specific British sports car classifieds I am including some photos and information for you to share if you know of someone who may be interested. I have more photos available upon request.

I am asking \$8700 OBO (or will consider a full or part trade for a 67 to 70 Mustang) for this restorable MGA. I believe I can arrange for shipping if necessary.



## PROS:

- Car is mostly complete except for the top bows and the seats.
- Motor is not seized.

- Frame appears to be rust free (but it is dirty from oil drops from the motor).
- Body is quite straight.
- Very good windshield.
- Grey primer spots on the body are from someone spraying onto slight superficial rust. These are not spots where there are perforations.
- Grill is excellent.
- Floors are solid.
- Good bumpers.
- Car has legal Saskatchewan registration as an antique. Sask Govt Insurance did a special search of the serial number because this car had not been driven for many years. It is free and clear.
- Door mechanisms work very well.
- I changed the oil to protect the bearings.
- Light bezels, all MG emblems etc appear to be intact.
- Tranny appears to shift well.
- Mileage is 46014

## CONS

- Some rust perforation on driver's side rockers.
- Motor is dirty.
- Bonnet latch was stuck. I took it off to avoid further complications. It is attached at the latch opening by a couple of plastic ties.
- Car is not running
- Car needs restoration, paint etc

Thank you for sharing this with any club members who would be interested.



George Watson

North Battleford, Sask (approx 5 hours east of Edmonton)

306 446 0069



*Why not visit us on the web at*

<http://www.calgarymgclub.org/>

*And you can also like us on Facebook!*

[www.facebook.com/calgarymgclub](http://www.facebook.com/calgarymgclub)

## Out and about!

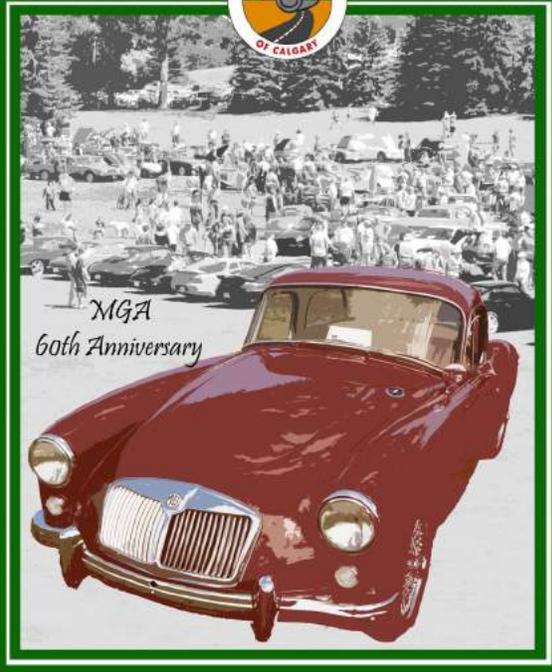
Calgary is a great place for car related activities and I can't wait for another summer of admiring beautiful vehicles. The 30th Anniversary Spring Thaw kicks off the show 'n shine season on Sunday, April 26th at the Grey Eagle Casino. It's sponsored by Nifty Fifty's Ford Club of Calgary (registration 8:00 am; show 10 am - 4 pm—first 525 cars only—and you can support the Calgary Food Bank with cash or food donation while you're there).

The Vintage Sports Car Club of Calgary has invited members of the CMGCC to their Spring Breakout Drive on Saturday, April 25th. Mike Coe will be looking for commitments from folks at the April Club meeting, so the VSCCC can make plans based on attendee numbers. It's a good day with visits to three garages planned.

**MG Factoid:** The grill aperture of the 1970 MGB, one of the first of many British Leyland (BL) facelifts and known as the "black-hole", was inspired by the 1968 Ford Mustang – at that time many Ford designers had moved to BL

### European Classic Car Meet

July 18, 2015



MGA  
60th Anniversary

### Stanley Park

4011 1A St. SW, Calgary AB  
10 AM to 3PM



## Mike's Musings

Hello fellow M.G. owners !

Seeing that the driving season isn't now too far off, I'd like to report that your Executive have the upmost best reasons to make 2015 as much fun as last year. Certainly most of this year's 2015 events and involvements are firmly in place. With other ideas casually sneaking in. So it'll be busy! Our Executive contributing extensively to this. As will be their efforts throughout the year. With your contributions always very, very welcome.

Your 2015 Executive is: Ardith Holtz, Treasurer. Al Taylor and Cam Lambert, Events; with David More & Ken Peak assisting on occasion. Terrence Walters and David Morris, our Computer whizzes. V.P. Dean Harrison. Carol Hedlo, Regalia. Sharon Werrett, Secretary. Norma Kenward & Dwayne Schellenburg, Crown Wheel & Opinion. BritsBest, Terrence Walters, who has another strong assisting Group: names of whom he'll broadcast when reporting his first advise.

Certainly last year was a learning experience for yours truly and I'm delighted to continue on.

Commenting now on our mileage end of the year awards, I was premature in requesting start of the sports car year mileages for 2015. This I'll declare as soon as we've set the Safety Inspection date, likely to be held in late April.

As for this year's to date monthly meetings, we've had two excellent video presentations of International Car Rallies in New Zealand by Trevor Beatson; for which on behalf of the Club I sincerely thank him.

In closing, here's a little bit about myself.

I at aged 18 immigrated across the Pond from Britain, experiencing my 19th birthday on board ship Mid Atlantic. So effectively arriving at my Montreal employment still a teenager (where I



CMGCC President Mike Coe (right) and son Ashley getting ready to set off for the D'Arcy Ranch Prime Rib Run on September 27th.

learned to ski in the Laurentians). To three years later drive and camp alone across Canada enroute to Vancouver in my second purchased car, a 1939 Chevrolet Coupe bought for \$135.00 (the first at age 17, the joint purchase of a 1934 Ford with four Pals in England for 10 Pounds Sterling. That we immediately stripped to see how a car worked. But in putting it back together ending up with a pile of nuts and bolts on the garage floor! Still it ran fine up to 55 mph; following which it started to

wander - or should I say wonder!). I in Vancouver met my first beautiful wife Rita, from shortly where, we were transferred to Victoria; later to Vernon, then onto to Calgary. As over a period of many years. During which times we were very active in Amateur Theater and some Films. We have three wonderful children. And I've travelled the Globe. Owned wheels: a BSA Bantam motorcycle, an AJS motorcycle. Cars: Riley 1.5, Vauxhall's, Volvo's, Borgward, Jaguar Mk 11, TR3's, VW's, Ford, Chevrolet, Studebaker, Chrysler, Jensen Healey, TR6's and Saab's. Plus I've from a Friend (now *not* immigrating from the U.K.) taken over the expense of restoring an M.G. Magnette. My career – all in insurance.

So have I to date been blessed with an excellent life? You betcha! Though experiencing the shock of losing Rita to cancer in 1988, I'm these past 23 years blessed in having also a superb awesome life with just as beautiful Lorraine. Twice blessed in marriage? You can't get a better life than this!

Here's to a superb 2015. Thanks to all for your consideration.

Cheers!

**Mike Coe, President, Calgary MG Car Club**

