



Crown Wheel and Opinion



So what's with this Club?

The Calgary MG Car Club was started in 1979 and exists for its members and for the purpose of enhancing the MG British style of motoring and the preservation of the MG marque. Our membership welcomes MG owners and those people who support the style of motoring exemplified by the MG marque, mystique & history.



The MG style of motoring is characterized by the following sentiments;

- Appreciation of the history of the MG marque (and an urge to wear hats and clothing emblazoned with it).
- Appreciation for the work put into a car (many of our members are also associated with the "More Money Than Sense Club").
- Appreciation for vintage cars (some of us even own vintage cars that are not MGs - horrors!).
- British sports car heritage (although most of us aren't British!).
- Camaraderie (heck of a nice bunch of people in this Club!).
- Enjoyment (we have a lot o' fun).
- Freedom (no pesky roof in the way).
- Friendly competition as a focus for a driving experience (as it's not about speed - that's what we tell ourselves, anyway).
- Hum of the motor (always delightful when it starts....).
- Innovation (outsmarting the engineers who built them) - often while off in the middle of nowhere or far from home.....

Thanks to those who contributed:

Norma Kenward, Editor

Dwayne Schellenberg, Publisher

Derek Kenward, Member

Mike Holtz, Membership Coordinator

Dave Pearn, CMGCC President Emeritus

Terrence Walters, Member

Henri Lefebvre, Member

Check out our website at www.calgarymgclub.org



BADGE BAR BALDERDASH

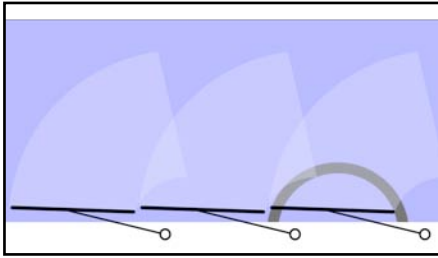
Rumor has it that there was a virtual CMGCC meeting in Palm Springs.....seems as though the calendar and GPS weren't co-operating.....Jim and Linda arrived as Dwayne and Donna were leaving. Len and Helen were awesome hosts but Helen decided to high tail it back to Alberta, leaving Len to fend for himself.



However she did make it back to the desert in time for Breakfast the last day! Ralph and Bev over shot the runway and ended up in Mexico. Morris et al was nowhere to be seen. The Parkers missed the "Palm" part of the destination and ended up in "Banff" Springs. As for the rest of you....you probably didn't open the e-mail!



SPRING IS HERE! HAVE YOU THOUGHT ABOUT YOUR WINDSHIELD WIPERS?



Most of your driving decisions are based on a clear, unobstructed view of the road, so it's a critical safety concern that your car's wipers provide you with the cleanest windshield possible. Ozone, airborne contaminants, oil, sunlight and dirt all act to weaken and reduce your wiper blade's ability to clean the windshield. Exposure to sunlight and ozone cause the wiper blades to age, even if they're not used much.

Blade Deterioration

Rubber deteriorates over time. As blades age, they lose their flexibility and are less able to wipe cleanly. They may develop a permanent set or curvature, which prevents full contact with your windshield.

Blade Effectiveness

An important factor is the amount of spring tension on the wiper arm: This is important to keep the wiper refill in tight contact with the windshield and provide a superior squeegee effect. Good quality wiper blades incorporate a balance-beam design with a multipoint suspension system to eliminate smearing and streaking in both directions.

The material used in the blade itself: Most wiper blades are made of natural rubber, but some of the newer performance blades have a composite structure that combines a soft, pliable rubber on the squeegee surface for good wiping characteristics with a firm rubber in the blade body for improved support and durability.

Important Things to Remember

Heed the following maintenance tips for optimum wiper blade performance and driving visibility:

Tip #1:

