



Crown Wheel and Opinion

Volume 1, Number 1, (Rebooted) - March 2021
The Quarterly Newsletter of the Calgary MG Car Club



Highlights: Meet your New Executive

CMGCC Driving Challenge 2020

George and Marion's TD

Technical and Safety – Adding Relays to “Contain the Smoke”





Crown Wheel and Opinion - volume 1, number 1

Editor's Letter - The Second Reboot – I think!

– Dean Harrison, Editor 2021

Welcome to the new version of the Calgary MG Car Club Newsletter. Being out of the country for much of 2019 and the early part of 2020 made me realize how much Trish and I missed our MGC, the fellowship of the club and the fun of getting together with the fanatic LBC lovers and other loose nuts who are the MG Car Club of Calgary.

We tend to go through withdrawal when we miss a local event. Stuck in Salem Oregon for my work, these thoughts recurred every time we drove anywhere (usually to a winery) on back roads. A rental Ford SUV just doesn't cut it, especially since Oregon has some of the best mountain/forest roads I have ever driven. Coming back, I heard others with a similar view; we needed to revive a newsletter to keep members informed, share ideas or technical information and provide for discussion outside the club meetings and events. So, I presented the idea at the executive meeting January 12.

They accepted my proposal, and you are now stuck with me as the editor of The Crown Wheel and Opinion, the traditional name of the club newsletter. Am I qualified for this undertaking you ask? Well, these, in my own mind, are my qualifications:

1. I have a lifelong interest in cars: Drove a Datsun in the Canadian Rally Championship and was crew chief for a class winning Sunbeam Tiger in CASC racing;
2. We do own an MG (Trish and I have a 1968 MGC Tourer – the green one in the club);
3. I have redone some of the car myself since we bought it (interior, electrical, brakes etc); and
4. I always have other work I'd like to do on it, there are always projects – it is British.

Previous editors like Norma and Dwayne set some pretty high standards for content and production quality. There is a lot to live up to in each issue. As well, there are many in the club who have probably forgotten more about MGs and cars generally than I have ever known. But I hope to make up for my lack of knowledge and ability with enthusiasm for MGs and the club. By the way, you also get all my biases:

1. I believe cars, including vintage ones are meant to be driven (unless they are really, really special – such as a Bugatti type 57 Atlantic which in my humble opinion is eligible to be museum kept);
2. Driving for me used to mean over all roads and any conditions (must be something in the rally background) but I have learned to respect the need to protect our LBCs, particularly the ones like us old guys with hard to replace parts. (I have gotten over the fact that many classic rally roads like Powderface Trail are now mostly paved); and
3. Driving needs a purpose: A drive with a destination becomes a tour and a tour with instructions or games becomes a rally! Ice cream and pubs qualify as a purpose! And Rallies can be fun! So be warned, there will be more in future issues!

The newsletter will come out 4 times a year – more often if content, volume or some really incredible event requires a special issue. Feedback and member input is paramount; write me letters, send comments, disagree or whatever! After all, it is the “**Crown Wheel and OPINION**”!!!

Till next time - *Safety Fast* – Dean

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

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Newsletter Quiz number 1:

What is the car on the front cover? Hint: It is an MG but what is the year and the Model?

Send your answers to Events Coordinator with Quiz Number 1 in the Subject Line. There will be some form of quiz in every edition this year and year end prize(s) TBD will be awarded.



Lucas Laughter

(Just 'cause there always must be some in a British Car publication)

"Do you know there is no such person as Joseph Lucas? The name Lucas is an acronym standing for "Left Us Cold and Stranded"!"

"I've had a Lucas pacemaker for years now and it has never given me a probl....."

Presidential Ponderings –

Looking out of my office window as I'm writing this, with piles of snow and -20C, it's hard to believe that by the time you are reading this we will (hopefully!) be only a couple of weeks away from getting our pride-and-joy LBC's out for the first drives of the season. For some this will be just dusting off the car, starting her up, and a quick trip to the store or even the first club run. For others it will be to test the car for the first time after completing this winter's repairs or upgrades and will be a tentative spin around the block, not too far in case you have to walk back. (I joke but this has happened to me. Twice. Actually maybe 3 times if I count the time when.....Ok enough!).

Whichever applies to you, the experience will likely be the same, a reminder of why we all participate in this hobby. My wife Lynn is a keen gardener, and to me our hobby is a bit like gardening. You spend the winter planning and looking forward to the spring, enjoy it all through the summer and fall, then put it all away and look forward to next year.

As a hobby, it has its issues. None of us are getting any younger and the average age of our members is increasing by just about a year every year because we are not getting enough young bloods to join. And this is not just happening to LBC clubs, but to all classic car clubs, even those of marques still in production. Modern cars cannot be worked on by the average enthusiast, and to most driving is just a way of travelling from A to B. So, starting this season we are encouraging all members to promote our hobby to younger people through an initiative called "Next Gen". Spear-heading this will be your new VP Dick Avers, taking inspiration from an article in the November/December issue of MG Driver, the NAMGBR members quarterly magazine. You should all have received a copy of this article via email - please take a few minutes to read it, and Dick will be delighted to consider any of your suggestions as to how we can keep this great hobby of ours viable well in the future.

