



Crown Wheel and Opinion

The Almost Quarterly Newsletter of the Calgary MG Car Club
Volume 4 – Number 1 – February 2024

Mid-winter Blahs – the Recovery Issue!



LBC Snow
Shovels
(I knew that air
dam would be
useful
someday)

Highlights: More Tech This Issue:

- Forensic Engineering – An MG Midget Wheel Stud Analysis Part 2
- Repair a Coil-over Suspension
- So – You Want to Put On a Club Drive





Trish with 'Kimmy' (Cecil B Kimbear) and our C at Hoods on Horton two years ago – I think

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- volume 4, number 1

Editors' Letter – February 2024

"Yeah It's Still Winter"

Mother nature has been a real tease this year. Much of our weather has almost qualified as LBC weather. I thought Duncan would have to declare Driving Season open even before we presented the trophies in January for the 2023 Driving Challenge. However, this last cold snap and snow have reminded us what season it really is in Calgary. (Spring!? – HA-HA-HA.....)

I hope you are well into your winter projects for this year. Unfortunately, I'm not, YET. Trish and I lost January to a flu bug that resulted in this issue being later than intended. However, we will catch up through the next few months. Perhaps the tech articles in this issue will add some inspiration if you are also a bit behind. The issue is now even later as we took off to Honolulu for a couple of weeks.

2024 promises to be another busy year. Reg has a number of things lined up already, including a few longer drives and shows in Edmonton (the Alberta ABFM) and Saskatoon (Brits by the Bess). As well, if you want to travel a bit further, Andy is organizing a run to the Rallye, Glenwood Springs. This would be a 2-3 week run to Colorado with multiple stops there and back and multiple driving events when you get there. There are tours and a TSD Rallye as well as the car show to keep you busy. If anyone was worried there would be a reluctance to organize events this year following our success last year with MG2023, it appears there is nothing to worry about, the calendar is filling with lots of opportunity to get you on the road. I expect there will be tech sessions to follow soon.

Plan to be a part of it, I think we may be getting the cars out early this year. I know everyone I've talked to at the January and February meetings are looking forward to club events this year.

But for now, the weather has turned yet again, so relax, and find a corner to enjoy this issue of CW&O. We hope we have come up with some interesting reading. Thanks to John Towler and Terrence Walters for the ideas and materials for the tech section. Meet the new executive for 2024, relive the Christmas Party and other Events. See who picked up the hardware last year, check the final installment of MG models owned by members series. We do have more MGBs than any other model. Also, enjoy the pictures many of which are the results of the 2023 Driving Challenge.

Until next Issue, here is our look back at 2023.

Dean and Trish Harrison, Editors, CW&O



Dean and the MGC at a Railway Station – can we say - Challenge 2024!

Crown Wheel and Opinion

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

CW & O is the ‘official’ publication of the Calgary MG Car Club. It is normally published four times per year although special issues will be produced when club activities warrant, content is available or the editors feel like it. The material herein is the sole responsibility of the editors and cannot generally be blamed on the club executive or any club policies.

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On the Cover this Issue: Just like Winter in Calgary –Enjoying your LBC - Anytime!

Presidential Ponderings –



Well, 2023 is behind us ...and what a year!

With an early start to winter, I had officially declared that midnight, October 31, 2023, would be the end of the 2023 Driving Season. Of course, we then had one of the mildest, snowless Novembers ever! We may consider just setting the end of the Driving Season to be 2 weeks before the Annual Awards and Christmas Party (usually the first Friday in December). So, the end of the Driving Season could potentially be as late as November 22, 2023. So be prepared for the coldest, snowiest November ever.

There is a Christmas Party write-up by the editors later in the issue, but our 2023 Award Winners were:

President's Award: Henri Lefebvre
Todd Arthur Reg Beckett
Least Miles: Dave Pearn
Hard Luck: John Towler
Most Miles: Barry Walker

At the 2023 AGM the Club Executive had a few new positions open. Troy Parker is now Treasurer – and has some big shoes to fill with the departure of Henri Lefebvre from the Treasurer position. Terrence Walters agreed to be Secretary. Probably the second toughest job after Treasurer!

The Club was quite active and raised over \$3000 for the Veterans Food Bank and a further \$1180 for then Calgary Food Bank. I hope that we will continue to help out the less fortunate in our city. Any suggestions for fund raising opportunities (drives, raffles, etc.) are welcome. I'd like to see us continue to contribute where we can.

The upcoming year has several great events. Here are a few – and this is only until June! There are several local events as well. The Ultimate Car Show at the Reynolds Museum, the European Classic Car Meet, Bowness Auto Show, Dalhousie Show and Shine, River City Classic and more. And, if you want to travel further afield this year how about:

- NAMGBR Convention in Katy, Texas. 21 – 24 Apr 2024 Information: <https://mg2024.regfox.com/register>
- Vancouver ABFM, VanDusen Gardens, Vancouver BC. Saturday, 18 May 2024 Information: <https://www.westerndriver.com/?cat=5>
- Rallye Glenwood Springs - Denver Colorado. 7 – 9 Jun 2024 (Background in the last issue)

And don't forget the bi-weekly Breakfast Meetings at Grey Eagle Resort and Casino, 3777 Grey Eagle Dr held ever second Tuesday morning. Tech sessions will be showing up in the Events Calendar as we approach spring. These sessions are a great way to diagnose or repair our LBCs for FREE!

All the above will give you chances to join the 2024 Driving Challenge. Full details are on the Club Website, under Events.

The Driving Season seems a long way off after the last few weeks. But not from here in Mexico !

And finally, for those of us tidying up our cars over winter, remember:

“Lucas is an acronym for **L**oose **U**nsoldered **C**onnections **A**nd **S**plices.”

Cheers!

Duncan

Duncan MacFarlane, President, CMGCC

Breaking News: The 2024 Driving Challenge is Underway!

Just in case you missed the email and the meeting, I wanted to let you know that the first submissions for the 2024 Driving Challenge have been submitted. Building on a third-place finish from last year, Andy and Donna have sent in a few pictures to start for this year. The rules are out, the targets identified, and the driving awaits. Now if the weather would cooperate!!



The alphabetic geographic targets have started; this picture is brought to you by the letter Q.



And this one is sponsored by the Alberta Parks Service. Any good chance to get out is a good one.

The gauntlet has been thrown down. No excuses, it's time to get out taking pictures!

Newsletter Quiz number 13



Does anyone know the Make and Model of this car?
It is British.

Here is the answer to the last quiz question.

Newsletter Quiz number 12:



Evante 140TC – produced for about
10 years in low volume.

