



# Crown Wheel and Opinion

The Quarterly Newsletter of the Calgary MG Car Club

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Yes - It is an MG! See page 5 - (Picture taken by the editor in Norway August 2018)

## Highlights: The Events Issue!

What Did We Do During COVID 19 Driving Seasons?

- Our Events this Past Year

60<sup>th</sup> Anniversary Year – Triumph TR4

A Trucker's Tale of Getting an Old Car Home

Technical and Safety – "Give me a Brake!"





## Crown Wheel and Opinion - volume 1, number 2

Editor's Letter – June 2021

– Dean Harrison

Welcome to the second issue of the Crown Wheel and Opinion. I hope you enjoyed the first issue. If you have comments, suggestions or ideas for content by all means send me a note. The newsletter has its own email address: [newsletter@calgarymgcarclub.org](mailto:newsletter@calgarymgcarclub.org) Go figure! And I am always looking for more material to include.



Civic Art Installation

There is a cool way to continue to participate in the club! The **2021 CMGCC Driving Challenge**. Andy has made it as easy as can be to be involved; just go somewhere in your LBC, take a picture when you get there and email it to the events coordinator. Three simple steps! Easy-peasy! There have been some great submissions in past years and it is fun to see how many targets you can actually find in a year. These pictures will give you ideas to consider. The important thing is: our cars are meant to be driven – and we are meant to be driving them. So, no ifs, buts or maybes. I look forward to seeing you on the road - SOON!!



This issue is my personal push to get more people out driving and participating in CMGCC events. If we can't hold formal events then just get out and go for a drive.



Ice Cream Store

Till next time - *Safety Fast* – Dean

Calgary Tower

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# Table of Contents

## Inside - What's to come in this issue

Reboot Volume 1, Number 2

Our objective is "to enhance the MG British style of motoring and the preservation of the MG marquee"

<b>Editor's Letter</b>	<b>Page 2</b>
<b>Table of Contents</b>	<b>Page 3</b>
<b>Newsletter Notes:</b>	<b>Page 4</b>
<b>Presidential Ponderings</b>	<b>Page 5</b>
<b>Club News</b>	<b>Page 5</b>
- Membership	<b>Page 5</b>
- Events	<b>Page 6</b>
- 2020	<b>Page 7</b>
- 2021	<b>Page 11</b>
- Next Gen News	<b>Page 13</b>
- Other Club News	<b>Page 15</b>
<b>Triumph TR 4 – 60<sup>th</sup> Anniversary</b>	<b>Page 16</b>
<b>A Trucker's Tale of Getting an Old Car Home</b>	<b>Page 18</b>
<b>Tech / Safety Notes</b>	<b>Page 21</b>
<b>Working on MG's or Other LBCs</b>	<b>Page 23</b>
<b>What to look for – Events Next Issue(s)</b>	<b>Page 24</b>
<b>The Back Page</b>	<b>Page 25</b>

## Answer to Newsletter Quiz number 1:

**1935 MG NB**

Congratulations to those of you who identified it correctly and submitted the answer!

**On the Cover this issue:** The MGB and the MG RV8 were not the only production cars to come equipped with V8 power. The MG SV Xpower had a 5 litre Ford V8 engine. There were 83 of these cars built from 2003-2005. This is one very cool and rare MG. (Henri – this is for you!)

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**Newsletter Quiz number 2:  
This car is 1 year newer than the car in the quiz #1**



**– anyone recognize this MG?**

**Submit your answer to [Newsletter@calgarymgclub.org](mailto:Newsletter@calgarymgclub.org)**

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**Side Note: It never fails!**



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## Presidential Ponderings –



Hi fellow MGers

On April 17 we launched this year's driving season with a very enjoyable drive with the VSCCC around the Foothills to the north of the city, in glorious sunshine, and true to fashion it snowed twice a few days later! Now unfortunately, just as the good weather has returned and all is greening up, we have had to cancel or postpone our live events in May due to the virus that won't go away. So, let's consider this a "false start", and all being well we will be able to get out and enjoy our hobby late in May. I for one will be raring to go! This is the second of our re-launched club magazine, and if the first was anything to go by there will be some great reading in the pages that follow. I know Dean already has a backlog of articles for future

issues, but keep those articles coming. Oh, and if you haven't already done so, please email me your starting mileage for this season!