Meanwhile, please sit back and enjoy this the first issue of our resurrected newsletter, and I look forward to meeting as many of you and your cars as possible this driving season.

Cheers,

John Towler, CMGCC President

WISH MY ENGINE LOOKED
THIS CLEAN!



Club News and Updates

Have questions or need information?

All our executive can be reached at the Events@calgarymgclub.org

Just maybe mention who you are trying to reach in the subject line and we will sort it out from there!

Meet your New Executive!

John Towler – President



- Member of the CMGCC since 2012.
- Born, raised and educated in the UK, moved to Montreal in 1980, then to Calgary in 2000
- Married with two grown daughters,
- Aeronautical Engineer, now a Mech. Eng. consultant.
- Started messing about with old motorcycles as a teenager with my Dad. My first LBC was a 1970 Ford Escort, followed by a 1973 Triumph Spitfire. Sold that when moved to Canada, using the proceeds to buy a 1979 Camaro Z28. Having got that out of my system, in 1983 bought a very rusty 1971 MGB on which I did a ground-up restoration in my single garage in Brossard, Que. On this, I learned how to weld (lots!) and spray paint. The car was featured in

Lindsay Porter's "Guide to MGB Restoration". My next was a Triumph TR8 which I obtained the hard way by buying a TR7 and converting it. Then our first daughter came along and Lynn drew the line at installing a baby seat in the TR8, so that was replaced by a Honda Accord (the best daily driver car I ever had). Fast forward to 2012 and I was "allowed" a hobby car again, when I bought my current 1977 MGB.

- Hobbies besides MG's? Cycling (3 bikes), home reno, skiing, swimming, photography.

Dick Averbs – Vice President



New Vice-President, Dick Averbs, was pleased to be granted an interview with Newsletter Editor and Publisher Dean Harrison!

- So, Dick, when did you get your first LBC?

My first LBC was acquired in 1986 for a couple of hundred quid. It is perhaps the smallest shooting brake ever made, better known as the Mini Clubman Estate. Mine was circa 1975 with a 1098cc engine, leaky exhaust, and loose metal sheet beneath the rear end of the driver's seat, to help prevent you from reclining through the hole in the floor pan.

- What LBC are you driving these days?

I'm the proud owner of VV, a 1977 MGB Roadster (Vroom Vroom). Two years newer than my first LBC (and in much better shape), this Roadster did, however, come with another leak.... John Towler was very

game on my first club drive, readying for Radium, when I said, "I wonder, seeing as you're behind me, if you see any flames please try and let me know: it's only a leaky fuel tank and my fire-extinguisher is on the passenger seat".

- And how long have you been with the club?

Four years this spring. Or better yet, five driving seasons.

- What are your key LBC interest areas?

As a self-confessed aesthete, being part of a classic car cadre is a big draw, with camaraderie and club life to boot. Of course, the lure and freedom of the open road in the ol' LBC yields feelings that most cars just can't conjure. Ditto when it comes to trying to fix, or keep them in good shape, so mastering the coachwork, technical and mechanical systems are all big interests. Heritage and tradition are strong pulls... Remembering how my old man got his panties in a bunch after my mum left the open top TR4A in the parking lot while she got her hair done... and it pissed with rain. Or my mum driving me 300 miles in one day in the Triumph Vitesse: we had breakfast at Stonehenge, back when you could walk right up to the obelisks. So really, having an LBC is family.

- If cost were no object - what would you be driving?

A Jensen Interceptor

Henri Lefebvre – Treasurer



I bought my first MGB in 1970, a rusted 1966 model but, then less than a year later, I had to buy a more reliable vehicle for work purposes; despite this short experience it ingrained the pleasure of a sports car that remains with me to this day. I bought a used 74 TR6 in 77 then my next MGB, a 69 GT this time, in 1994. Jumping forward, I traded the 74 TR6 for a 75 TR6 which I then sold in 2014 and disposed of the 69 GT when I bought my current 71 GT in 2006, and finally added my 80 TR8 to the fleet 2009.

I really enjoy the contrast between my MGB GT and my TR8 and it is a great pair of LBCs.

I joined the CMGCC in the 90's when I acquired the 69 GT and club members appointed me to the position of Treasurer at the November 2016 AGM. I joined in order to meet like-minded MG owners and enthusiasts, participate in many drives, shows and meetings and of course exchange maintenance and repair information and assistance.

If there were no constraints, I would love to own a 2004 MG XPower SV but that will not happen, so I am quite satisfied to drive a VERY humble quasi facsimile, my 2004 Mustang GT. There are a few similarities between the two: both have a remarkably similar side profile, the various dimensions are within 5% of each other and both are powered by a 4.6-litre Ford *Modular* V8, albeit in different tune.