More about the car on the next page

Evante 140TC

The Evante was a tiny sports roadster built on the design of the Lotus Elan and was in production between 1984 and 1994. The Evante shares much of the styling with the Lotus, but also has some MGB features to go along with it.



The Evante was originally powered by either a 1.6 or 1.7-liter inline-4, but this was upgraded to a 1.8-liter Ford Zetec 4-cylinder when the original manufacturer went bankrupt. The car remained in production under a new company but was eventually discontinued. Plans to revive it for the 2001 model year were

speculated, but they quickly dissolved as anticipated demand wasn't enough to go into production.

Letters

Hey – we love the feedback – and we do publish it! So let us know what you like, dislike, want to see more/less of or just to tell us off. We can/will always tell you what we think. We are often irreverent, sometimes politically correct and yes, we control the content!



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

Newsletter@calgarymgcarclub.org

Just 'cuz, It Looks So Good!



Car shows are always fun.

Club News

Membership

Renewals for 2024 are now due. The year promises another fun season of driving, wrenching and social activities. Renewal is only \$40.00 before March 31, and our dues support many of our club activities. Anyone rejoining after March 31 is considered a new member and new member fees apply.

Individual memberships are \$40.00 annually, plus the new member fee of \$10.00. We continue to grow, adding more new members this year. While we have a bit of turnover from year to year as cars are bought, sold or passed on in families, our membership has held steady over the past few years. It has even grown a little. (Thanks in no small part to MG2023!)

As of today's date, we have 42 members who have not yet renewed their membership. (total members is 72, including 2 lifetime and 1 honorary)

We look forward to seeing you back, so drop a quick note to Azim Bhatia, our Membership Chairman or Troy Parker, our new Treasurer. Both of whom will be glad to hear from you.

Since our last reporting we have added two more new members, neither of whom reside in Calgary. They are:

Ralph Zbarsky from Vancouver.

Ralph was with us at MG2023 and owns the fully restored 1967 MGB GT that was featured in the hotel lobby at MG2023. It is the only Works Prepared MGB GT Race Car ever built.

John and Joanne Baker from Edmonton.

They have a 1967 silver blue metallic MGB – 302 V8, Tremec 5 speed transmission, positraction, Wilwood disc brakes, ac, adjustable coilovers.

In the words of Azim – our membership chairman (and one of our club's biggest cheerleaders):

It is through the efforts and participation of our membership that the club, its activities and events prosper and we encourage all members to get as involved as time permits. Bring us your ideas for events, drives or anything else and let us all make this an even better car club.



Ralph Zbarsky's MGB GT race car as prepared by the MG Works Division for competition. (As seen at MG2023 in Calgary)

Yes - It is as gorgeous as it looks

Your 2024 CMGCC Executive

Following the completion of our AGM in November, we have a new executive. There are several returnees, some in new roles and a new member to the executive this year. So, in response to a steadily diminishing number of requests here is the team tasked with setting direction for the club, organizing events and generally managing everything for 2024.

President:	Duncan MacFarlane
Vice President:	John Towler
Treasurer:	Troy Parker
Secretary:	Terrence Walters
Events Chair:	Reg Beckett
Membership Chair:	Azim Bhatia
Communications Co-Chairs:	Dean and Trish Harrison
IT/Webmaster:	David Morris
Regalia Co-Chairs:	Reg Beckett and Duncan MacFarlane
SVAA Representative:	Shawn Janke

Meet Shawn Janke – the Newest Member of the CMGCC Executive Team



My journey to the Calgary MG Club actually began when I met Michelle. We will have been together 40 years this April and I am grateful that we found each other on that Friday the 13th at a dance held at her school. Little did I know that this was the start to a life that would eventually involve the Calgary MG Car Club. She has always had an affinity for British Sports Cars and while I was looking for several years for the right to opportunity surprise her with her dream car, I was also a skeptic with all the stories I heard about British cars, so I wanted to ensure that we got the right car within the right budget.

Last April, my son insisted we go look at a 73 MGB which was much more affordable than I thought was reasonable, so I was very suspicious. Much to my surprise, we found a great driver car in decent shape with enough spare parts to know that I had to get it, providing that Michelle liked it. She Loved it, we bought the car, and I joined the club in May to find out more about it. I was so impressed by the hospitality of the club and the information sharing that I have drunk the MG Kool-Aid and only wish we got involved earlier in life.

I consider myself a textbook mechanic. This has helped me keep most of my cars going all my life. I learned from my grandfather, who farmed all his life, what you could do with a bit of bailing wire and

duct tape. (Standard MG Procedure – Ed.) I bought my first car when I was twelve from my grandfather in trade for summers work on the farm. A 1966 Plymouth Fury III for which I had grand plans. But, Cragar Mags and Mopar upgrades would have to wait until I was old enough to drive. Until then, I could drive it on the farm. By the time I turned 16 in 1982, my Plymouth had unfortunately become home to the local mice and victim of time, resulting in too much damage to affordably make it street legal. From age sixteen to now, the cars that I have driven or owned consist of a Ford Maverick, Pontiac Acadian, several Honda Civics 76-78, 1991 Honda CRX SE, Subaru Legacy, Oldsmobile Cutlass, Dodge Caravan, Dodge Journey, Jeep Trailhawk and part time driver, full time mechanic of a 1973 Red MGB named Queenie.

I am looking forward to cleaning up the small bit of rust with the car this winter/spring as I have a mandate to ensure it is ready to drive come the nice weather. With the guidance of the club along with information from NAMGBR, I think I will be able to do this myself. I believe in giving back to a community where I can so when the opportunity came open to support the Club as the representative on the SVAA, I was happy to volunteer. I am considering joining the SVAA Board later this spring.

Working to keep these great classic cars on the road and enjoyed the way they were meant to be is important to me. Driving cars has always been a freedom that I have cherished and I hope to keep that going for my kids and beyond.

Welcome Shawn, Michelle and Queenie! we are glad to have all of you with us at the meetings and on the road! Good luck with the winter projects – it's great to have a full mandate to work on the car! Cheers D&T

Another Idea for an Event –

Ever been to an auction? As a club, we could do this! A few years back Trish and I did attend the Barrett Jackson for a day. It's amazing what you can find for sale: Did you know Carroll Shelby's first race car was an MG? Here's the car, it sold at BJ in Scottsdale for just over \$150,000.



<- the poster!



The car! ->

There was another Shelby car sold – a twin turbo 427 Cobra (his personal one) sold for \$5.4M

MG Centennial Driving Challenge – That’s a Wrap!!

