



Crown Wheel and Opinion

The Quarterly Newsletter of the Calgary MG Car Club
Volume 2 – Number 1 - March 2022



Highlights: The Winter Issue!

Our Members Do Get Around – New Zealand with Trevor Beatson
So, Your MG (LBC) Won't Fire - Troubleshooting 101
SIRDN (Stuff I Really Don't Need)
A Really Special Anniversary Celebration





It's 2022 – Time to Get Out and Drive – More!

I've talked a lot about how well we did getting out in 2021 despite COVID restrictions and any number of reasons for leaving the car in the garage last year. Well, it is now a new year and the prospect for getting on the road with our LBC's is looking better than it has for the past 2 + years. In fact, according to our leader John, it's time to prepare your car for the upcoming spring and summer.

60th Anniversary – MGB (September 19, 1962)

2022 marks a very special occasion for many MG Owners as well as a number of our members. Anyone with an MGB should be celebrating more than ever this year. The debut of the MGB happened in August of 1962. This year marks the 60th Anniversary of the MGB. Look for more history, write-ups and features throughout the coming 2022 issues.

CMGCC Driving Challenge

My personal push this issue is to provide a shameless plug for an ongoing event that has proven to be fun for several members of the club. The Driving Challenge is open to everyone and is a great excuse to get out in your LBC. The Challenge provides a really good reason to get out and explore some areas of the province, the country or even the US, you might not otherwise think about heading to. Andy has broadened the scope of the challenge for 2022 by eliminating the restriction of monthly submissions. Any time through the year, take a picture of you, your LBC (during driving season) and a piece of club regalia at any of the 40 suggested target locations. Send the picture by email to Events@calgarymgclub.org Outside driving season, you don't even need to include the car.

We've all been cooped up for so long any reason to get out is a good one! And an LBC means automatic social distancing! Just keep your phone handy, snap the picture and send it in. Just note Driving Challenge in the subject line and indicate the challenge target in the note. You can send in entries anytime during the year. (Andy only asks that you don't wait till Dec 31 to send them all in, **PLEASE!!**)

2022 – The No Excuse Year

I have included a few past year challenge pictures later in this issue. This is a new start, a new year and with some easing of restrictions a new outlook on having fun. We all want to see you on the road this year. I for one am looking forward to seeing old friends again and meeting our new members. Meanwhile, enjoy the next few weeks working in the garage, before the sun warms up and the gravel is cleared.

It won't be that long until, like Willie Nelson, we are on the road again!

Till next time - *Safety Fast* – Dean

Crown Wheel and Opinion

Our club objective is “to enhance the MG British style of motoring and the preservation of the MG marque”

CW & O is the ‘official’ publication of the Calgary MG Car Club. It is normally published four times per year although special issues will be produced when club activities warrant, or content is available. The material herein is the responsibility of the editor and cannot generally be blamed on the club executive or any club policies. Advertising is being considered for 2022 – let me know if you think it’s a good idea.

Questions, comments and even rebuttals are welcome. Letters (email) can be sent to:

Newsletter@calgarymgcarclub.org

Who knows, the editor (Ed.) may even publish them! – With or without comment – it all depends

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On the Cover this Issue: Something else you can do with an LBC – Chasing Balloons – could happen anywhere from High River AB to Albuquerque NM.

Newsletter Quiz number 6:



Anyone know the year and model of this MG?

Submit your answer to Newsletter@calgarymgclub.org

Answer to Newsletter Quiz Number 5:

**Geoff Radford's MG 18/100 AKA a
Tigress**

**See Letters to the Editor to see how we even know
who owns the car!**

Letters (Yes we do get some!)

They just don't come in envelopes anymore but I am still kind of old-school!



David Werrett

Jan 9, 2022

Hello Dean,

My friend Ian, who I mentioned in my story, has admonished me for not mentioning his A35, the one in which we won our first overnight rally. And the one that took us and our girlfriends on a two week camping holiday to St Tropez. When I look at an A35 now I have trouble trying to comprehend how we managed to get the four of us and our kit in an A35. We did have a roof rack, but we had our tents, cooking gear, some food and personal belongings so every nook and cranny was filled but it got us there and back without any trouble.