Cheers,

John Towler,  
CMGCC President

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## Club News

### Membership

**New Members:** Our club would like to welcome some new members this issue: Joining the club in the past few months are:

**Ken Jans**, who owns a 74 MGB and has been seen on some of our Zoom calls lately;

**Richard Hardie**; (Yes he IS related to Andy), he has a 70 Midget which needs some TLC; and

**Harry Dunkley**, our newest member; Harry also has a Midget, 1970 vintage.

Welcome to you all and we hope to see you out at events once we can have them again!

**Returning to the Club:** Welcome back some old friends including some who really didn't leave:

**Paul (JP) and Nancy Nadeau**: now resident in Kelowna for job reasons with their 1980 Triumph Spitfire;

**Jim Masleck** returning with his TR 6 and MG YT; and

**Davis Masri**, who has joined us now and is keeping "Sting", Rose's 72 Midget in the club with us.

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## Events

I have been calling this the 'Events Issue' for several reasons. The understatement of the year is that 2020 and 2021 have been a nightmare to hold or even schedule events that involve people. But CMGCC did manage to have a few formal and informal gatherings of people and cars; mostly outdoors and all socially distanced.

Our club members get the most pleasure from driving our vehicles and enjoying them on the road! And when we can, sharing that experience with friends from the club or anyone else we run into at car shows, meetings and related events wherever they happen. Brits Best is the epitome of that culture in the club and we are sorely missing it as well as other events this year. Our events are primarily social in nature, really making this COVID experience tough for all of us. But sometimes, we do get competitive and some events bring out more of that side of us. Such will be the case for The Fuzzy Bugger Strikes Again – when it happens. However, contrary to the "Trials Picture" below, we do tend to treat vehicles with a lot of respect! Although that could very well have been many of us in a past life!?

### The 'trials' of owning an MG



They needed very tall pylons for this slalom course.  
A future CMGCC event???

**So..... What have we done through 2020 and so far in 2021? Here is a brief compilation from last year and early this year – in the hope we can meet up soon and do things together for the Summer 2021! Meanwhile, get the car out whenever you can and look for us out there too. Wave when you see us – we'll always wave back!**

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## 2020



### Cochrane Ranch Run

To open the driving season last year, Dick Averbs and crew set up a quick break-in run for everyone from North-West Calgary to the Cochrane Ranch area.

Obviously, the dust hadn't settled too hard on the garaged cars as May 16<sup>th</sup> saw a good turnout to make the trip. No real formal activities; just a chance to drive a bit, talk with friends we hadn't seen for a while and get some fresh air in our cars!



### MG 2020 – the Event that Wasn't



We had invited the world, well at least all the NAMGBR part of it to Calgary in July of 2020. It was to be a chance for us to see MGs of all kinds from all parts of North America in Calgary at one time. Well, we know what happened: with borders closed, nobody would be able to come and so with heavy, but COVID safe hearts, we cancelled MG 2020. The impact of the event was not lost however, CMGCC and our chief organizer Andy Hardie were both recognized by NAMGBR for the work involved and the event was rescheduled for 2023! Congratulations to all involved. Look for updates and the new plan for 2023 in Calgary to meet all sorts of MG enthusiasts.

Furthermore, our intrepid organizer was not about to be completely shut down by borders or COVID! A mini version of MG 2020 was held at the originally planned venues but with only CMGCC members participating. The Deerfoot Inn provided a host venue for a pub night and a breakfast to start and club drives got members out to Stanley Park and Spruce Meadows for the weekend. It even included a birthday drive by for Elliot Walters our youngest 'Next Gen' member!

Judging from the pictures everyone enjoyed themselves! There were prizes for everyone as Andy distributed the swag from the event on Friday night.



Then Saturday saw the drive by for Elliot. And Sunday was the big run; Stanley Park and Spruce Meadows. You can see by the turnout that people did need to get together.



Stanley Park!

The weather couldn't have been better!

But we couldn't use the grass in the park for display.



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## Spruce Meadows

The food trucks provided the picnic and everyone had a good time.