I really enjoy my 2004 Mustang GT 40th Anniversary Edition as a daily driver but, during the sports car driving season, I will jump in either the GT or TR8 as a first choice, for any drive, because both are fully insured for use without any restrictions. 😊

Editor's Note: One of Henri's toys is on the right below – The one he wants is on the left if he could ever find one to import!



2004 MG SVT



2004 Mustang GT

Trish Harrison – Secretary



I can't remember when I didn't have an infatuation with sports cars, particularly LBCs. Growing up I became a nurse partly because of my interests in sports: hockey, football, (Playing more than watching) and even auto racing. I drooled over MGs at university before I met Dean and found out about our common interests.

When I got into Dean's Datsun 510, my first words were "A Halda Speedpilot and Twinmaster – You must Rally!" When his initial shock wore off, he asked "You know what they are?" – "Yes, and I know how to run them." Well, that settled our activities for the next while. We rallied, ice raced and I even worked on the race cars Dean crewed for (That's another story – Editor).

I'm a bit competitive when it comes to racing on ice or anywhere else for that matter! In one ice dice we were running, I beat Dean's time on lap 1 (quite handily by the way) – however on lap 2, I managed to bury the car to the door handles in the snowbank on a sweeper. My cousin the RCMP officer, riding white knuckled beside me, was impressed by the driving – up to that point!

I've been a member of the club since the fall of 2011. Currently, I enjoy drives, tours, rallies and club social events in our 68 MGC. It's also the first LBC we've owned. Since I think we are staying in the country for the foreseeable future, I'm looking forward to when we can hold events like Brits Best again and maybe get to some events further afield.

If cost were no object, I'd really like a nice TD or maybe an MGA as a toy, oh and by the way a Ferrari too – that's a daily driver isn't it?

Editor's Note: Trish also has to put up with living with me. You kind of get us as a team at Club events and meetings. Sometime this year, look for the return of "The Fuzzy Buzzer Strikes Again"! The trolls are coming back.



Andy Hardie – Membership Director



- When did you get your first LBC?

Born and raised in England, I've had one since I was 17 (an Austin A30) with the exception of June 1970 until July 1972. I sold a 1960 Bugeye Sprite (wish I still had that car) to emigrate and bought the 1972 Midget I still have today.

- What LBC are you driving these days?

The '72 Midget mentioned above, and a 1969 MG CGT I bought in 2011

- How long have you been with the club?

Not sure 🤔 I think I 1st joined in 2009 for BritsBest.

- What are your key LBC interest areas?

Preservation and the driving experience.... sports cars in particular, with a preference for BMC brands. I've done one complete restoration, but not sure I would do another one now. I don't mind fixing them but have always preferred driving them.

- If cost were no object - what would you be driving?

*The list is long 🤔 here are a few
Classic: E Type Jaguar or XK150 S, Jensen CV8 or Interceptor, MGB GT V8 (my CGT is a close second here,*

*and is LHD which factory V8's never were 😁)
289 AC Cobra, Ferrari 250 GTO.....and so many more.
Modern: Shelby Mustang, Jaguar F Type, oh my.....again, there are soooo many, but I have long wanted a Corvette for some reason, and the latest one is tasty.
Notice ALL of these will burn rubber in nearly every gear (if you turn off the traction control 🤔) I've never owned a car that will do that. 🤔*

Charles Champagne – Events Coordinator



My name is Charles Champagne and I am honoured to be your new Events Coordinator, big shoes to fill following our previous Events Coordinator Dick. Fortunately for me he has provided me with great advice and feedback. I am married to Sharon and we have two young adults Emily and Edrick.

We've been active members of the club for about five years and have been enjoying the rides, events and most importantly the interaction with the group. Our ride is a

1980 MGB, Brooklyn green previously owned by a dear friend of ours John Stanichak whom has passed

away since as he was a long time active member of the club. The club has offered Sharon and I the opportunity to meet other enthusiastic MG owners, shared experiences, participated in fun events and most importantly relied on a solid network. I first owned an MG in my late teens, a red 1972 MGB, always enjoyed the feeling of driving that car and never forgot it. Unfortunately, I departed with this car and six years ago I had the opportunity to acquire John's MGB, a ride which we have enjoyed and cherished since. Our dream car aside from our MGB, for myself is a 1962 Ferrari 250 GTO, and for Sharon a red convertible 1962 Corvette.

I am looking forward to working with the executive and members in providing hopefully a safe and interesting year of fun full events, and I welcome any suggestions or feedback along the way.

Here's to a great driving 2021 season.

Terrence Walters – Brits Best Chairman, Website



Just the facts! I'm what's currently considered "youth" in this club... strange. More appropriate for my younger (amazing) wife, Megan. Even more so for my 8 year old son Elliot - an "extremely active" honorary member.