Last year gave us the biggest, most complicated, and far-reaching Driving Challenge undertaken by the club. 100 potential targets were identified and a total of about 210 points were available to be earned by teams and drivers taking part. For the centennial anniversary year of MG, there was an additional award for those earning 100 points in the Challenge. The challenge was taken up by several of our regular teams from past challenges and by two teams new to the club.

So, who were the contenders for the Challenge this year, and who was successful? Well, to start with based on the comments from the teams, everyone had a blast doing the challenge. So, who were the big winners:

New members, Barry and Julie Walker of Raymond AB, acquired their MGB this spring, joined the club and literally ran away with the challenge. They accumulated 172 points, almost all of which were found during driving season. In the process, they also won the award for the most miles driven, but that’s another story. (See Christmas Party later in the issue).

Second place in the challenge were Dave and Brenda Blair. They are also new to the club with an MG Midget. Their approach was to look at the challenge targets on days off and plan drives around finding opportunities for pictures. This worked well and garnered them 127 points.

Our organizer for past challenges, Andy Hardie with his wife Donna Messier took third place. They got off to a good start, winning the pre-driving season challenge and then went quiet for a bit. Some little event called MG2023 came up and kept them somewhat busy for a while. But following that, they came back with a vengeance toward the end of driving season. They finished with 106 points.

Several other teams also submitted pictures of their cars during the year. These teams included Henri and Nicole Lefebvre, Reg and Jane Beckett and Cam and Jill Lambert.

By the way, your editors tried to complete the challenge and did manage to collect 101 points worth of pictures. But, since we were also the challenge organizers, we were not eligible for the overall or the season awards. Take a look at the pictures from the event this year (next page) to see what you can get yourself into, just by getting out in your LBC. By the way, did I mention that:

The 2024 challenge has already started! (Check back on page 5)

2023 Winners



Barry & MGB at the Sunset Drive-In High River



Dave & Brenda's Midget in the Weaselhead

A few more pictures from the Centennial Driving Challenge:



CMGCC Christmas Party



About 50 members and guests drove through the snow to attend the annual year-end Party and Awards Banquet at the Danish-Canadian Club on Dec 8. Unlike some past years, there were no LBCs in the parking lot. A few inches of snow has meant the Driving Season really has ended for 2023.

Following a boisterous social hour, the assembled company chowed down on a buffet of turkey, seafood, veggies and salads. Following dinner our hosts; Duncan MacFarlane and John Towler presented the 2023 club awards and the mileage plaques for the year.

The 2023 Awards:

President's Trophy: Henri Lefebvre - This year, the President's Trophy went to Henri who in the words of our president, Duncan, is one of our most unsung heroes. Henri has been serving as our treasurer and keeping tabs on club assets, funds and making sure the administration of the club was in order for more than 7 years now. This year the job was much larger as Henri also had to keep NAMGBR in line as we put on MG2023. Henri also administers our Buy and Sell, the club exchange for LBC parts and other automotive items members want to either divest or add to their garages. Henri and Nicole are mainstays of the club, participating in many drives and tours over the years. Throughout it all, in his brief club reports, we always had his quiet assurance: "It's OK, we have money."

Most Miles Driven: Barry Walker - There is nothing like jumping into the deep end – right off the bat! Barry supported and encouraged by his wife Julie acquired an MGB, joined the club and proceeded to make most of us look like pikers when it came to enjoying our cars on the road. Touring Alberta in their new to them, MG, they covered some 9000+ miles during the 2023 Driving Season. Truly amazing! Oh, did I also mention, they live in Raymond and still get to our meetings?!

Least Miles Driven: Dave Pearn - Life can get in the way of getting out in our LBCs at the best of times. Family travel back east put a crimp in the MG mileage for Dave and June this year. Then a Corvette returned to the Pearn garage which conspired to further reduce their mileage in the B. Their total for 2024 didn't make it past 300. But we do see Dave at most of the bi-weekly breakfast sessions at Grey Eagle Casino. He is one of the most dedicated attendees.

Hard Luck Award: John Towler (surprise!!) - Full marks to Duncan for catching John out with the Hard-Luck Award this year. He just handed it to John to present without saying anything, leaving John to discover by reading the trophy that he had indeed 'won' the award for 2023! John purchased an MG F only to be rear-ended by another motorist within a week! This precipitated a repair that became a bit of an epic. Late in the driving season, he did get the car out of the shop in time for a few miles before putting it away for the winter. Oh well, the 2024 driving season is only a few months away.

Todd Arthur Memorial Award: Reg Beckett - Some people don't expect recognition. They just quietly do whatever is needed when it is needed. Reg put together several drives for the club and ensured everyone knew what was going on where throughout the whole year. He also stepped up at MG2023 leading drives and working tirelessly on the day of the show. He may not have driven the most miles but his smart watch step count at Heritage Park the day of our show registered was 27,000+. And, when a few people missed their bus departure to Banff, he along with Charles made sure they caught up with the tour by Cochrane. You can always count on Reg and Jane for a great time in Carstairs at our tech sessions when their garage and back yard become a favorite spot for learning and BBQs.

Gas Pump Award: Connor Tansey - This may be the start of a Rookie of the Year award for the club. Conner has taken his love of MGs (At least MG Midgits) to new heights for the club. He has involved himself in all kinds of club activities and continues to learn from us 'old guys' whenever he can.

Other Fun and Frivolity

Following the awards, Jane Beckett hosted the annual gift exchange which saw serious competition for a gift that included lottery tickets, and another which was a vintage Husky Oil car blanket. The lottery tickets and blanket were stolen by several people. Others in the group tried to hide their gift choices, some even successfully.

As well, we held a silent auction for two jackets that were owned by Morris Calvert a past member of the club who passed away from a stroke in 2017. Trish and I brought them to the party at the suggestion of the group at the last breakfast. Anna Calvert, Morris' widow had asked us to see if there was any interest in them by current members. The jackets were:

1. A Golden Bear wool and leather winter jacket with a CMGCC logo; and
2. A vintage Shell Oil Racing Jacket (from Shell 4000 days)

The Leather jacket went to Andy Hardie and the Shell jacket went to Troy Parker.

Finally, there was a push for donations to the Alberta Veterans Association Food Bank, the charity we supported at MG2023. A great time was had by everyone attending and the club continues to provide effective community service throughout Calgary and vicinity.



The 2023 Mileage Award Winners

The Award Winners from 2023 – We are proud of you all!



Connor Tansey receiving the CMGCC Gas Pump from the MG2023 Silent Auction.