Cheers,

Thanks David – Look for the addendum to the story – Ed.

Christopher Keevill

Dec 31, 2021

Newsletter Quiz Number 5

The car pictured is Geoff Radford's M.G. 18/100 Mk III - a.k.a. a Tigress.

It is pictured at Brooklands Museum, Weybridge, Surrey and is one of only two surviving examples of this model.

Kind regards,

Not everyday you get a response from England to a local Calgary Club Newsletter especially one which not only correctly identifies the Quiz Car but also the actual owner! Chris Keevill is the Editor of the Early MG Society Newsletter in England– Ed.

Some sad News: Long time member Dave Gard passed away last week following a heart attack. Dave was always a willing helper when anyone in the club needed anything.

Our sincere condolences to his wife Maria and their family.

Dave will be missed by us all.

Presidential Ponderings –

Dear Members,

As I write this it is less than six weeks to April, which to me sounds a lot like Spring, but here in Alberta one is never sure. So that is my target for getting all the little jobs on the MGB done, just in case we get some early spring days, and I can get it out for a drive. This week we had the first of this year's Tech Sessions via Zoom, where we talked about how to prepare our cars for the upcoming driving season.



We all agreed you have to stop before you can go, so checking that the brakes are up to snuff is one of the first things to check off the list.

First make sure that there are no (unusual!) puddles under the car indicating a fluid leak. Then make sure the brake pedal has a firm feel. Check the reservoir level and if low top up with the correct fluid. Dot 3 and Dot 4 are compatible with our old cars and can be safely mixed. Silicone based Dot 5 must only be used in brake systems which have had the original fluid totally replaced with silicone, as it is completely incompatible with the earlier Dot 3 and 4 formulations.

Check the hoses for any cracks in the outer casings - the original rubber hoses last a long time but if you find any cracks they should be replaced (as I discovered last year!). If you see any dirty grey/black fluid in the reservoir or flowing out of the slave cylinders when you bleed them, new seals may be in order. If you have stored the car outside over winter there will be a few more things to do than if it was stored inside in a warm dry garage. The oil will need to be changed, and as you likely removed the battery, that will need to be charged up and re-installed. And because the oil will have completely drained down into the oil pan, it's a good idea to disconnect the main ignition lead to prevent the engine firing, and spin the engine over until you get oil pressure. Then reconnect the ignition lead and you should be good to go.

After your first drive (because it needs to be warm), you can check the gearbox oil level, essential if it leaks like mine does (whose doesn't?), by either using the dipstick (if you are lucky to have one) or by removing the filler plug and sticking your finger in. Same for the rear axle (although in my experience rear axles rarely leak).

Make sure the tire pressures are good, the lights work, and you should be ready for our first club event, which is usually our annual safety check - **watch the club calendar for details!**

John Towler,
Calgary, AB

You can't worry about the bugs
– just embrace the drive.
Southern Alberta on a hot day!!



Club News

Membership

Membership renewal is at hand yet again. Dues are held again for this year at \$20.00. So, we remain the best membership bargain I know of in the classic car world. Notes from Andy indicate we have 32 renewals already this year. If you haven't renewed, you can do so in person (when we have meetings again), by cheque (Snail mail still works – I think) or by PayPal. Whichever means you choose; Andy and Henri will be glad to hear from you.

Continuing the trend from last year, we also have some new members for 2022:

Vernon & Gayle Peck	Blue 1974 MGB in NW Calgary
Norm & Wendy Nelson	Yellow 1976 MGB in SE Calgary
David & Andrea Hood	Woodcote Green 1995 MG RV8 in Springbank
Jeff Allan	Carmine Red 1978 MGB in NW Calgary
Troy Parker	MGB's (his and his dad's that he is working on)
Kerry & Lori Lavette	British Racing Green 1973 MGB.