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## Eamon's Garage and Chain Lakes Run

July 19, 2020, saw many of our members meeting up for a drive to Eamon's Garage in High River, on to Chain Lakes for a picnic and then a final stop at Twin Cities Hotel in Longview (to wait out the hailstorm that day). Weather can be such fun in Southern Alberta. Anyone growing up in Calgary remembers Eamon's from its original location on the 'old highway' to Banff, before the TransCanada. It was the pit stop on any run west from Calgary. It was really the only place to get snacks or gas for before Cochrane, and the garage/dealership catered to all. (Look for a future article.) The restoration in



the garage is fabulous as the old equipment has been lovingly preserved and restored, probably better than new!



Speaking of valve work – Andy, you could refinish the old ones here!



After the stop at Eamon's, it was on to Chain Lakes for a social gathering and picnic. A great drive through rolling foothills west of Nanton.



Weather stayed great for the picnic – and the first part of the run home. But after the stop at Longview, it turned quickly and there was a scramble to get tops up!

After that run, lockdown slowed everything so limited club runs till 2021.



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## 2021

Started early! I think people were more than anxious to get into their LBC's and get out.

### Tech Session 2021-01

April 3 saw the first in a long time Tech Session being held at the garage of Charles and Sharon Champagne. Valve adjusting was the theme and well presented by Andy Hardie. 10 of us made the trek to the far NW in Calgary and were rewarded with a good deal of learning from the session. YouTube is good but being able to talk with the instructor adds so much to the session.

Andy using an appropriate MG pointer – the camshaft from an MGC.



Part of the crew at the tech session – discussing proper tension for setting valves and the Rule of 9 in getting each valve set correctly.



Charles doing the hands on work on his MGB. These sessions are always – Hands On!



## 2021 Driving Season Start and First Drive! – April 17th

After several months of restrictions, on April 17, John Towler declared the Driving Season open.



Discussion with the Vintage Sports Car Club of Calgary resulted in an invitation to join them on a drive North and West of Cochrane because the weather was to be unseasonably warm for Calgary in the spring. At least for one day! April 18 saw a return to winter so we now await Driving Season 2021 – Part 2!



But April 17<sup>th</sup> saw a great turnout of machinery from both clubs as well as a couple of others who joined in on route. Some good examples are shown here.



No! I am not replacing the C anytime soon – no matter what Trish says. But yes, the Ferrari is very cool!

There were some classics, like the Plus 8 and

some incredibly unique cars: I didn't know Datsun was into opera. Figure that one out in your spare time. It was a great chance to meet some new friends and connect with old friends. I was even able to reminisce about the old racing days at Edmonton International Speedway during Can-Am and Trans-Am weekends. Enough clues – Anybody know what the car to the right here is?



There was also a chance for a couple of our members to do a trophy exchange from last season. Here are Azim and Dick with two of the club trophies. I resisted (without success mind you) the temptation to call the picture “Mine’s bigger than yours! Or at least heavier!

Yet another reason to get your car out and enjoy the drive – wherever it takes you!



## Next Gen News

Reprinted with permission from the NAMGBR Daily Driver is the following article that kind of sums up some of the feeling in our club and others regarding the future of our hobby and the preservation of classic vehicles in general (Its worth the read):

### Next Generation Registrar

Ryan & Leeann Looft  
Next Generation Registrar  
NAMGBR



Article By Doug Pelton

**I**t has been noteworthy that many of our MG Clubs are now celebrating 40- and 50-year anniversaries. These clubs were the offspring of many young rascals back in the 50's and 60's who owned MGs. They had boundless enthusiasm for the MG Marque and demonstrated such with meetings, rallies, races, picnics, funk-anas, and many other events. That group of young enthusiasts is now 60 or older. To this day they remain the bedrock of our current membership.

As I have attended various club functions over the past few years it has become painfully obvious that our club membership is at risk. Just look for yourself and ask, “In five years, how many attending today will not be here?” We are starting to see more emails with subject: “Sad News.” There is also that quiet whisper amongst members acknowledging, that time is taking its toll and the strength of the club future is unknown. We can sit back and resign ourselves to reality or we can reassess and rebuild the enthusiasm. I suggest the latter and offer a solution.

The Next Generation: The next generation is those folks aged 30 to 60. Although I would hope that this was the next generation of MG enthu-

siasts, I consider this generation by and large the lost generation. When they were youngsters, the rage was horsepower and speed and today tout the muscle cars "they grew up with." This is the key phrase: They grew up with...