Barry Walker – Most Miles in 2023



Dave Pearn – Least Miles in 2023

John Towler – not sure what to do with the Hard Luck Award LOL



Reg Beckett – Todd Arthur Memorial Trophy

Henri LeFebvre – President's Trophy



MG Inventory Continued – MG Models Owned by Club Members - Part 5 – the MGB -and MGB GT

By far the largest number of MGs in our club are the venerable MGB and MGB GT. We do have more of those in the inventory than almost all of the other models combined. All you have to do is look at the number of MGB classes at MG2023. They comprise about 20 of the almost 30 MG classes identified for the NAMGBR car show. From the start of MGB production in 1962 to the last iteration the MGB GT V8, many new variants came to be. Pull handle roadsters to V8 GT's all fall under the category MGB.

History

The MGB was manufactured and marketed from 1962 until 1980 by the British Motor Corporation (BMC), later the *Austin-Morris* division of British Leyland, as a four-cylinder, soft-top sports car. It became the replacement for the MGA on 19 September 1962. Variants include the MGB GT three-door 2+2 coupé (1965–1980) and the MGB GT V8 (1973–76). Total sales for the MGB, MGB-GT and MGB GT V8 combined were about 514,300 cars.



Some of the MGBs in our club. BTW – BRG is the only color!
– Right?

The concept for the MGB started in 1958 with a prototype known by its Abingdon codename; MG EX205. Structurally, the car was modern for 1962, it had a unibody structure, instead of the traditional body-on-frame construction. However, mechanical components such as brakes and suspension were developed from earlier designs including the MGA and other MG models. The B-Series engine had its origin back in 1947. The new design reduced manufacturing costs, added overall vehicle strength and improved creature comfort for driver and passengers. The MGB was one of the first cars to feature controlled crumple zones designed to protect the driver and passenger in an accident.

Drivetrain

All MGBs (except the V8 version) used the BMC B-Series engine. This engine was essentially an enlarged version of the MGA engine, with displacement being increased from 1,622 to 1,798 cc. Early cars used a three-main-bearing crankshaft. This was upgraded to a five-bearing crankshaft design in 1964, along with positive crank-case ventilation. Horsepower was rated at 95 net bhp on both versions with peak power coming at 5,400 rpm with a 6,000 rpm redline. Torque output on the MGB had a peak of 110 lb-ft. Fuel consumption was around 25 mpg. Obviously, not all changes were improvements. US specification cars saw power fall in 1968 with the introduction of emission standards and the use of air pumps. By the late 1970s, California spec cars only produced 70 hp.



A sectioned MGB showing engine and gearbox configuration

All MGBs from 1963 to 1974 used twin 1.5-inch SU carburetors. US spec cars from 1975 used a single Stromberg 1.75-inch carburetor mounted on a combination intake–exhaust manifold. This reduced power and created longevity problems as the (adjacent) catalytic converter tended to crack the intake–exhaust manifold.

All MGBs from 1962 to 1967 used a non-synchromesh four-speed manual gearbox with a straight-cut first gear. This gearbox was the MGA unit with minor upgrades to cope with the output of the larger MGB engine. In 1968, this gearbox was replaced by the full synchromesh unit of the MGC. This unit was designed to handle the 150 net bhp of the three-litre MGC and was over-engineered for the standard MGB engine. The same transmission was used in the MGB-V8. An automatic three-speed transmission was also offered as a factory option but was not popular.

Electrically engaged overdrive gearboxes were an available option on all MGBs. Overdrive was operational in third and fourth gears (until 1977, when it was limited to fourth gear) The overall ratio in third over was roughly the same as fourth gear direct. Overdrive was fitted to less than 20% of MGBs.



A sectioned MGB showing the rear axle and differential

Early MGBs used the "banjo" type differential carried over from the MGA with the rear axle ratio reduced from 4.1 (or 4.3) to 3.9 to 1. MGB GTs began using a tube-type rear axle in 1967. This unit was substantially stronger, designed for the three-litre MGC. All MGBs used the tube-type axle from 1968 on.

All MGBs were fitted with 11-inch solid (non-ventilated) Lockheed disc brakes with two piston calipers on the front and drum brakes on the rear. The brake system on the MGB GT was the same as the roadster except for slightly larger rear brake cylinders. The single-circuit hydraulic system used before 1968 was upgraded to dual-circuits on all MGBs to comply with US regulations. Power brakes were not standard until 1975.

The MGB initially had an extremely simple electrical system. (the infamous Lucas electrics!) It used dash-mounted toggle switches for everything but the turn signals. Like the MGA, the MGB initially had two 6-volt batteries wired in series to give a 12-volt positive ground configuration. Numerous upgrades improved things, but the Prince of Darkness designation remained, deserved or not. Other makers certainly had very similar issues.

Early MGBs came with 155/80x14 Pirelli Cinturato radial tires. From 1972 on there were two different radial tire sizes for new cars, depending on whether it was a roadster, (155/80x14) or a GT, (165/80x14). Most present-day owners have upgraded to larger size lower profile tires.

Roadster



The roadster was the first MGB. The body made better use of space than the MGA. It provided more passenger and luggage room in a car 3 inches shorter overall. The suspension was softer, giving a smoother ride, and the larger engine gave a slightly higher top speed. The gearbox was an updated version of in the MGA unit with optional electric overdrive.

In late 1967, sufficient changes were introduced for the factory to define a Mark II model for the 1968 model year. Changes included synchromesh on all four gears with

revised ratios, an optional BW 35 automatic gearbox (except in the US), a new rear axle, and an alternator in place of the generator with a negative ground electrical system.

To meet US safety regulations for the 1968 model year, the MGB received a new "safety" dashboard, dubbed the "Abingdon pillow", and dual circuit brakes. Other markets continued the steel dashboard. RoStyle wheels replaced the previous pressed steel wheels in 1969. Reclining seats became standard.

1969 also saw three windscreen wipers on US models, as well as high seat backs with head restraints and side marker lamps. Some cosmetics also changed, including the grille and briefly use of a split rear bumper.

To meet impact regulations, 1974 US models gained huge rubber over-riders. In the second half of 1974 the chrome bumpers were replaced altogether. New, black rubber bumpers were added at the front and rear. The front one incorporated the grille and totally restyled the B's nose.

New US headlight height regulations also meant that the car's suspension was lifted 1-inch. This, in combination with the heavier bumpers effectively destroyed MGB handling. For 1975 only, the front anti-roll bar was deleted as a cost-saving measure. This damage done by British Leyland response to US legislation was only partially alleviated by revisions to the suspension in 1977, when a rear anti-roll bar was made standard equipment. US emissions regulations also reduced horsepower.

The last MGB roadster produced at Abingdon returned to Abingdon County Hall Museum on 1 December 2011, with the help of British Motor Heritage. It was lifted up 30 feet through a first-floor window of the building and now forms part of the collection on display in the main gallery.