If this keeps on we could have one of the largest Classic Clubs in the country. It is certainly one of the most active (COVID notwithstanding). Furthermore, we now have 3 (count 'em) 3 two-generation families in the club. Richard Hardie, son of Andy, our Membership Chairman; Troy Parker, son of Gordon and Linda; as well as Elliott Walters, Terrence's young son who joins with us on many of our adventures.

Personalities

Addendum to the David Werrett History from the Last Issue



After getting the note from David about going camping with a buddy and two girlfriends in an Austin A 35, I just had to print an update to his article. I don't know if either of these cars were the A 35 your friend Ian had, but they do show how 4 people going camping in one could be a bit of a challenge – even with a roof rack!

Congratulations on the Overnight Rally win though!

Closest I can come to relating to this is going to Miette Hot Springs with a university roommate, his fiancée, Trish and I plus camping gear in my rally prepared Datsun 510 – Trish can tell you just how cramped that was - Ed.

Early Entry to the Hard Luck ‘Challenge’ for 2022



Before you ask, this is a Triumph Spitfire Crankshaft! It came from the Red 1980 Spitfire belonging to Paul and Nancy Nadeau. Needless to say, the two-part crankshaft was NEVER a factory option on any Triumph.

Last year after their move to Kelowna, Paul was driving from Vernon to Kelowna when he heard a loud “Clunk”. He shut down right away and did a visual check – no holes in the block, protruding pistons or fluids running out. In fact, the car actually restarted!

The car sat for several months in a Kelowna shop and was subsequently transported to AutoMann in Calgary. When Bill and the crew dismantled the engine, this was the finding.

The car is now a winter transplant project at AutoMann. Our understanding is it will return with more power than ever before. Look for updates on the car in future issues.

Congratulations are in order!

Our esteemed Membership Chairman, Andy Hardie has sold his faithful Mack Truck. To quote Andy; “The Bulldog is gone”. This means more camping and MG time in the future for Andy and Donna! **Happy Retirement!!!**



Feature Article

Rallying in New Zealand – or How I Spent My Winter Vacation

While most of us don't get the chance to compete in major events round the world, we can have the chance to experience these events, at least vicariously, through the adventures some of our members undertake. The following is not specifically MG related but has interest for all of us who appreciate automobiles for what they were intended, DRIVING. This article outlines the experiences of Trevor Beatson during a couple of visits to New Zealand to take part in the Vero International Vintage Car Rally. - Ed.

Chapter One 2006 – Vero Rally



Winter of 2006, I had the opportunity to do a couple of vintage car rallies in New Zealand's South Island, always a great place for vintage motoring. The Vintage Car Club of New Zealand organized the first of these two rallies, and it was their Diamond Jubilee event (60 years). Called the VERO 2006 Rally, (the major sponsor is a vintage

car insurance company called Vero) it attracted entrants (with their cars) from the U.S.A., Canada, Great Britain, S. Africa, Australia and numerous other countries.

I shared the driving and navigating duties in my friend's 1928 Model A Ford. The rally began with a Monte Carlo style start (*Personally I like a Rally with a LeMans start – Ed.*) from a choice of 6 locations with up to 5 routes from each.

We chose to start from Blenheim (northern tip of the South Island) with a route of 1149 Km. (second longest) with a daily average of 417 Km. In order to get to our starting point at Blenheim we chose to drive on a private road (gravel of course) called "the Molesworth Road". It is about as far away from civilization as you can get in New Zealand. As the road is only open for a brief period through



the summer, I was told it was “too good an opportunity to miss”. I think we saw about four more vehicles all day and two of those were probably the farmers who lived there.



The journey took us about nine hours and the scenery was magnificent. The only mishap on route was a broken front brake rod (me driving, steep downhill with very loose gravel – this is character building I was told).

Upon arrival in Blenheim, we found a welding shop that was just closing. Fortunately, the owner obliged us by repairing the broken rod. I think the fact

that we had a vintage car helped a lot.