**The Next-Next Generation:** This generation is today's teenagers. This generation is important because most of our adult interests and values are based on our youth experiences. Repeated, I hear that someone owns a car because it was their dad's and they remember it as a kid. I first saw my car, TC7670, as a kid when it was owned by my cousin and freshly repainted. This was a memorable event and I was proud to become the next owner. So, what can we do as a club to rebuild our membership base?

**Club Leadership:** The senior leadership and event planners should consider and re-focus on today's youths: our grandchildren and friends of our grandchildren. At a minimum, each club member should be encouraged to bring a "junior member" to each event. This should be a standing expectation / invitation. If there is a club event, maybe even offer an equivalent junior event for those less than 20 years old. Each club should plan their annual calendar to support the junior membership. Any event chairperson should have a junior assistant (mandatory!) Involve the youth in planning, they will bring their friends.

**Club Members:** You are the mentors. Please involve at every opportunity the participation of our junior members. Don't change the oil without some "junior assistance" even if it is the neighbor kid. Take the time to tell stories about your car when you were a kid. Teach the next-next generation about how to care for, maintain, and enjoy.

**Junior Member Achievement:** Our junior members need to be rewarded. Many clubs have a point system for end of year awards. When was the last time you remember someone under 20 getting an MG achievement

award? Me neither. Clubs should set up a tiered awards program for the juniors and identify the different levels. Then outline basic point programs to achieve these awards and finally assign a "Mentor" to each "Junior" to monitor and assist. Example levels: MG apprentice, Shade Tree Mechanic, MG Master Mechanic. Would it not be great fun for a Junior to set up a rally that required at least 1 junior member in each car in order to qualify for as a winner? And then the Junior organizer gets awarded with the title of "Rally Master" for his or her achievement?

**Junior Liaison:** In order to tie all of the above together I would suggest that each club establish a dedicated staff position to oversee and implement the concept of Junior membership. This individual would be solely responsible for the coordination of Junior membership events, mentorship, publicity and recognition programs. I cannot overstate the importance of a central figure to bridge the gap between the senior members to the junior members and institutionalize a local junior membership program.

Overall, the main concern is who will be tomorrow's members of our clubs and just as important, who will be the leaders. As today Generals were yesterday's "Boy Scouts", tomorrow's MG Club President can be one of today's "Next-Next Generation".

I would welcome anecdotal stories of various examples of how clubs are trying to promote membership today.

**Ryan & Leeann** 🍷

Leeann is also secretary of NAMGBR, and highly active in the MG Community. A big thank you, from all of us in CMGCC, to them for all they do for our hobby.

Editor CW&O

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## In Other Club News:

1. Azim Bhattia is stepping down as Regalia Chairman due to other commitments this year. I would like to thank both Azim and Helen for their contribution to the club not just this year but for many years as lynch pins of the executive and the club in general. They have made an immeasurable effort to build the club into what it is today: a warm, welcoming and inspiring home for all car enthusiasts, and in particular MG owners. They are the embodiment of the marque of friendship that MG has always been.

John and Dick are filling in for now but the position is open – so if you have a wish to help on the executive give either of them a call.

2. Work is Progressing on George and Marion’s TD. Some interim pictures from Dominic. It’s really looking good. We are all looking forward to seeing the car back on the road later this year.



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# Triumph TR 4 – 60<sup>th</sup> Anniversary

The first Triumph TR4 was produced at the Coventry factory on July 18, 1961.

The **Triumph TR4** was produced by the Triumph Motor Company from 1961 to 1965. The successor to the TR3A, the car was based on the chassis and drivetrain of the previous TR sports cars, but with a modern body designed by Michelotti.



Code named "Zest" during development, the new TR4 body style did away with the cutaway door design of the previous TRs to allow for wind-down (roll-up) windows in place of less convenient side-curtains. The angular rear allowed a large boot.

Advanced features included improved ventilation, and the option of a unique hard top that consisted of a fixed glass rear window with an integral rollbar and a detachable, steel centre panel. This was the first Targa Top on a production car and preceded the Porsche Targa by about 5 years.

The pushrod Standard inline-four engine, designed for use by the Ferguson TE20 tractor (see below!) powered the TR4. The engine was continued from the earlier TR2/3 models, but with displacement increased from 1991cc to 2138 cc through increased bore size.