I work in IT, so never really had much choice about being involved in supporting our website - thankfully, Dave Morris does most of the work AND keeps me entertained.

My involvement in BritsBest Classics events has largely been an excuse to get away from my youthful family... shame on this stupid pandemic making us skip it and trapping me at home.

The love/hate relationship with MGs started when my favourite uncle passed away. I felt obligated to spare anyone else from having to drive such a monstrously noisy little MossMotors kit car, slathered in Toyota paint. While I really appreciate the support the club members have provided in knowledge and spirit, I've been greatly disappointed that membership doesn't include free engine rebuilds... apparently I'll "get over it". My masochism has no bounds as I invested(?) in a 1960 MGA that hadn't felt love in 40 years. I figure it's a good goal to get it back on the road within another 40 years - I hope we're all around to see it, 'cause Elliot won't be... he'll be furious and leave town when he realizes where his university funding went.

Dave Morris – Web Site



I got my MG back when I was a student in the late '80s, and still have it - it seems cars last quite a while when you never drive them. That's not quite true, my wife Paula and I have done a fair bit of touring in the MG in the past, including to the coast a couple of times and going on our honeymoon. Recently the MG has been sticking closer to home, but hopefully someday soon we'll be able to do some shorter tours to places like Waterton, Fernie, Ainsworth Hot Springs, Radium, etc.

I first got involved with the club when we moved to Calgary in '97. I drifted away from the club for a couple of years around the turn of the century but got involved again in the mid nineties after a bumping into the club when they were in Fernie for the "Fernie Fun Fest".

When I'm not driving the MG (which if I'm honest is most of the time), I spend my spare time riding my bicycles, which are a lot like driving an LBC: they are fun and involving to ride, it feels like you are going a lot faster than you really are, and you need to tinker with them constantly.

Azim Bhatia – Regalia Master and Past President Helen Monroe – Regalia Mistress



Got my first LBC, a red 1973 MGB on September 18, 1990. A project car it was, and I did a variety of mechanical things to it make it safe and reliable 😊.

Sometime in 1991/1992, I heard about the Calgary MG Car Club and became a member. Since then, I purchased another 1973 MGB and proceeded to do a complete rebuild on it which was completed sometime in 2003. Her name is Maggie.

In Oct 2008, I purchased a 1978 MGB V8 conversion. Lovely car and so much fun to drive. It was AGR8B!

In 2009, I met the love of my life, Helen Munroe. I introduced Helen to our club in late 2009 and she accompanied me to BritsBest 2010 in Radium. Suddenly at the live auction, Helen got up and started rousing the crowd making that live auction extremely entertaining. She managed to get people quite in a frenzy to outbid one another. She helped raise a lot of money for our club and ended up becoming the club's auction mistress. Helen became a member of the club in 2010 and fell in love with the people and club as I had. Helen has served on the club executive and was my co-chair at several BritsBest events.

On her first official club name badge, her car was listed as a Virtual MGRV8. It was a car I had coveted since I first started reading about it in 1992. In 2010, at ABFM in Vancouver we actually got to see a real live MGRV8 in the flesh that had recently been brought into the country. In October 2016, we were fortunate enough to have the opportunity to acquire that same car that we saw in Vancouver. We named her Sarra.

We still have Sarra and Maggie with us.

Along the way, I have also had the pleasure to have had a Jaguar XK8 (Kitty) for a couple of years, sold her and bought another car I had coveted, a 1998 Mercedes SLK230 in yellow! Her name is Katie Kompressor and we still have her!

Since joining the club in 1992, I have had the privilege of holding pretty well every position from events coordinator to vice president, treasurer, president, BritsBest chair, Brit Fest organizer and now with my lady Helen, we will attempt to fill the big shoes left by John Towler as Regalia master and mistress 😊.

If money were no object, I would be driving a Tesla Roadster (the original or the new upcoming one) daily along with my British and German cars for fun! Variety is the spice of life.

Membership

Just a quick reminder from our treasurer: Dues are due before March 31, 2021 at the COVID Special Rate of \$20.00 for this year. To date we have:

- 22 Renewals; and
- 5 'New members' – this includes a few reinstatements of members prior to last year.

Don't forget to renew before the end of March at our special COVID rate for 2021!

Activities/Events

Meetings: Our next general club meeting will be April 13. We assume at this point it will be a zoom meeting starting at 7:30 look for the invitation from the events Coordinator in your email.

Driving Challenge for 2021 –started in January and is ongoing. Look for Andy's emails and get involved! It is never too late to start submitting pictures as we have not had a season yet where someone managed to hit all the challenge targets.

Tech Sessions: Look for these to start up again when we can get together again – or online if we can film and then post them online.

Club Drives – as soon as the snow is gone and we can gather.....