Next morning, we assembled for the start. I was surprised by the number of entrants (about 100), but then I really didn't know what to expect. The first day's drive was uneventful, however, next morning when I approached the car I saw something hanging from underneath. On inspection it turned out to be a broken rear brake rod. I think the previous days drive had taken its toll. We managed to borrow some welding equipment and I was able to make a successful repair. Later that day as we were sitting at a red light in Christchurch I was about to say that I could smell something burning when it became quite obvious by the thick blue smoke inside the car. It turned out to be a shorted-out ammeter. More good fortune, we were able to borrow one from a parked Model A. With no further negative experiences we arrived in Invercargill (southern tip of the South Island) where the rally was centered.

Upon registering I found out that there were over one thousand entrants. It was quite a sight to see, but because there were so many entrants, they were never all in the same place at one time. There were to be four hub rallies with a free day between each. The first hub rally had about a hundred cars, and we chose the longest route (about 100 miles). Typically, on a hub rally you have to maintain an average speed (set by the organizers) while navigating a route provided. On our first rally the average we had to maintain was 45mph. Needless to say we came up short. On the free day it gave us a chance to look at some of the cars. They ranged from about 1906 to the 1970's (the NZVCC has recently changed its age limit to include cars 30 years and older). The second hub rally was about the same number of cars and again we chose the long route.

Unfortunately, I had to leave the rally at this point, as I had to pick up my wife, Grace from Christchurch airport in time for our next event. The part of the rally that I did experience was very well organized. No mean feat considering the size of the event.

By the time we had driven back to our original starting point we had covered over 3000 Km. It says a lot for the reliability of the Model A as we had no problems other than the aforementioned brake rods.

Chapter Two – Bentley Tour



We spent a few days relaxing before starting out on the 2006 Bentley Drivers Club Tour of New Zealand. This was a three-week tour of the north and south islands of New Zealand. We were only touring the South Island, as time (and money) was in short supply. I was again sharing the driving/navigation this time in a 1965 S3 Bentley. Quite a different sort of travel to what I had just experienced. There were about 30 cars shipped out from England (mostly '20s and '30s vintage) with a few from other

countries too as well as the New Zealand contingent. There were about 50 cars in total. This was a non-competitive tour, which took in a great deal of the sights of the South Island. To see so many beautifully restored vintage Bentleys was a sight for sore eyes. I'm sure that some of the service station attendants are still having trouble believing what they saw. While touring we encountered a couple of other tours – 22 Morgans shipped out from England and a Bugatti tour also. There's no doubt about it, New Zealand



is a great motoring country. We made a decision to leave the tour about the halfway mark as we had a chance to go sailing (a '65, S3 Bentley is pretty sedate after a couple of weeks in a Model A). As all good things must surely end, we finally headed home. I was thinking of how I could obtain a vintage 4 1/2 litre Bentley, and Grace probably thinking about how much shopping she had missed. It started to snow as we arrived back in Calgary, which brought us down to earth pretty quickly. Now I'm looking forward to getting out the MG.

Chapter Three – 2012 Vero Rally



My brother and I left Calgary on Jan 8th and flew on the direct flight from Vancouver to Auckland and then transferred to Christchurch in the South Island. A NZ friend had offered to loan me his 1928 Model A Ford, (made in Canada by the way) and was at the airport to greet us.

During the next couple of days, we familiarized ourselves with the car and attended to some servicing etc. While taking a short drive to re-familiarize myself with actually driving the car (that centre gas pedal is easy to mistake for the brake at times) we found ourselves stopped by the side

of the road with water boiling out and no tools on board.

After limping home, we found the cause of the problem, a loose fan belt. A quick adjustment and another test drive and we were good to go. All roadside problems should be this easy.

Two days later we packed the car and headed out. Our destination was Wanganui in the North Island, so we had to choose a route to the ferry. From our starting point there were two choices of paved roads. However, since we were on an “adventure”, we chose to re-take ‘the road’ (from 2006) which was not on the map, the ‘Molesworth Road’ a private road, only open to the public for a short time each year. It passes through New Zealand’s largest “station” (Molesworth Station)



at 180,000 hectares. More detail, it starts out as a poor dirt road and deteriorates from there. In all, it was about 100 miles before we emerged at the north end, very dusty but still in one piece.