Three main bearing engines were prone to crankshaft failure if revved beyond 6,500 rpm. Supercharging allowed a TR4 to produce much more horsepower and torque at relatively modest engine revolutions. The standard engine produced 105 bhp (78 kW) SAE but, supercharged and otherwise performance-tuned, a 2.2-litre version could produce more than 200 bhp (150 kW) at the flywheel.

That is not to say the TR 4 was not successful in competition. In fact, the TR 4 was a very flexible and capable race and rally car. The TR4, was fitted with a wet-sleeve engine. So, for competition use, the engine's cubic capacity could be changed by swapping the cylinder liners and pistons. This allowed a competitor to race under different capacity rules.

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The TR4 had a number of racing successes in America, primarily through the efforts of California engineer Kas Kastner and his top driver, Bob Tullius. In 1961, the TR4 won first in class and thirtieth



overall at Sebring. In 1962 the TR4 won the E production SCCA national championship. The SCCA promptly reclassified the car to D production and Tullius then won that class title in 1963 and '64.

Soon after the TR4 was introduced, Kastner convinced the company to provide three new TR4s to race in the [12 Hours of Sebring](#) race in 1963. The cars were prepared in California, where Kastner was service supervisor for Triumph. They were then flown to

Florida for the endurance race in March 1963. These cars finished overall 22nd, 24th, and 35th out of 65 entries, and first, second and fourth in the 2.5 GT class. This was the beginning of the Triumph Competition Department Kastner headed for several years and used to publicize and market the TR4. The following year a privateer TR4 finished dead last in the 1964 running of the Sebring 12-hour race. Kas Kastner returned to Sebring in 1966 with four carefully prepared TR4As, three of which finished the race, winning the class. Perhaps the greatest racing victory for the TR4A was at Daytona, where a Kastner-prepared car driven by Charlie Gates won the 1965 SCCA D modified championship against Ferraris and other prepared race car exotics.

In 1964 the factory sponsored Team Triumph entered three TR4s in the Canadian [Shell 4000 rally](#). These "works" cars were reportedly built with gussets on the chassis members and aluminum body panels to strengthen and lighten the car. After import, the engines were prepared by Kastner in New York, where they were also fitted with lightweight magnesium wheels. Although they did not place well in the rally, the surviving cars have become quite valuable if you can find one. Indeed, the TR4 became a celebrated rally car in Europe and the UK during early to mid-sixties, and various replicas are still campaigned by privateers in vintage rally events throughout Europe.

The TR4 continues to be raced in vintage sports car events and even won an SCCA class championship as late as 1991. In Australia, the TR4 was a common sight at hill-climb events and various club rallies and circuit racing events.

**So Happy Anniversary to the TR 4, the second fastest tractor in the world. I think Lamborghini still holds the title for the fastest.**



The Ferguson TE 20 - TR4 engine supplier!

(Thanks to multiple sources for the background for this article)

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# A Trucker's Tale of Getting an Old Car Home

Article and photos courtesy Andy Hardie

This story is about the purchase and transportation of my 1969 MGC GT (GCD1U 7677G) from Towson, Maryland, USA (north side of Baltimore) to Calgary in 2011.



A couple of people had helped plant the seed what was to lead to the research and acquisition of an MG more suited to long distance touring than my trusty 1972 Midget. Though I considered a factory V8 GT, right hand drive didn't appeal, and the quality of many of the conversions available didn't either. Then someone mentioned MGC and their rarity. This appealed, and there seemed to be a few good cars available at the time, so the decision was made to "take the road less travelled".

I put out requests for comments in a thread I started on MG Experience regarding a car in Virginia, while also asking if anyone knew of cars that might be available out west, as all were now surfacing in the east. I had missed out on John Stevenson's original unrestored 1968 Mineral Blue car in Vancouver (it was a bit out of my price range anyway), but this Mineral Blue car in Virginia looked to be a suitable (cheaper) alternative. I did get some comments, though none of them deal breaking, but I also received an unsolicited email from a chap in Maryland who was interested in selling his unadvertised Snowberry White GT, "I know you were hoping to find a car closer to home, but if you are interested, I can send pictures" he added. What the heck, Mineral Blue was my first choice, but white was a close second, so I passed on the Virginia car.