Next Generation

A new initiative for CMGCC is finding ways to involve more young people in our hobby to get them interested in our LBCs and their preservation into the future. Taking the lead on this within the club is Dick Avern, our new Vice-President. Not only is he spearheading ongoing initiatives with schools and youth organizations; he is digging into what other clubs and organizations are doing.

CMGCC has been long involved with SAIT and high schools to support automotive programs but we can continue to do small things individually, including:

- Encouraging and supporting others in all types of events and shows (even those cars we don't pretend to understand; Lowriders etc.)
- Opening our doors as well as our bonnets at shows; who knows who you may encourage!

Need more thoughts to consider our future and our hobby's future? Check out this article from the Hagerty Newsletter (copy and paste it into your browser – it's worth a read):

https://www.hagerty.com/media/opinion/avoidable-contact/avoidable-contact-92-gates-and-ladders-all-the-ways-old-people-kill-young-enthusiasm/?utm_source=SFMC&utm_medium=email&utm_content=21_February_3_Newsletter_NewDD

In the past, we have gotten some young people involved. Several members of the club visited Edgewater School north of Radium prior to Brits Best and opened the doors to their cars to students, teachers and parents – resulting in much laughter, horn honking and smiles for everyone there.



What we are longing for in the next few weeks!!! – Open Roads and Sunshine



Aaaaah some!

Club Driving Challenge 2020!

Congratulations to our Driving Challenge Winners for 2020 Azim Bhatia and Helen Monroe!



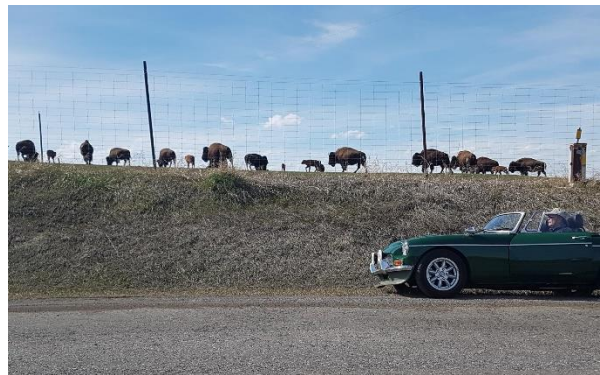
What we love about Calgary – Helen and Azim on a normal car wash day!

COVID 19 did slow down participation in the Driving Challenge for 2020, but our intrepid Challenge Chairman, Andy Hardie opened things up for the last couple of months resulting a late flurry of submissions and some close competition among participants. Some good weather and creative thinking on the part of those taking part resulted in some truly great pictures this year. (More pictures to come!)

If you haven't taken part in the Challenge – take the plunge! It provides another reason to get out in our LBCs (like we need a reason!?) It may get you to take a road you haven't seen before or get you to a destination you may otherwise not visit. Need further inspiration; here are some other pictures from past challenge seekers. There is a great club trophy to be won and a ton of fun driving to be had!



Ice Cream Shop – always a good place to go!



Did Someone mention a buffalo herd?

Repair and Rebirth of a Much Loved TD

Article and Photographs by Dominic Crawley

(This article originally appeared in T-Type, the official Publication of the Australian T Association and is reprinted with permission.)

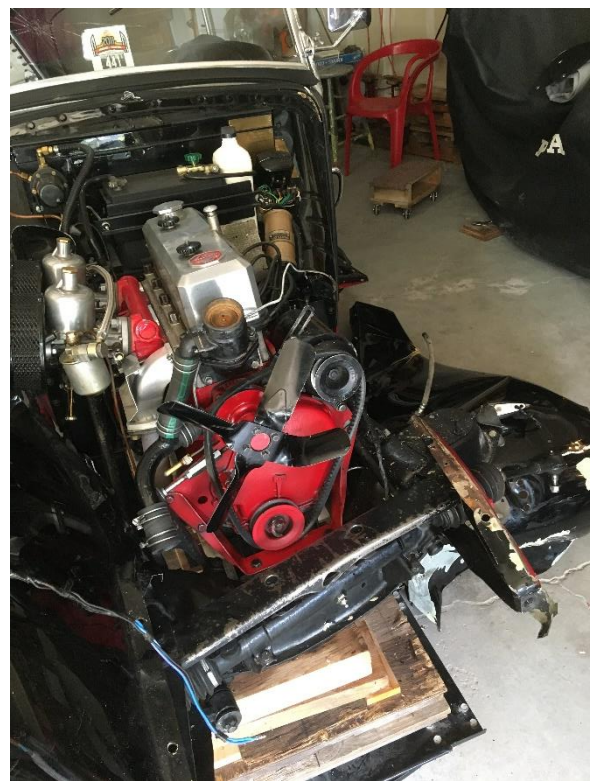
On June 21, 2020, the local car club here in Canmore, Alberta organized a car parade through town past 3 long term care homes. It was Fathers Day, and it was felt that the elderly residents would enjoy seeing some of the cars which they may have enjoyed in their youth.