Since we now needed a room for the night, we looked around only to find that all the motels were full.

At this point, serendipity took over and we ended up staying in a cottage within a vineyard. We could actually pick grapes from one of the bedroom windows. Our neighbors, that night, were from Edmonton.

At the ferry the following morning we surprised a lot of fellow rallyists when we told them of our route. Most said that they would never take their cars through “the Molesworth” and if they did it would certainly not be alone. One of the Kiwis told me that he had lived in New Zealand all his life and the “Molesworth” was something he has always wanted to do. He sounded quite disappointed after I told him that it was my 5th time in a vintage car. This gave us a boost and we felt that it was one up for the Canadians.



After a smooth crossing and a few more hours driving we reached our destination. Later in the day we picked up our registration package and headed for our motel to peruse the information.

There were six rally routes spread over 12 days with other events on alternate days. We had chosen to complete the long routes (there were short and medium options) which meant about 100 miles each day to a rally destination returning by a shorter route of 20-50 miles. Each destination town put on a good show and made us very welcome with

prime parking in the town center and plenty of local attractions for us to look at. Since there were over 700 entrants it meant that each day's rally had just over 100 vehicles.

We had chosen the “competitive” option, which meant timed sections on each day's rally. The idea was to finish with zero points but by halfway through the event we had accrued 35 points. The numbers for other



entrants varied from 0 to something over 1200 so we didn't feel too dejected. It was all about the fun anyway.

Each evening there was entertainment at the rally HQ with a different theme every night. The organizers had lined up some of NZ's best entertainers and we had some very enjoyable evenings. The final Sunday was organized as vintage car show for the general public. The racecourse in the center of town was the location and over 35,000 people attended.

By way of thanks to the people of the city for putting up with the extra traffic etc. an evening tour of all the entrants was hastily organized. There were 3 different routes of about 10 miles each through the city. The streets were lined with people and spectators and entrants all had a good time. We were fortunate to be riding in the back seat of a chauffeur driven 1933 Rolls Royce, drinking wine, and waving to the crowd.



The next morning it was time to pack the car again and head south to the ferry. This day we encountered the only rain on our trip. After a dry crossing we headed south down the main highway then cut across country to get back to our starting

point. In all we covered just under 1500 miles without any problems.

A couple of days later we headed further south to spend a few days with other friends and ended up driving from the east coast to the west coast, attending a Rolls Royce club picnic, visiting a friend on a sheep farm, and generally enjoying our last few days.



We returned to Canada on Feb 3rd to find that we had missed the only cold spell of the winter. Of course, we felt bad but what could we do?

New Zealand is a great place to visit for anyone with an interest in cars. Any type of car and any age. There are events happening on an almost continuous basis somewhere in the country. *(I think you just have to pick one and remember to stay on the 'correct' side of the road! – Ed)*

*Story and Photos provided by
Trevor Beatson, intrepid*

Triumph and MG Driver as well as World Traveler

Technical Updates

Troubleshooting 101



Dave Pearn provided me with a bunch of things that will make their way into Crown Wheel and Opinion over the next several months. One item was a full copy of this publication from 1977. I'm not sure who offered it for distribution, but I thought the contents were something we could incorporate into a beginner's guide/tech manual for our LBCs. I plan to edit some of it and put it in future newsletters.

Not everyone in our club is blessed with a John Twist level of knowledge when it comes to working on our cars. And, since we do not do it

day in and day out we are sometimes prone to forgetting things. I know there are people here that have forgotten more than I ever knew about maintaining cars.

This book was written for an audience of Ford/GM/Mopar types, but it gives you an idea of what we could put together, maintain over time and make available through the club website. The index gives you an idea of what it covers.

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The following picture shows why it is good basic information but needs updating. For example, if you are getting lead fouling on your sparkplugs, you need to try a different fuel supplier.