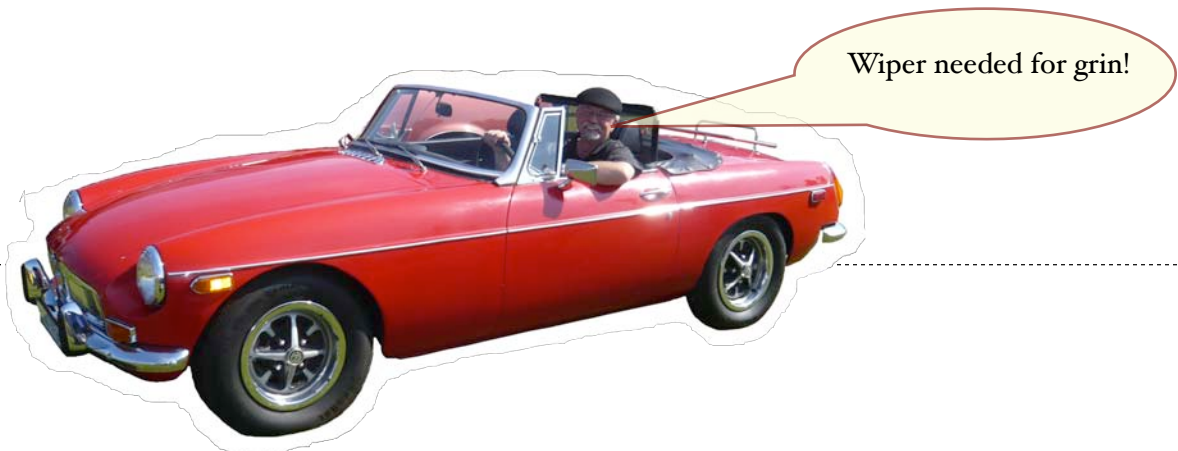
- Replace your wiper blades every 6 months or 6,000 miles – even if you live in a "dry" place like Alberta.

Tip #2:

- Consider your options when replacing your windshield wipers. You can replace just the refills (squeegees), which are the rubber wiping components installed into the vertebrae. This is your most economical option. If your blade-frame is high quality it may make sense to keep it and just replace the squeegee.

Derek Kenward

courtesy of the Shell UA IT/IM Road & Travel Safety Newsletter 2012/1





BritsBest Classics

8, 9, and 10 June, 2012

The BritsBest Classic weekend in 2012 will celebrate the 50th anniversary of the MGB, with a Show and Shine, Rally, and winding up with a Banquet and Auction at the Radium Resort. The event this year will not have a car judging, although there will be a Mayors Choice Award. There will also be awards for other events taking place at the venue in Radium. As in past years we encourage all British Cars and Motorcycles.

Dwayne Schellenberg, Chair



Our beloved LBC, the MGB, is 50 years old!

The Radium Resort, located in this beautiful mountain town, has been the home of the Calgary MG Car Clubs signature event for the past 4 years. This awesome venue has shown us hospitality and convenience, with all the amenities required to host a quality event. The Palliser Room is where we have our Banquet and Auction. The Selkirk Dining Room and Patio, provides splendid views of the golf course for the Friday night Meet and Greet and Barbeque. The David Thompson Room is used for our Hospitality Suite, the place to "B" for camaraderie when we are not driving, polishing, or showing our LBC's.



REGISTRATION INFORMATION

To register please contact **Azim Bhatia** at britsbest@calgarymgclub.org. All details are available in paper form or please check the Calgary MG Car Club web site for downloading.

The Regalia that will be available for purchase will include a grille badge and embroidered mans or woman's shirt. As in previous years, the first fifty registrants receive a gift.



Pulling into the driveway in Norma's newly acquired 1966 turquoise Mustang, we opened the garage door to a completely full double garage. Wheel barrel, lawn mower, bicycle, tools, quite full before we mention the daily driver on one side and my sweet little B on the other. I know we bring a lot of stuff home, but much of that gets hauled directly into the basement. That wasn't going to work this time. We knew we would be facing this moment long before the Mustang cheque was written.

There was nowhere to go but up.

Car lifts seem to be coming common place these days. You see them in magazines, at the mall, at car shows, Princess Auto even had one on display for a few months. Prices range go from \$2,400. to \$8,000. That's a huge range, with some caveats like the cheapest one you must pick up yourself and install yourself, or they can recommend 'a guy' that will pickup, deliver and install for about \$600. So the bottom end really starts at \$3k.

Investigation soon pointed out that the cheaper option is made from Chinese steel, but with all rated at 8,000 lbs, so you'd think any

NOWHERE TO GO BUT UP!



should do, and after all, the MG is light. And for the most part that is true. But then you start to find out the lift components also differ in quality. Damn! I don't want to spend 6 to 8 thousand on a lift.

Step in Dave Pearn..... and in comes a recommendation from a member from the Corvette club (isn't this one of the reasons we joined a club) for a local supplier with a quality lift with commercially certified lifting components all delivered and installed for about \$3,500. Sold!

Size isn't everything, until you lift your car into the roof.

Everyone first thinks of height, do I have enough height? Short answer (as always) is maybe. We are pretty lucky to have nearly 10 foot high ceilings, but when you consider that most garages have 8 foot walls on top of a poured foundation, 9 foot is not uncommon. You really need the total height of

the two cars, plus about 5 inches for the shelf, a couple of inches above each car, and here is the part you might not realize, the shelf rises in 6-inch increments.