The local club is not a single marque club as in a town of 14000 it is not possible to have enough examples of any one make to form a dedicated club. Hence, the residents were treated to 25 cars consisting of a TC, a TD, a Karmann Ghia, a Nash Metropolitan, a Lotus 7 and a variety of American Hot Rods, Muscle cars, and restored old pickup trucks.

The weather was beautiful and brought out a lot of folks from Calgary seeking recreation in the mountains of the Bow Valley as a respite from the restrictions of COVID 19. Following the parade, the cars were displayed in a local park for an hour or so and then car owners began to drive home.



On their way home, only a short distance of about 5 kms, George and Marian Raham in their 1951 TD were hit by a large pickup truck. These trucks have names like "Ram," "Predator," and "Raptor" and usually weigh 5000 to 6000 lbs, some 3x the weight of a TD. The truck was stationary, waiting to turn into a side road when suddenly it lunged into a left turn and into the left front side of the TD. It struck the TD just above the left front wheel. The left front wing was folded up over the bonnet, the left front suspension was torn off, the radiator shell was torn and dented, the left head lamp was mashed, the steering rack was cracked, all 4 bonnet panels were damaged and the front edge of the scuttle was impacted and dented. Under the bonnet the generator was cracked, the tach drive was crushed and the distributor cap was shattered and the steering column was bent.



George and Marian both suffered injuries. Although the car is fitted with lap belts, one's upper body is

not restrained. George was thrust forward into the steering wheel which collapsed. He suffered a split



lip and a cracked rib. Marian received worse injuries. Her face hit the top of the fascia and her head hit the windscreen shattering the glass. Her facial bones were broken along with her nose. She lost her front teeth and fractured her pelvis. I'm pleased to say that at this time both have recovered from their injuries. The plastic surgeons did a marvellous job of facial reconstruction for Marian and there is now no trace of injury.

Why this accident occurred is a mystery. Perhaps the driver of the pickup truck simply didn't see the TD. With the proliferation of large pickup trucks and SUVs there has been a noticeable increase in pedestrian fatalities. It seems that the long, high hoods on these vehicles create a blind spot immediately in front of the vehicle. The TD may have been lost in such a spot.

Under normal circumstances the TD would have been written off by the insurance company. Despite healthy coverage, repair at a body shop or restoration

facility would have exceeded the insured value. George could have accepted a cash payment and gone and bought a nice replacement TD and as well, kept his damaged car which would be identified as written off and not allowed to ever be registered for road use. But George has a strong attachment to his car, TD4224, built at Abingdon on November 7, 1950, the tenth of 29 cars built that day. An unusual arrangement was worked out with the insurance company for 2 reasons. First, George purchased the car new at Cook Motors in Toronto on July 4th, 1951 as a young man of 20. He is now 89 and has owned the car ever since. To buy the car he borrowed the money from his Grandfather and worked at 3 part time jobs to repay the loan. For George, then, this car is a connection to his Grandfather.

The second reason involves his wife, Marian. Although George and Marian knew each other in school, it was their membership in Toronto's MG Car Club that brought them together as adults. This meeting led to a relationship and marriage. Marian owned a cream TD with a green interior which she had bought used. The previous owner had installed TC Tripod headlamps and a Laystall cylinder head. Their first child was brought home from the hospital in a box behind the seat of the TD but as their family grew, they decided to buy a family car. So, Marian's TD was sold but not before George transferred the TC headlamps and the Laystall head to his car.

Back to the arrangement with the insurance company. Because of George and Marian's highly personal and emotional attachment to the car it was agreed that George and I would provide all the labour of dismantling and rebuilding the TD. We are keeping official timesheets of our hours and the value of our labour will be deducted from the value of the claim. The cost of parts, body shop labour, and painting costs will be paid by the insurance company. This arrangement will bring the cost of repair in under the

insured value and the car will be saved rather than written off.



At this point the frame has been straightened, epoxy primed, and given a shiny coat of polyurethane enamel. It is now safely back in George's garage.

Before any re-assembly could begin all sorts of parts had to be acquired. I scanned websites in England and was stunned to see the cost of TD body panels. I had to check the sites' identities to make sure I hadn't accidentally gone to a site for Bugattis or Bentleys. Fortunately, the members of the Vancouver based Pre 56 MG Unclub stepped up magnificently and came to our rescue. Special thanks go to Kim Herford, Dwaine Hayes, Colin Fitzgerald, Gary Rombough and Kerry Turner. All these guys tracked down parts and made them available free or at bargain prices. Without their help this project would not have been financially feasible. It's nice to know that there are people in this hobby who are guided by a desire to help rather than profit.