Work on a successor to the MGB started as early as 1964 with the EX234, but due to the excellent sales of the MGB and MG Midget, BMC cancelled it in 1966. In 1968 a second replacement was developed, the ADO76, but British Leyland ceased work on that project by the end of 1970. This would ultimately become the previously mentioned rubber-bumper MGB in 1974. When the Abingdon factory finally closed in late 1980, British Leyland did not replace it. The EX234 prototype was sold at auction in 2016.

The decision to discontinue the MGB came about because of poor sales of the Triumph TR7 (Excuse me?! - Ed), which had taken over as BL's contemporary sports car offering. BL management felt that continuing to offer the MGB was cannibalizing TR7's sales and therefore took it off the market. However, the TR7 still failed to sell and was axed a year later. Another questionable BL management decision. (IMHO)

GT



The fixed-roof MGB GT was introduced in October 1965. Production continued until 1980, although exports to the US ceased in 1974. The MGB-GT boasted a ground-breaking design by Pininfarina that launched the "hatchback" style. By combining the sloping rear window with the rear deck lid, the B GT offered the utility of a station wagon while retaining the style and shape of a coupe. This new

configuration was a 2+2 design with a rear bench seat and far more luggage space than in the roadster. Few components differed, but the MGB-GT received an upgraded suspension. Acceleration of the GT was slightly slower than that of the roadster, but top speed improved by 5 mph to 105 mph because of better aerodynamics.

In 2019, *Road & Track* named the GT one of "16 of Pininfarina's Most Beautiful Designs That Aren't Ferraris."

It only makes sense; the club has its fair share of the half million MGBs ever built. For the most part they dominate the population of our drives and tours. But the key here is we all enjoy all our MGs regardless

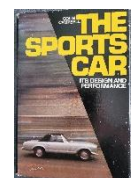
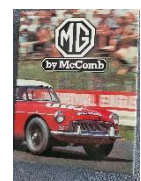
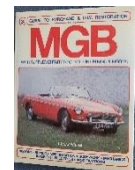
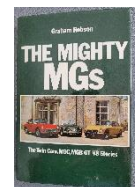
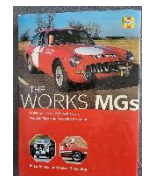
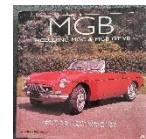
of vintage and design. The object is to get out in whatever MG you own. All cars were meant to be driven; some are just more fun than others. We just happen to have cars that are the most fun!

I hope I haven't bored you with this bit of history. If you want more there is a huge number of books available covering the production and competition history of MG. Below you will find a list of some of them.

Happy Reading – D & T

A few MG Books to look for:

- Knowles, David, ***MGB Including MGC & MGB V8***, MBI Publishing, Ocoola WI, USA
 - o MGB History
- Allison, Mike and Browning, Peter, ***The Works MGs***, Haynes Publishing, Somerset England
 - o MGs in competition, Races, Rallies, Trials and Record Breaking
- Robson, Graham, ***The Mighty MGs***, David and Charles Publishers Ltd. Devon, England
 - o Focus on the Twin Cam, MGC, MGB V8 Stories
- Porter, Lindsay, ***MGB***, Haynes Publishing, Somerset England
 - o Guide to purchase, and DIY Restoration
- McComb, F. Wilson, ***MG by McComb***, Osprey Publishing, London England
 - o A definitive MG History
- Campbell, Colin, ***The Sports Car***, Robert Bentley, Cambridge MA
 - o Not MG specific but covers design and performance of sports cars.



This should be enough to get you started for the rest of non-driving season!

Feature Article

So, You Want to Organize a Club Drive – Great! – Just Do It!!

Why Organize a Drive? - Reg is always looking for new ideas for drives and people to organize them for the club. One of the things that keep our experiences fresh is having people find new and interesting places to visit or stop for food, drink, vitamin X or even an overnight stay. Like life, it is the journey and not the destination that is most important. All you need is a place to go and a route to get there. Drives are fun; they get us out in our cars to enjoy the scenery and the fellowship of our MG Club. So, if you have a drive idea, set it up and have Reg put it on the calendar.

What is involved in setting up a drive? The short answer is – it all depends. How long or complex is the route?, What are the chances people can get lost following it? If it is a spur of the moment run for ice cream, or lunch at the pub with a few cars ignore the rest of this article and just go. If it is going to involve a few days of driving and multiple stops then read on, this can help. Likely your idea falls somewhere between these extremes. So, my advice is use what you need from these suggestions. They can involve some, or a lot of work, but you do want people to enjoy the run, so make sure they don't get lost or if they do, they can find their way out AND back.

Setting Up and Planning a Route - Modern technology (e.g., Google Maps) is a good starting point but consider old school paper maps too. I don't want to scare anyone off from organizing a drive but some planning is needed. How much depends on the type of drive, but it is always best to be more prepared than less. If you are not sure, ask someone who has organized previous drives to help. In our club, people are more than willing, especially if it involves somewhere they haven't been before.

Everything I talk about here applies to major drives or ones that involve people not used to the area. That's why I used the model for the MG2023 drives, as most people were from out of town and needed more information than less. Like I said, take what you need from this but err on the side of caution. Murphy's Law applies to drives – **in spades!**

First, choose a destination. In the Alice in Wonderland view; "If you don't know where you are going. any road will get you there!" doesn't work when you take people any distance and need to get them home again.

Second, find it on a map. The starting point for any drive is always a map, either old school paper or electronic, Google Maps, will do. Keep in mind however, that before you are done, you WILL need both. My choice is the MapArt Alberta Back Road Atlas backed up with Google Maps.

The Atlas and Google Maps each give you some but not all the information you need. As an old rallyist, I look for a level of accuracy beyond tour and drive expectations. (Honest, I have gotten over the view that every route must be measured to the hundredth of a kilometre and timed to the second!) According to Jim Herbert, MG odometers are not that accurate, even when working properly.

For this, I chose a destination involving a two-day drive with an overnight stop (Reg are you reading this?): Cypress Hills Provincial Park with a starting point in South Calgary. This does three things:

1. It uses roads we don't often get to or maybe haven't been on (Unless maybe you are Barry and Julie Walker);
2. It provides the club with an Eastern Alberta option for the Tour of Alberta; and,
3. It gives you one more great chance for socializing with MG friends.

Why do you need both sources?