The MGB seems short, but it is still nearly 48 inches tall with the top up and our daily driver is about 58 inches tall, so that's 106 plus the shelf and clearance. I ended up with about 15 extra inches of height available to me.

The thing you might forget is that the garage door tends to use that space up near the ceiling when it is open. My 7-foot high door comes about 6 feet into the garage at about bumper height of the car that is lifted. It's possible to change the tracks of the door to open closer to the ceiling, but this is where the smaller MG pays off again. My garage is 22 feet deep, so with the car and lift pushed all the way to the back wall, there's still 2 feet between the bumper of the lifted MG and the garage door when it's in the open position. The Mustang does not quite fit lifted up with the garage door open. (Norma almost had a heart attack at the thought.) Now we have all we could want.

But more on the installation in the next installment.....

Derek Kenward



We still have fun, even in the winter!



Helen Munroe, Club Secretary, and Azim Bhatia, President, kindly organized a wintertime “lunch run” for members on Sunday, February 5th. We gathered at Tim Horton’s in Shawnessy, with the plan to hit the road at 10:30 a.m. (I think our departure was as close the designated time as this Club has ever seen!) and head out for lunch at the Black Diamond Hotel. Helen told me that 26 people had responded they’d love to attend, which is a great turnout and an indication that we need to organize more winter drives (Derek and I are there if there’s food involved!).

Two brave souls came out in their LBCs – Cam and Jill Lambert and Dwayne and Donna Schellenberg. I think the Schellenberg’s were quite intrepid given our weather can turn on a dime and they came from Cochrane. Definitely a good day to own a GT as it was sunny but still pretty cool. (Apparently our President offered to purchase a drink for whoever came in their MG.) Our two pace cars were Cam in lead, followed by Dwayne.



There are some advantages to traveling in the daily driver – Cam asked us if we noticed that really big bump in the road, as he’d apparently flew right up in the driver’s seat and bumped his head on the roof. All of us in “regular” cars looked blankly at him, having not noticed the apparent bump.



A Club group has eaten at the Black Diamond Hotel before, after last fall’s highway cleanup morning, and again it didn’t fail to please. They have a great “bar food” menu and the portions are ample. Some of the orders were a little slow coming out, perhaps a bit to the chagrin of Cam “Hollow Leg” Lambert, but everything was hot and tasty.

Azim kept the speeches to a minimum and offered to buy Dwayne and Cam a coffee for driving their LBC’s! (I think it was after the bills were already paid).

April 15th 2012 brunch was held at the Grey Eagle Casino, attended by 15 of our members. Event was capped off by much admiration of Rose’s Mini Cooper.

Norma Kenward



Henri Lefebvre - TR and MG Owner

I have owned a TR6 since 1977, a 1974 for the first 23 years and my current 1975 since 2000. During those years each car was in service for about 7 months of the year and in storage for 5 months during the worst of our Canadian winters. During these years, the 6's were out of service for short maintenance periods except for engine rebuilds, no major restorations, yet. The TR6 is used as much as possible for every day use, including to and from work on good days.

I bought my first sports car in 1970, a four year old 1966 MGB. It was full of rust holes, the engine was tired, but I was young, with lots of time and energy to fix it and the more I drove it the more I was hooked on sports cars, especially British sports cars. Nine months later, around Christmas time, the B's engine decided it did not want to continue fighting another Canadian winter. For work and practical reasons, I replaced it by a new Datsun 510, but there was no doubt in my mind that I would drive another British sports car sooner than later.

Fast forward to 1977 in Vancouver, I begin shopping for a mate to my Mazda RX2, and I started scanning the used TR6's available. I was focused on the TR6 because of its looks, the sound of the engine and the feeling of torque from its 6 cylinder; the actual power, or lack of, was not relevant. I settled on a Pimento 1974, non O/D, in original condition, that ran very well but required a few

bits of trim and hardware. I sold it 23 years later when it reached about 75,000 miles, still sporting its original paint, clutch and engine, but all were ready for major maintenance. I then bought my current 1975 TR6, in Signal Red, with triple Webers and O/D, and restored 15 years earlier.

Despite being absolutely pleased with the TR6, in the early 90's I began to consider adding an MGB GT to the fleet, in part because I always liked the looks of the GT. I bought a 1969 MGB GT in 1994; it would eventually require a full restoration but it was a good driver nonetheless. In 2006, I replaced it with a well restored 1971 MGB GT, sourced on eBay, my current Dark Blue GT.

I will compare and contrast my TR6 and MGB GT and provide a few of my reasons, or self justifications, to own and drive both.

First, they are both British and definitely have a similar general feel and mechanical design, as a contrast to an Alfa Romeo GTV or Porsche 356 or 912 to the fleet.