SPARK PLUG CONDITION

Your spark plugs are an integral part of your engine's operation, because improper operation of the spark plugs, for whatever reason, results in an incomplete combustion of the fuel used. This results in unsatisfactory performance and power, poor gas mileage, and dirty air ... *pollution*.

A great deal about your engine's general operating efficiency can be determined by inspecting your spark plugs on a regular basis ... for best results, follow the procedure listed below:

1. With the engine OFF, carefully remove each spark plug wire by grasping the wire's terminal or boot (*not the wire itself*) and with a twisting motion, gently pull the wire from the plug ... Label or arrange each wire to insure it's replacement on the proper cylinder.
2. Using a deep-well socket wrench, loosen each spark plug about 2 turns.
3. Blow or brush all dirt, etc., from the plug well to prevent foreign material from entering the cylinder.
4. Remove all the spark plugs and place them *in the order they were removed* ... this will help you relate any unusual findings to the correct cylinder.
5. Inspect each spark plug for evidence of wear or abnormalities ... If abnormalities are detected, the cause *must* be corrected, because merely installing new spark plugs will only *temporarily* correct the problem.

WORN PLUG



Worn plugs with wide gaps may fire at low or moderate speeds, but will fail at higher speeds or under load. Worn plugs have rounded-off center electrode and wider gap than normal. Abnormal electrode erosion is generally due to overheating - a plug too "hot" for operating conditions. Split insulator tips are also a sign of running too hot.

OIL FOULING



Wet black deposits on the firing end. May be caused by worn rings or cylinders. Hard baked-on black deposits indicate a "cold" plug in an oil burning engine. If condition not too severe, a hotter plug may help. If engine is new, problem may clear up when rings are seated.

FUEL FOULING



Soft, fluffy, dry black carbon deposits. Generally due to a rich mixture, incorrect carburetor operation, improper choke operation. Excessive idling and improper heat riser action will also contribute. If after checking all causes the condition persists, a "hotter" plug might be necessary.

NORMAL PLUG



Center electrode fairly sharp at edges. Insulator looks dry and has a light deposit of tan or light gray powder on insulator. Center electrode is still reasonably "square edged" and gap hasn't eroded too badly.

LEAD FOULING



Red, yellow, brown and white deposits are by-products of combustion. At low speed these have little effect. At higher speed they melt and become conductive and allow plug to "short" intermittently. Condition usually calls for new plugs although cleaning will help temporarily.

GAPPING THE PLUG



When gapping always use a wire gauge. A flat feeler gauge will not do. Bend only the side electrode. Gap to the limit recommended for the engine. Always install plug carefully and only to torque recommended. Wipe off all dirt and oil from insulator after installing.

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My thought is that we could add new material each time we hold a tech session or update the content as new or updated information comes available. I could keep an index available in the Newsletter file. A tech file could include material from multiple sources, NAMGBR, MG Driver, other sites and member submissions. If you find a good article, we will add it to the file.

It's just a thought for now but if you think it is a good idea let me know and I will start the file.

Thanks Dave for the ideas.

Legion Car Show 2021



SIRDN (Stuff I Really Don't Need)



Not my garage but it could have been!

I suspect if I were to ask most members of CMGCC they would say outright, or at least sheepishly admit to having a few things stored in the garage they probably don't really have a good use for. Truth be told, if I ask the female members, or our members' spouses the answer might just be a touch more emphatic! More like, "If you would get rid of all that car stuff, crap...(insert your own descriptive term here!),

we could have room for..... just about anything you can imagine.

This of course is notwithstanding the fact that they may have two closets, a storage room and a craft/sewing/scrapbooking/whatever hobby space full of other materials, but that's another story probably for someone braver than I. (Who knows there may be something useful hidden in there – like a bolt of upholstery grade vinyl or some such thing.)

The reasoning for having all this stuff, usually with a plethora of stories to back up the claim that; "As soon as I get rid of such and such, whatever left-handed widget it may be, I will find the NEED for it!" I have been quoted as saying this once or twice myself!