In most cases, Google gives you the quickest route which is NEVER the choice for a club drive. Depending on the view, it won't give you options to make the route more interesting or better for LBCs. Google also gives you rough timing to plan stops and breaks in the drive. Once you have a base route, you can use Google, within technical limitations to explore options. It is not easy but it can be done. The worst part is Google does not give you the road surface information, (right Dick?) You can hit gravel or dirt when you least expect it.

The Atlas (map book) also shows you route options, with multiple levels of detail all at once to help you choose. It also tells you where the gravel is and how to avoid it. Using the map, you can adjust the route with Google to set the final plan. Just be prepared to deal with Google as it will assume it knows what you want and make improvements. It can be a very frustrating exercise! Ask any of us who have worked with it. Google Chat and Google Help do NOT understand drive planning at all.

Once you have the final route set in Google, go into print mode, and create a hardcopy map with a set of 'turn-by-turn' instructions. These will form the basis for your route instructions, NEVER give these to people on the drive without vetting them. They can be out of date and contain mistakes in mileage, signage, and turns because they were designed to be interpreted verbally from your phone. Often, route signs are changed or missing completely. If a driver makes a mistake Google can correct it on the fly (sometimes!). Also, Google only provides interval mileages, odometers are cumulative and Google mileages seldom match actual odometer readings.

This process produced the MG2023 Drive Catalogue. The Google wording was made consistent for all instructions. Extraneous material, incorrect references and misleading information were eliminated. The Catalogue provided both miles and kilometers, and instructions were validated by others checking the route. That by the way is the key step. Nothing can take the place of actually driving the route to validate the instructions and checking it as close to the date of the drive as possible. Will it catch everything? Hopefully yes, but it doesn't always.

On the Day; Managing the Drive - (Pictures from Reg's Water Valley Drive in August)

The safe assumption when putting on a drive is that if something can go wrong, it probably will. Get people together to the starting location early enough to relax settle in and be ready to go. Many of us are seniors, so pick a location with washrooms and maybe even coffee!? Know who has radios, and make sure



Brentwood Co-op, frequent starting location for Drives headed North and/or West of Calgary.

they are spread through the group. Make sure everyone understands the destination, who is leading and who is trailing, and provide a cell number to call if there is a problem or someone gets really lost. As a last resort, there is Google. Hold a drivers' meeting, make sure everyone knows any last-minute corrections or changes.



These two pictures show why you are out there! On the road or socializing with the rest of the crew – the Drive to the Water Valley Saloon this year – Thanks Reg!

Then, get into the cars and on the road. After all, that is what they came for. The more preparation, the better the experience for everyone. Can anything happen? Just ask those club members who ran the 'Fuzzy Bugger' event a few years ago! Trish and I conducted the final route check the night before the event and then CPR closed a level RR Crossing the morning of the event. The only route around the problem included several miles of very fresh and deep gravel through De Winton.



During the drive, use the radios often enough to keep the group together and on route. Also, use your phone for its other purpose; take lots of pictures. When you get to your destination, enjoy the opportunity to swap stories about the fun you all had that day.

When It's All Done (Shameless Plug Time)

When the drive is done, and you are back home, there is a great feeling of satisfaction knowing you were successful; no one got lost or left behind and everyone had a good time. So, compile those pictures you took along the way on club social media, grab the ones that fit and enter them in the Driving Challenge and/or send them along with a summary of the day's event to:

Newsletter@calgarymgclub.org

Now, put your feet up, relax, congratulate yourself on a job well done and start thinking about the next one. Be sensible about the set-up work. If you think the MG 2023 Drive Catalogue makes the job too intimidating, remember, it was a unique situation designed for a large group who do not live anywhere near here. Finally, one last piece of advice from someone who has been there:



Anything that can go wrong very likely will! Be ready for it!

Have Fun - Dean and Trish

Possible Start of a Route to Cyprus Hills (using MG 2023 Format)

The Start to Cyprus Hills with Ice Cream to Hold you Over					
1	0	km	0.00	mi	Turn right out of parking lot onto 35 St SE
2	0	km	0.00	mi	Turn right onto 114 Ave SE toward Barlow Trail SE S
3	0.3	km	0.19	mi	Turn right onto Barlow Trail SE
4	0.5	km	0.31	mi	Keep left to Deerfoot Trail
5	1.5	km	0.93	mi	Merge onto Deerfoot Trail
6	21.3	km	13.15	mi	Turn right onto 306 Ave E
7	22.1	km	13.64	mi	Turn left onto 32 St at Stop sign
8	25.3	km	15.62	mi	Turn left onto 338 Ave E
9	26.9	km	16.60	mi	Turn right onto 48 St E
10	30.2	km	18.64	mi	Turn right onto 370 Ave E at Stop sign
11	31.9	km	19.69	mi	Continue straight ahead on N Railway St
12	33.5	km	20.68	mi	Turn right onto McRae St
13	33.6	km	20.74	mi	Arrive at Big Dipper Ice Cream Parlour
14	33.6	km	20.74	mi	Head east from Ice Cream Parlour on McRae St
15	33.6	km	20.74	mi	Turn right onto Alberta Ave
16	33.7	km	20.80	mi	Turn left onto N Railway St
					Continues for the rest of the day

Your Winter Technical Reading (Part 2)

A Wheel Nut Study Part 2 - More Information from John Towler, our resident Forensic Engineer

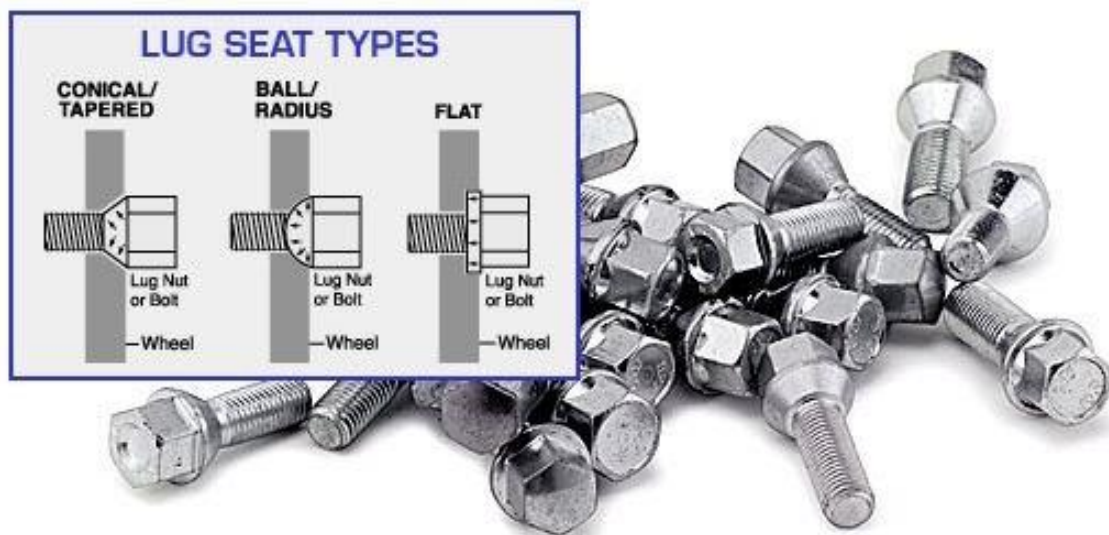
In the last issue of this publication, I presented the results of an investigation into the cause of fractured wheel studs on the Andy Hardie and Donna Messier MG Midget. I concluded that the cause was overtightening of the lug nuts, combined with the fact that the Midget's small diameter studs have less safety margin and are hence more susceptible to abuse than the larger diameter studs found on later MG's and modern cars. The major lesson learned was to always to use a hand torque wrench to tighten your lug nuts on any car, but especially your classic. This led me into a broader study into the various types of wheel nuts that are out there, how they should be tightened, and some pitfalls that can occur if one is replacing the original wheels with an aftermarket type.