The seller in Maryland was very cooperative in sending all the pictures I requested of the typical "problem areas" for rust in addition to the many he sent of the top sides and interior of the car. Likewise, he agreed to subject the car to an independent inspection of the car which I arranged to have performed at his residence, as he claimed not to have the time to take the car to an area specialist shop. Not ideal, as the vehicle's underside could not be thoroughly inspected without a hoist, but there were no "red flags" regarding its overall condition at this point. I went to Hemmings to search my guy out, made the necessary arrangements, and waited. A very professional report, and endless photos in book form arrived by mail in due course, and I decided this was the car for me. The purchase suffered a few hiccups when it came to getting the agreed price into the seller's hands, as he was not willing to accept "fees" associated with an international money transfer. I was puzzled (seller worked for US Treasury in DC????), so ate the \$35 fees myself to get the thing finalized.

By this time, I was rueing the day I had passed on the Stevenson car, as I would only have had to drive it from Vancouver to Calgary. Getting this car across the continent and out of the USA was going to be a lot different.

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My wife and I wanted to fly to Washington DC for a little vacation, see the sights, and drive the car home from Baltimore..... Couldn't be done. ....Maryland doesn't offer "transit" permits or temporary registration to out of state people. The seller was not prepared to leave the Maryland "historic" tags on the car for me to get it home, and I couldn't bring Alberta tags with me to put on the car, because I couldn't register it until it was imported and inspected. Aaaaarrgggghh. The car will have to be trucked. WE CAN DO THAT.....I'm a trucker.....but this meant no vacation to DC, so that box is yet to be checked.

We left home in late October and headed west. YES....WEST. I needed a load to get out east, and a load of split rail cedar fencing out of a small mill deep in the southern interior of British Columbia (Nakusp) was the best we could find. So, we headed west to go east.

The fat side of a week later, and a trip across the Northern Tier Expressway of upstate New York, resplendent in fall color foliage, we arrived in the Boston area, and unloaded the most beautifully aromatic load it has been my pleasure to haul. A couple of days were then spent visiting with my sister, visiting from England with a former colleague in Rhode Island, before we headed the empty 18-wheeler towards Baltimore.

We had arranged to meet the seller at a friend's warehouse to load the car onto my trailer. I was not permitted to drive the car prior to loading (no insurance), nor to load it due to liability concerns driving it through the building. I quietly acquiesced.....as Canadians do.....rumor has it we're "polite", so I didn't see where I could object.

We did a ceremonial "handing over" of the keys on the deck of the trailer once the car was loaded, got all the paperwork I would need to get the car across the border into Canada in order, tied the thing down, emailed export documents to US customs (72 hours' notice to the export port required here) and headed west to Ohio to start picking up paying freight for the trip home.

We loaded gas compression equipment in front of and behind my "new" car, but it took an inordinate amount of time, as everyone in the plant who saw the car, had to know what it was, who's it was, and why it was on my truck. Yep, this story has been told many times before now. Once all the heavy, expensive iron was tied down and tarped, we put her in the wind for home.

We would make a couple of interesting stops on the 2200 mile trek home.....Davenport, Iowa, to meet Robert Kirk, who is a parts supplier to MGC owners and shops that work on them. Robert is a frequent poster on MG Experience and had been extremely helpful in the process of finding a suitable car to buy. Robert was very complimentary on my purchase and generous to a fault, paying for dinner. When we came to leave Davenport. We have been friends since.

Our second stop was to meet up with another chap I had had many exchanges with on MG Experience and wanted to meet, Bryan Durham in Glenburn North Dakota, just north of Minot. Bryan had a nice, original and unrestored 1963 Midget called "CHUFFED". A term lost on most Americans, but his wife is a Brit, and this license plate expressed how he felt about his car.

The border was a breeze (yep, I've had a ton of experience crossing with vehicles before too, though this was my first "personal" importation). Stop on the US side to get the title stamped "exported" before presenting ourselves to Canada Customs. The paying freight was already cleared on electronic manifest, but I had to declare items purchased personally in the US, including of course, my MGC. More questions and a recanting of this story, accompanied again by smiles and the inevitable "cool....have fun with the

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car". I presented the bill of sale, title, and filled out the Form 1, paid the 5% Goods and Services Tax, and since Alberta, my destination and Province of residence has no sales tax, giddy up on outa there.