Now, I am not talking about the miscellaneous nuts and bolts collection or good hardware but rather the 30-year-old spare parts for a car you sold 25 years ago. You possibly didn't need all of them then, but if you were racing or rallying you probably had at least two of anything that might break. Or you might find that extra gear set for a track you raced once, or the specialty piece you fabricated to install some special instruments or parts on the car. One good friend in Edmonton years ago had enough parts and pieces in the attic and the yard behind his shop to build at least 3 roadworthy Volvos complete with spares. (Carl's Place come to mind anyone?)

Unfortunately, I can't let myself off the hook here. I still have Datsun and Volkswagen bits that I can't use but – somebody might need them. You just never know; Jim Herbert has a Datsun! Hey, the Personal steering wheel I had in the Rally 510 saw service in my VW Rabbit diesel commuter car when we lived at the coast. (See the Buy and Sell next month, maybe if I can bring myself to part with it). It comes with two hubs, Datsun and VW, depending on what you need. Sorry don't have an MG hub.

Downsizing to move into our condo is driving me to write this article. It gets difficult when you move to a space that has rules about what you can, or more to the point can't do with your vehicle in the parking garage. (You had better not get caught doing anything but parking the car there). So, why hang on to the stuff? Well, a few years back my old rally partner and I talked about doing the Targa Newfoundland one

day, not sure that is still on the bucket list –we can always check to see what the target times are for old



Who knows what you can put in the garage after the clean up and cull out!

MGs. Both of us now ascribe to the thought that “The older I get, the faster I was” school of competitive driving. Funny thing though, I seem to be doing less and less of the things I used to take as a matter of course looking after a vehicle. But, back to all that stuff in the garage. I can’t just throw things out. But I have to say that the process of downsizing can be cathartic. There is something to be said for NOT keeping things that has followed you through 3-4 household

moves without ever being needed, even by you. So, it becomes trade for something I do need, sell, or give away. I see there are swap meets upcoming - there is the Buy and Sell, (our club redistribution tool), or as a last resort, does anyone know if the Diabetic Association wants to build a Vintage Rally Car?

Events:

Meetings – Zoom is about it so far this year!

Both of our first meetings for 2022 were via Zoom as Omicron kept us from meeting in person. Glad we got the Year end party in early! Turnout was moderate, discussion was lively and things look good for the rest of the year. Watch the calendar for upcoming meetings and lifting of restrictions, March is day to day for in person but look for an announcement soon.

Thanks to John, Dick and Charles for putting together a zoom session on car preparation for summer. More tech sessions to come later – hopefully in person.

So, you still want to be a secretary!

CMGCC is still in dire need of someone to step forward and take on the role of Secretary for 2022. The role involves the following duties (taken directly from the CMGCC By-laws)

The Secretary shall attend all meetings of the Club and the Executive Committee and prepare and keep accurate minutes of any such meetings.

In the event of the absence of the Secretary, the chairperson of the meeting shall appoint another member in good standing to discharge the duties of the Secretary for that meeting.

Under the direction of the President, the Secretary shall have charge of all correspondence of the Club.

The Secretary is responsible to provide notice of all meetings as required by these By-Laws.

The Secretary shall prepare and submit any and all reports to any government or legislative body to which the Club may be legally required to report.

John has said the job also involves keeping him organized through the year – so there are some unwritten duties included in the position. He has assured me though that these should be minimal.

Seriously, this is one position the executive does need filled, and it is a great way to be involved with what is happening in the club.

The 2021 CMGCC Mileage Award Winners were:



Mileage Awards

Most Miles: Trevor Beatson 3,460 miles

(I think he may already be out racking up more miles for 2022)

Least Miles: Terrence Walters 1,204 miles

(Maybe next year he can add up miles from his “A” and “B” cars) – the fact that he is shown here on foot is not a reflection on Terrence’s MGB. He is noted for covering a lot of ground very quickly in his car.

Side Note: Our Ultimate ‘Next Gen’ member, Elliot has racked up a few miles with dad over the years. Ed.