George and I made the 1000km drive from Canmore to Vancouver and returned with George's 25 year

At this point George and I have removed all the damaged panels, body tub, engine and gearbox, brake lines, wiring and suspension, with the exception of the front left suspension which was completely sheared off in the collision. Once we had stripped everything down to the bare frame, we had 2 journeys to make. The first was trailering the body and panels to the body shop in Canmore and the second was delivering the frame to a frame straightening shop in Calgary. Suitable modifications were made to George's snowmobile trailer to fit each in turn. Deliveries were successful. When we arrived at the frame shop the technician examined the bent frame and George and I learned some new technical terms such as "twist", "mash", and "diamond" all of which were inflicted on George's frame.



old Volvo Estate packed with fenders, hood panels, a gearbox (George's jammed in 4th gear during the impact) and a variety of front suspension bits.

Re-building has begun. The rear axle and suspension are installed and brake lines have been re-fitted but we are now in a bit of a lull waiting for the return of the body tub and hood panels. The shock absorbers have finally returned from the rebuilder in Wisconsin after a circuitous trip from Wisconsin to Chicago to Montreal to Calgary to Canmore. The ways of modern logistics are a mystery!

A few small jobs have been accomplished such as mounting an electric cooling fan on the repaired radiator. As well we have purchased a new steering rack, new front bumper assembly and an alternator which has the same appearance as the original generator even to having the proper mechanical tach drive.

The next step will be the mounting of the XPEG engine, an upgrade from the XPAG. This will be followed by the fitting of the body tub and all the other body panels. With luck and keeping on schedule we should have the car back together by the summer of 2021 in time for the summer driving season. Before we put the car back on the road, though, a serious safety measure must be undertaken, one which I will also apply to my TC and which our friend, Rod Murray will apply to his TF "Winnie", the design and installation of shoulder belts. The challenge will be to design and fabricate the guide where the belt passes over the shoulder. This cannot guide the belt from below but rather from above or else in a forward impact the belt will compress or shatter one's spine. Not nice! But having seen the injuries which Marian sustained we are determined to accomplish this.

The easy solution would be to fit a roll bar and guide the belt through a fitting mounted high on the bar. Some insurance companies won't insure a road car with a roll bar. They say that the presence of a roll bar means that the car is going to be driven recklessly and they don't want to know. If any readers of this newsletter have any ideas, I would love to hear about them.

Look for Rebirth Part II Coming later this year. ()

Editor's Note: - Update on George and Marion

George and Marion are recovering well at home in Canmore. For Marion it was a much longer process than for George as she took the brunt of the crash. She still has some lingering pain to deal with but, on the whole, they are now doing very well considering. Besides, George has had the car to work on!

We are always looking for ways to improve our cars and our events to make them safe for everyone who participates in our drives and shows. I am more than happy to print any ideas you have that may help.



Technical and Safety for LBC's

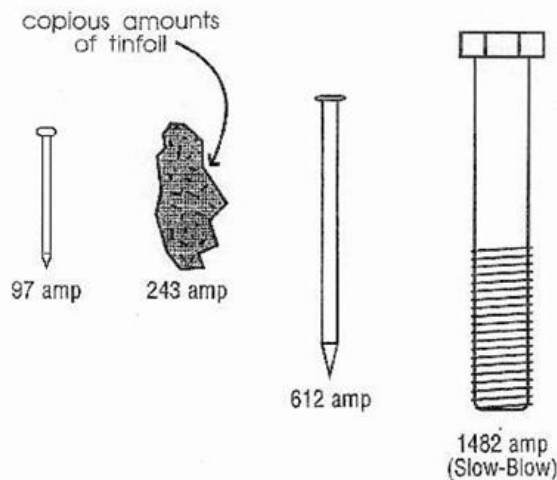
Containing the Smoke

Humble suggestions for ensuring that your wiring does not let you down!

Smoke is the thing that makes electrical circuits work. We know this to be true because every time one lets the smoke out of an electrical circuit, it stops working. - Joseph Lucas

Lucas

Guide to Fuse Replacement



MG electricals came based on several assumptions, not all of which remain sound in the modern age. Some probably did not even make sense when the cars were built, like:

- Fuses take up space and cause problems therefore use as few as possible.
- Switches control electrical flow therefore all the power to drive lights, horns, fans etc. must go through the switch.

All electrical power is contained within a smoke envelope that prevents the power from escaping. Fuses help contain the smoke within the electrical system and switches control where the power (smoke) goes.

I have included the Lucas guide to fuse types to assist in troubleshooting. Switches require replacement from time to time as the smoke can actually wear them out. But we can help preserve all electrical components them and make them less likely to cause problems by limiting the circuits controlled by each fuse and reducing to almost nil the amount of power a switch has to carry.

The solution is adding relays to our circuits along with a few extra fuses or even a circuit breaker or two. I know it's not 'period correct' but it is safer. I have a 1968 MGC. It came with all of 2 fuses to "protect" everything electrical in the car. This in some people's experience has meant hitting the horn button to engage the overdrive or flipping the heater fan switch for high beams or playing the 20 questions game of just what will happen when you press the dimmer switch! I'm exaggerating of course, (well maybe not so much!) But some relatively simple electrical work can reduce the issues, separate the circuits and greatly reduce the possibility of an under hood or worse under dash electrical fire. (You gotta contain the Smoke inside the circuits!)