Back in Calgary, I couldn't unload the car without first unloading all the gas compression equipment, so some more story telling was inevitable.....more smiles, thumbs up and comments like "bet you can't wait to drive it".

No, I couldn't wait to drive it, so freight off, we headed for a ramp to get it on the ground. It's late October, so not much driving time left before winter sets in. I quickly schedule a safety inspection (which the car sails through) so I can complete the importation/registration of my new GT. Then, back to work.....my first drive will

have to wait!!!!

That first drive happened 2 weeks later, in early November. The late onset of cold weather and snow allowed me a fantastic couple of hundred miles under sunny skies around the uncluttered foothill backroads west of Calgary, before putting the car away to await spring. The list of required work to correct deficiencies was small, so all that could wait. Windshield washers, horn and a leaking output seal on the overdrive being all that needed to be done. Roll on spring.

And that's how MGC GT 7767 came to live in Alberta. Many of you have seen the car on club events and drives. I have enjoyed many touring trips in my CGT since that time, most recently through the U.P of Michigan and Eastern Wisconsin for MG 2019. The car was also driven out to Oregon for MG 2013. I was greeted there by Mark Miller, another MG Experience guy I had had many exchanges with leading up to my purchase of this car. I would meet a few others over the four days of the convention and come away with a third-place in class award for the car at the show. I was "chuffed".



Following MG 2013, the car was taken off the road for a total engine rebuild following a valve failure on the trip home from Corvallis. This was to take several years to complete. John Lennon's famous words "Life is what happens while you are making other plans" ringing in my head many times through those years. Persistence has paid off however, and the car is granting many smiles to the mile now, sporting a little more power and economy thanks to a triple carb upgrade along with full header and dual exhaust system from Manifold in the UK.

The pleasure ownership of my MG's is hard to express in words. The cars are frustrating at times, but that frustration is always erased by the driving experience and company of others who enjoy these cars, not to mention the new friends they have introduced me to over the years.

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# Technical and Safety in LBCs

## Brake Safety, or How I Caught It Just in Time

Article and Pictures from John Towler

Those who know me and my MGB will appreciate that I love to tinker with my car, maintaining and improving it myself, without being too much of a stickler for originality. About three years ago I upgraded my front brakes, replacing the original flexible hoses with modern stainless steel braided hoses, and fitting Greenstuff pads for improved stopping performance. From a previous inspection I knew the rear drums were in good shape, so left them alone. This winter I decided to check the rears again, after deciding the drums needed to come off anyway for painting as their rusty appearance was letting down my new 15" alloy wheels. Again, minimal wear, so I left them alone. But in the process, I noticed that the short flexible brake hose running from the chassis to the rear axle was still the original rubber type. I remembered that when I replaced the front hoses, I had decided to leave the rear hose until another day as I had read that it could be a bear of a job to do, and I was keen to get the car on the road that spring. So, I decided now



Original rear rubber hose showing the perished and cracked casing

was the time, especially as I could now see some perishing in the rubber casing. After digging out the unused stainless braided hose from my 3-year-old kit, the removal of the old hose proved to be relatively easy, and the new hose went on just as simply. Only when I came to closely examine the old hose did I realize what a near miss this could have been. As the photo shows, the rubber casing was severely cracked with the fabric braiding inside exposed to the elements. Stamped into the rubber was the manufacturing date 1976 which was the year my car was built, so I was likely the first person to touch those end fittings since they were first tightened in Abingdon! I've since learned that rupture of flexible line was one of the most common causes of serious brake failure on the MGB, leading to a total loss of brakes on single brake circuit cars built prior to the introduction of the Mk 2 in late 1967. With this model came dual circuit brakes, but even so failure of this hose on my later model car would have resulted in a foot-to-the floor significant reduction in braking efficiency (plus a likely need for a change in underwear!) Or worse.

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So, my recommendations leading from this experience:

If you don't know when the brake hoses were replaced on your car, have a look at them (or get someone to look at them) for signs of aging in the rubber. If yours is a MK1 MGB, do this as soon as possible, don't put it off. If, like mine, they have been on since the car was new, they should be replaced. The front hoses are easy to inspect, just jack up the car, remove the wheels, and pull back the spiral wire protectors to examine the hose ends, where they are subject to the highest stress therefore most likely to crack. The rear is more difficult as you must get under the car.