A Special Anniversary

Midway through last year John Towler got a call from the daughter of a couple celebrating their 60th wedding anniversary. The couple, Dave and Wendy McIvor met when David became enamoured with Wendy, or more particularly her car, a lovely beige MGA. (I'm not sure the official colour name.) Long



story short, the family wanted to recreate the initial excitement of that initial romance and reached out to CMGCC to see if a suitable MG might be available to rent

or borrow for the occasion.

Into this picture stepped Duncan MacFarlane with his red MGA. Duncan agreed to spend a morning with Dave and Wendy and give them a ride in his MGA and set up some pictures with the car. Unbeknown to Dave and Wendy, several of us decided to join in and make it a real MG celebration. Lots of chatter, nostalgia and good times ensued as we found Dave had



Dave and Wendy – 60 years ago with Wendy's MGA



some connections to past members of CMGCC and Wendy told some stories about her history and adventures with her MG. I will leave it to her to tell you her story of travelling with a girlfriend in the car, on a hot day, and meeting up with a construction crew on a road in BC.

The CMGCC Crew that came out to celebrate

Dave, Wendy and their neighbors thanked us all for a trip down memory lane, an impromptu car show on their street and a lot of surprise fun on a Saturday morning.

BTW- Everyone who came out enjoyed meeting Dave, Wendy and their family. – we have new friends! ED.

Past Driving Challenge Shots



The idea is to get more pictures this year than ever before, with more members included than ever before! So – get snappin' those pictures! Ed

2022 Event Plans:

Our Events Chairman is currently warming his bod in the Florida sunshine these days but he assures us he is working on both new ideas and our traditional events for next year.

Who knows what we can get up to next year? We can hope to be free of COVID and all its variants and can maybe gather a little more easily than last year.

We started back to in person club meetings end of last year, and we can add social time and real programming to those for 2022. Using our garages, we can potentially hold some winter tech sessions now that the LBCs are safely tucked away. I don't know about you, but the winter projects have started in my space but they are proceeding slowly. Details of our upcoming meetings will be on the calendar and watch for John's emails.

Please look to our calendar for upcoming events – with COVID 19 and the fifth wave, 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 is on the schedule. Go to the main web page and scroll down to events. <http://calgarymgclub.org/main.html>

What to Look for in Upcoming Issues:

Coming Up:

This year marks the 60th Anniversary of the MGB! Look for a dedicated MGB Issue later in the season (think about when the first B came available?!).

Future Issues:

Tour Suggestions: - where you can go in your LBC and find friends you haven't met yet.

More Member Profiles – who's who in our zoo!

Look for new members, long time members, old members and anyone else with an interesting MG (or other automotive) story to tell.

Association updates – NAMGBR, MGOC, NAMGAR, and those 'other' marques – an alphabet soup of Classic Car Organizations

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

If you have ideas or suggestions for content, I am always looking for more new ideas so don't hold back.

The big event for all of us this coming year is MG 2022 and the tour to get to Peterborough:



Photo Courtesy: Parks Canada



CAR SHOW
TECH SESSIONS
FUNKHANA
VALVE COVER RACING
MODEL COMPETITION
PHOTO CONTEST

LIFT LOCK TOURS
LOCAL RALLY
SELF-DIRECTED DRIVES
PARKING LOT PARTY
SPECIAL GUEST SPEAKER

MG 2022
THE NEXT GENERATION
WWW.MG2022.ORG

During the summer of 1992, hundreds of MGs converged on scenic Peterborough, in the Kawartha Lakes region of Ontario, for the inaugural convention of the North American MGB Register. Thirty years later, we are going back to where it all began. Come join us June 19th to 23rd to honour our history and celebrate the future. We will have a slew of activities for enthusiasts of all ages including a car show, tech sessions, lift lock tours, funkhana, local rally, self-directed drives, a parking lot party and an awards banquet with a very special guest speaker. We look forward to seeing you in Peterborough at THE MG event of 2022!

JUNE 19 - 23, 2022



North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

Come to Peterborough and help promote MG2023 – in Calgary

The Back Page:



Trish's Comment: Rrrrrright!!!!!!