My experience with adding relays to electrical circuits comes from my experience with rally cars. In my case, it was Datsun 510's which came from the factory with the same type of 45 ish watt sealed beam incandescent headlights as our LBC's. Those sealed beam units were even required by legislation back then as lights could not be too bright (or was that the legislators?). You know the headlights that look like two candles in the wind when the least amount of water, dust, snow or mud collects on the front of the car. However, manufacturers in the 70's began to improve both sealed beam as well as bulb and

reflector halogen lights. They produced legal 55 watt low beam and 65 watt high beam units that even had good focus to reduce glare. These units bolt right into our LBCs. The rally cars used to fit 80 watt low beam and 100 watt high beam units that technically exceeded the legislation and were illegal for street use (But you could sure see at night). Note: the newest LED units generate more light but only draw 30-35 watts.

Relays isolate the power to operate the headlights, driving/fog lights horns etc. from the switches that control them. The switch only has to pass the low power required to trip the relay circuit and the relay controls the power directly from the battery to the lights or whatever. This means very little amperage transmitted through the switches, the wiring harness under the dash or through the holes in the firewall greatly reducing the chance for fire under the dash or in the wiring harness.

Existing wiring in headlight, horn or fan circuits will easily handle the draw from halogen headlight bulbs certainly up to the 65 watts draw of street legal bulbs (later models may have issues with 80/100 watt bulbs as manufacturers lightened the wiring in 1980's and newer cars). If you move to LEDs power draw is not an issue.

Wiring a relay is easy; there are 4 connections on each one:

1. A power supply connection for the unit controlled by the relay;
2. A power output connection that goes to the unit;
3. An input to provide the limited power to activate the relay; and
4. A ground connection for the activation circuit.



Here is the installation in my MGC, you can see the original fuse block with the two factory fuses in the top left of the picture

The switch to activate the relay can either control the power input to activate the relay or complete the ground connection in the activation circuit. Either method can also trigger an indicator light should you want one (say for fog lights or a manually controlled back up light).

What should you include in each relay-controlled circuit? In my case there are 4 circuits:

1. Low Beam headlights;
2. High Beam headlights;
3. Driving Lights; and
4. Horn.

Auxiliary lights, either driving or fog lights should be linked to the headlight circuits in such a way that driving lights only come on with the high beam lights and fogs only operate on low beam. In these cases, the power to activate the relay is drawn directly from the appropriate power circuit and the on-off switch operates on the ground connection. Each individual circuit for lighting etc. should be protected by a fuse of the proper amperage and the main power supply from the battery supply by a circuit breaker.

If you own an older car; you may want to think about upgrading your alternator if you are changing to halogen or even LED lights. Being able to see at night really helps but those lights can really tax an old 30 ish Amp Lucas alternator.

Relays should be mounted in an easily accessible spot in the engine compartment and set upright, so the connectors point down. Some relay housings can allow moisture to gather inside the unit if not mounted this way and water and 'smoke' don't mix well. Once set up and wired, relays will operate just fine for years without any problems. Just check connections every so often and if a fuse blows check for a short in that circuit. Linking to the existing wiring can be done with connectors, usually without cutting into the harness. So if you want original – going back is easy.

I intended to do a tech session a couple of years back using Al Taylor's MGB as a guinea pig as he did have an issue with problematic lights and some real smoke under the dash a while back! Maybe we can resume sessions later this year if we can get into a garage again with an audience – who knows. Meantime, think about it, compared to a full wiring harness, relays are pretty cheap insurance!

SVAA Update – New Alberta Reflective Licence Plates



Periodically there will be updates provided by SVAA of interest to our members thanks to Jim Herbert, SVAA President.

New Plate info As of January 1, 2021 new rules came into place for license plates. SVAA was engaged in this process. This was one of the proposals that was put forth to reduce some of the governments red tape. It only affects plates that require annual renewal so it ***does not affect the antique plates*** and perhaps will make it easier to run Year of Manufacture (YOM) plates on antique registered vehicles.

The new reflective licence plates will only be issued on a go-forward basis. Service Alberta will continue to issue the existing non-reflective plates until the current supply is exhausted. There is no plan to require Albertans to replace their existing licence plate with the new reflective plates, as long as the vehicle's ownership remains the same.

Upcoming Issues:

Look For: More on Generation – A CMGCC Initiative

Fun for All– An LBC Version of What Did We Do Last Spring, Summer and Fall
(Gatherings, Drives and Socializing **despite** rain, hail and the Pandemic!!)

A Trucker's Tale of Getting an Old MG Home

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

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

The Back Page:

FAMOUS LAST WORDS