View of the new stainless braided hose after installation. It is located in the tight space between the battery and rear axle.

Next a word about modern braided hoses versus the original "rubber" hoses. For an everyday non-raced MGB there is absolutely nothing wrong with the original rubber hoses, in fact mine lasted 44 years! For racing, the higher brake temperatures required more durable hoses, so modifiers installed so-called "Aeroquip" hoses reinforced with braided stainless steel, derived from aerospace applications. Over time, various manufacturers have copied these, with varying levels of quality, for the enthusiast aftermarket. Besides improved durability, because they don't expand as much as the rubber hoses under pressure, many drivers claim they provide a firmer brake pedal feel. This is unproven and very subjective. Others say they are just bling that is invisible unless the wheels are off, or the car is upside down in a ditch, so stick to the original hoses, as they cost about half as much anyway and are still available.

Me, I'm a sucker for anything new and shiny, but since I overhauled my brakes at the same time as fitting the new hoses, I can't tell if they really are an improvement. If you do decide to upgrade your hoses, make sure you buy a reputable make such as Goodridge or Cobalt, available at Moss, MGOC or other MG specialists.

# Working on MGs – or Other LBCs

I have on good authority from John Towler, Henri Lefebvre and others in the club that everyone needs the following LBC 'tools and equipment' (Specifically Matched Hammer Sets for all purposes):

**THE BRITISH TOOL BOX ~ STANDARD THREE HAMMER AMERICAN EDITION**

**Hammer #1** 1.5 lbs  
For installing British-made (England) parts that fit



18G-1.5

**Hammer #2** 2.5 lbs  
For installing British-made (India, Africa, Hong Kong, etc.) parts that don't fit



18G-2.5

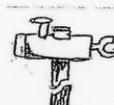
**Hammer #3** 3.5 lbs (1 lb Whitworth)  
For installing reproduction chrome trim  
Note: This hammer is used by reproducers to manufacture trim items and to compress chrome trim for shipping. May be used to install GT windshield trim when all other methods fail.



18G-1W

**The following optional tools are available at your nearest  
Morris - Wolseley - MG - Austin - BMC - BMH - Leyland - Rover distributor:**

**SU Carb Hammer**  
This plastic hammer is great for freeing stuck floats and is combined with a jet wrench adjusting hammer.  
**Bonus:** Oil-filled head releases a squirt of oil with every blow.  
Top up those SUs with just a few well placed whacks.



18G-1SU

**SU Fuel Pump Hammer**  
Similar to screwdriver handle but equipped with pistol grip for surefire pump whacking.  
Great for disciplining recalcitrant pumps.



18G-2SU

**Dead Blow Hammer**  
Great for retiring Longbridge Engineered Engines.  
Works on all models of British cars.  
Guaranteed to get any moving again.



18G-TNT

**COMING SOON! Lucas Electric Hammer Set!**  
12-volt electric models of all of the above.  
Includes bonus electric hammer for whacking electric hammers. Will even whack itself!  
Available soon at your nearest Morris - Wolseley - MG - Austin - BMC - BMH - Leyland - Rover dealer

*CB and CB # 575*

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## Upcoming Events:

Please look to our calendar for upcoming events – with COVID 19 we are still day to day as far as event planning is concerned. The calendar is the best source of the most current information and confirmation of what events will actually occur this year. Go to the main web page and scroll down to events.

<http://calgarymgclub.org/main.html>

## What to Look for in Upcoming Issues:

Look For:

What we did this summer! The 2021 Driving Season – So Far

Worth the Visit – Alex Haugland’s Car Collection in Eugene OR

The Competitive Side of the LBC – Solo Events, Track Days and other diversions

Member Profiles – who’s who in our zoo!

Association updates – NAMGBR, MGOC, NAMGAR, and those ‘other’ marques.

More Tech, More Pictures, More Stories and Definitely More Fun!

Thank you again to all the members who have been giving me ideas and suggestions for content over the past few weeks. I am always looking for more new ideas so don’t hold back.



Until next time - I leave you with one last picture from the VSCC/CMGCC joint event!

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# The Back Page:

## UNDERSTANDING YOUR SERVICE INVOICE



Turns out it was a marble in the ashtray 😂😂