Firstly, not all lug nuts are created equal. There are at least three designs in common use:

Conical or tapered – probably the most common on our N. American and European vehicles, including our MG's. As the name suggests, the nut has a conically tapered end which seats in a corresponding tapered hole in the wheel. Sometimes a bolt with a tapered flange is used instead of a stud and nut, as on some modern BMW's for example, which screw straight into the hub (why is another story!)

Ball or radiused – instead of a taper, the seat in the wheel is radiused so the end of the nut (or bolt) is in the form of a hemispherical ball. Common on Japanese and Asian vehicles, for example Hondas and Toyotas.

Flat – the lug nut or bolt has a flat face which seats in a flat recess (or spotface) in the wheel, typically with a large washer between the nut and wheel. These are rare and only used with hub-centric wheels which do not rely on the wheel fasteners for centralization on the hubs. (Most modern cars, including MG's are lug-centric, the only one I know of that is hub-centric is the TR7/TR8).



The important point to note is that these three types of fasteners are **NOT** interchangeable. If for example a conical tapered nut is used with a wheel intended for ball radius fasteners (or vice versa), the nut will not seat correctly and when torqued can damage the wheel, especially if it is alloy. The nuts may appear to be tight, but could come loose with use.

As for the torquing of lug nuts or bolts, the following procedure should be followed:

In no particular order, tighten them to a bit beyond finger tight so they are snugged up and there is no looseness felt in the wheel. If you are working on a front wheel using a jack to raise it off the ground, lower the jack to prevent it from rotating. If it is a rear wheel, the hand brake (which you should have engaged!!) will prevent rotation.

Using a torque wrench set to the specification in the car manual, tighten each nut (or bolt) in turn, following the sequence shown below. This ensures that all the fasteners will be tightened evenly.



Tightening and Loosening Patterns

Then to just make absolutely sure (and because I'm a bit OCD), I always run round them one more time without changing the setting on the torque wrench.

Never use a lubricant or anti-seize compound on the threads. If you do, the reduced friction between the threads and under the nut (or bolt) head will cause more of the torque to go into stretching the shank of the studs, thus overstretching them and increasing the risk of them shearing or coming loose.

Always check the tightness of the fasteners again after about 100km of driving. This is particularly true if you have alloy wheels, and especially if they are new. The reason for this is quite involved but is due to a combination of the mechanical properties of alloy versus steel and differential thermal expansion when the rims are subject to heat from the brakes.

I can testify to the importance of adhering to the above two points. Having suffered from a severe case of seized lug nuts from excessive use of road salt while living in Quebec, I thought I'd be clever. After removing the rust I liberally applied a coating of Copper-Slip on the threads before tightening up the nuts. Many of them I found were finger tight after a few weeks of driving. Then a few years ago I got some nice used alloy wheels for my daughters Honda and carefully fitted them using the manual's 80 ft.lb torque

spec. When I checked them a week later, I found the torque had dropped to as low as 50 ft.lb. I tightened them up again to the correct setting, and they were still good when I took them off to fit the winter tires 6 months later, which were on the original steel rims. Those steel rims did not loosen off the same way that the alloys did. So, in summary:

Always:

- Use a torque wrench.
- Check tightness again after 100km of driving.
- Keep threads free of lubrication and anti-seize.
- Use the torque listed in your vehicle manual, for both the original and aftermarket wheels.
- Use wheel nuts or bolts that are compatible with the wheels.

Remember, keep it safe
John

Repair a Broken Coil Over Suspension

(Without Killing or Maiming Yourself and/or Others in the Process) –

Idea and pictures courtesy of Terrence Walters with process support from Elliott

Background – How this all started.

One Sunday, a few years back, Terrence and Elliott were heading down to hang at the 17 Ave Shell station across from The Ship & Anchor to have Slurpees and watch cars drive by. Going down 5th St, just at 12th Ave, they hit a doozy of a pothole, heard a "bang" and some metal clanging sounds.

To quote Terrence; "I didn't see any car parts in the rear-view mirror, nor leaking fluid so kept driving to the Shell station." Must be OK! Right? – Wrong! Checked a bit further but nothing was obvious, at least at that point. It wasn't until a bit later that afternoon that I realized the front right corner sitting low.

The Process

At this point, Terrence decided it was as good a time as any to learn about the front suspension of an MGB. Particularly one that was modified extensively. So, he reached out to club members, even offering bribes: beer, coffee, donuts etc. to those willing to help. He even called Moss Motors to look into what it would take to simply replace the entire front suspension. Moss was long on a price list but not too forthcoming on how to do the job.



This is not how a coil over should look.
It should be attached at the top!

The answers to his queries provided a lot of advice on how not to remove the spring/shock combination and some severe cautions about what could happen if you did it wrong.

The key problem in all this was the fact that the coil spring was compressed in place and therefore under tension. If you look at the photograph on the previous page, you can see the broken shaft in the shock absorber. Simply raising the car and releasing the tension would likely result in multiple steel projectiles flying in any possible direction in the shop. There didn't appear to be an easy way to lock the spring such that the broken shock could be removed safely.

After mulling several options to get the compressed spring out from inside the crossmember, Terrence ended up devising a



solution using some high-tensile aircraft cable looped around the shock and clamped off on the steering lever on the wheel to hold everything in place while removing the shock. He then had Elliot sit in the jacked-up car and slowly turn the steering wheel to create enough space to pull it out.

Once that was complete, it

was a simple matter to use the jack to lower the compressed spring with very little drama at all. The suspension was disassembled, both Elliott and Terrence were/are each still in one piece. And it was again safe to enter Terrence's garage.

From there the job became a 'simple' repair and refitment exercise. Terrence dismantled the rest of the suspension. GAZ in Britain were able to rebuild the broken shock and service the other to ensure they were equal. Rumor has it that new shocks do not have the same build quality as the older ones. Getting the shocks to England turned out to

be easy. Enter John Towler who was going to England for a visit with family. Shocks don't take up too much space in airline luggage, although I didn't ask if there were any questions from the security x-ray.

DHL handled the return delivery, very quickly and inexpensively (FedEx take note!!). Within a couple of weeks Terrence was back under the car installing the repaired suspension, setting ride height correctly and getting a major alignment done. Apparently the reset drastically exacerbated bump steer. But all is now fixed and working well.



Aircraft Cable in place to prevent explosive disassembly of the suspension and allow removal of the broken shock

I don't have a picture of Elliott in the car during this process, but I understand he was protected by the MG bodywork and an appropriate helmet. Terrence working directly with the compressed suspension not so much!

Lessons Learned

It seems every MG job takes more thought and effort than originally imagined at the start, but with care and a little advice it all works out. There is a vast collection of knowledge in our club with regard to working on our cars effectively and more important safely. Most times, we learn new stuff that will help with the next project. Just ask Connor Tansey! - your Editors

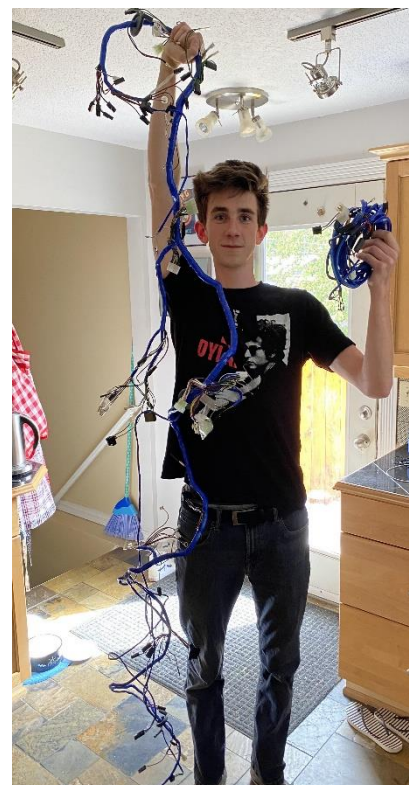
More Members Dealing with Technical Issues



Not sure what the problem was but here is Reg and Jane's MGB on the lift in Reg's garage.



Charles Champagne's MGB getting a valve adjustment on a wonderful day for a tech session.



Connor Tansey – sorting out his new MG Midget wiring harness.

Classic Car Ads – (Interpreting the language used)

Every time you read an advertisement for a classic car, you must recognize that the words used carry meanings that cannot be taken quite as written. You must translate them to discern their real meaning. This guide has been provided by some owners of vintage Volkswagens, but the translations apply equally to MG and other marques. You'll see what I mean as we go through them.

<u>If the Ad says:</u>	<u>It Really Means:</u>
Rare Model	Nobody liked them when new either.
Older Restoration	Can't tell it's been restored.
Needs Engine Work	It's been frozen for 30 years
Uses No Oil	Just throws it out.
No Rust	Body and fenders missing.
Rough	It's too bad to even lie about.
One Owner	Never been able to sell it.
No Time to Complete	Can't find parts anywhere.
Needs Interior	Seats are toast or gone.
Rebuilt Engine	Has a new set of spark plugs.
May Run	But it never has.
Low Mileage	Odo on third time around.
Many New Parts	Frequently breaks down.
29 Coats – Hand Rubbed Paint	Needed that much to cover the rust.
Clean	It sat out in the rain yesterday.
Best Offer	What I figure I can get.
Always Driven Slowly	Won't go any faster.
Prize Winner	Hard luck trophy – 3 years in a row.
Stored 25 Years	Under a tree in the field.
Real Show-Stopper	Orange with purple fenders.
Easy Restoration	Parts fall off in your hands.
Ready To Show	Just washed it.
Top In Good Shape	Only leaks when it rains.
Good Investment	Can't depreciate any further.

This item is only provided as a public service. It covers many of the most common terms used. Please feel free to share any others you come across as we like to help out our members as much as possible. New words and terms are always being used and need to be added to the list.

Upcoming Events

Big Drives and Tours to Think About for 2024

NAMGBR Convention - Katy, TX.

When: 21 – 24 Apr 2024

NAMGBR MG 2024 Convention April 21 - 24 2024

More information: <https://mg2024.regfox.com/register>

This is the next convention following ours last year. We all know how much fun we had with the NAMGBR crew in Calgary. Well Katy TX is the next stop!

Vancouver ABFM - Van Deusen Gardens Vancouver BC

When: Saturday, 18 May 2024

More information: <https://www.westerndriver.com/?p=14387>

See classic British machinery of all kinds, see new state of the art British cars, see cars you didn't even know were British. Do it all with tea and crumpets on site or beer and pizza off site with friends from all over the world. This could be the biggest British car gathering not actually on the British Isles.

Rallye Glenwood Springs - Denver CO.

When: 7 – 9 Jun 2024

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

With everything that goes on at this event, this could be the most fun you can have with your driving shoes on: Tours, a car show, and a full on TSD rallye. (Yes I do know how to spell!)

What more can you ask for? How about a couple of weeks sightseeing to get there and back. There will be multiple side trips to museums, historical sights and other point of interest on the way. Talk to Andy Hardie or read his emails – he has all the details!

Alberta All British Field Meet – Victoria Park Edmonton

When: 8 June 2024

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

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

Brits by the Bess – Saskatoon SK

When: Saturday, July 14, 2024

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

This year SBCC is celebrating the MG! As a club we just have to go! No questions, no excuses, just be there! In any case, the Saskatchewan British Car Club puts on a great weekend! Party, mini rally and a great show. I know Reg would love to see a good turn-out for this one.

Finally - If these are not enough, check the next issue for the rest of the Driving Season. We will cover from the end of July through October. There is **CBA XLIV** (I'll leave you guessing as to what that stands for) for all things MGC at the beginning of August and the **ABFM** in Portland OR in September celebrating the Mini.

What to Look for in Upcoming Issues:

Next Issue:

- **2024 Driving Season Kick-Off!**
- **2024 Big Events Listing**
- **Electric!? – You Decide**

Future Issues:

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

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

The Back Page:

No words needed.....



.....well, it is better than snow!