The TR6 is a grunt car: engine, exhaust note, heavy clutch, heavy steering and firm shifter.

The MGB is a bit more refined: distinguishable exhaust note but not as deep and throaty, lighter clutch, steering and shifter, not quite as powerful but plenty to keep up with city traffic and the O/D is ample for high speed highways. The real plus with the MGB GT is the unit-body

shell on a softer suspension which keeps everything nice, smooth and quieter, with much fewer rattles; I would almost describe it as a feeling of luxury, despite being a less expensive car.

The body on frame of the TR6 definitely flexes and rattles more, but then who pays attention to this as we hustle down the road.

The driving and handling is an interesting contrast and contradiction. The TR6 has an independent rear suspension, generally considered more sophisticated and superior over the B's solid axle with leaf springs. Both cars use Armstrong lever shocks at the rear, for better or for worse, and tube shock conversion kits are available for both.

All TR6 drivers are familiar with the torque steer effect and the rear-end squat under hard acceleration and through gear changes; in addition TR6 owners are well aware of the rear squat when springs, shocks and bushings are tired. The B exhibits none of these characteristics. The B's handling is a mild oversteer with none of the zig-zag effect of torque steer; on the other hand the live axle can be a handful on bumpy roads, especially in turns, but then some experienced B drivers enjoy taking advantage of these situations.

HENRI LEFEBVRE'S CARS
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HENRI LEFEBVRE'S CARS
CONTINUED

The interior comfort is clearly in the MGB's favour. The major plus for the TR6 is the luxurious wood dash with the large speedo and tach; the post '68 MGB has the hideous 'pillow' dash. On the other hand the B's cabin is wider, feels more spacious, and the driving position is near perfect with excellent pedal spacing and comfortable seats. The TR6 drivers are familiar with the

uncomfortable layout of the accelerator pedal, the narrow foot well and the skimpy seats; Miata seats conversion anyone?

I thoroughly enjoy both cars for different reasons; the TR6 is a great boulevard and highway tourer with plenty of torque and sweet exhaust note, and I enjoy taking mine to the track whenever I can, while the B is a great city car and is comfortable to drive in traffic. Both are sufficiently competent on highways but the TR6 has

more power for passing or climbing hills, a valuable advantage in the Canadian Rockies.

In conclusion the TR6 is more of a muscle car and the MGB GT has a sophisticated feel.

If I could keep only one sports car, I would lean towards the TR6 for its grunt and convertible, but the MGB GT would be very attractive for its comfort. I am glad I do not have to decide, yet.



1975 TR6

1971 MGB GT

Horsepower , stock	106 bhp @ 4,900 rpm
(My TR6, estimated)	165 bhp @ 5,000 rpm)
Torque , stock	133 @ 3,000 rpm
Zero to 60 mph / 100 kph:	11.6 sec.
Curb Weight:	2,410 lbs.
Length:	162 in.
Width:	58 in.
Wheelbase:	88 in.

92 bhp @ 5,400 rpm
110 @ 3,000 rpm
13.6 sec.
2,345 lbs.
153 in.
60 in.
91 in.



1990 ERA MINI

My wife, Ardith, drives an MG, and I don't... well, kind of. My 1990 ERA Mini Turbo has some interesting heritage, aside from only 436 being put together by English Racing Automobiles (ERA) for Austin Rover.

Through the wonders of badge engineering, the Mini has appeared as an Austin, Morris, Riley, Wolseley, Innocenti and Rover but never as an MG. But the 1989/90 ERA Turbo had its drive train, brakes and front seats taken directly from the MG Metro Turbo. That accounts for much of this car.

Introduced in 1983 the MG Metro Turbo is notable for three things – 1 It was supposed to replace the Mini – 2 it was the first BMC/Leyland/Rover car to be factory turbocharged – 3) it was the ugliest MG ever made. Think of a slab-sided 1978 Ford Fiesta hatchback.

Well there you have it. My car is actually an Austin Rover MG Mini ERA Turbo.

Quick? Yes. Fun to drive? Oh yes. You cannot help but smile when driving this car.

Mike Holtz

Learn from Pearn

Changing inverted oil filters.

Use a heavy duty freezer zip lock bag (or similar) under & around the oil filter & mount bracket to minimize oil spills.

Preserve your tires

During winter storage park it on 1ft square panels of 1" thick pink styrofoam insulation.

Quick car drying tip

Use a leaf blower to get the excess water out from behind trim pieces.

Maintain your battery

Charge over the winter w/o accessing the battery compartment just connect your battery maintainer to a 12v cigarette lighter plug & plug it into the lighter socket. Just make sure the lighter socket is still functional first!

Dave Pearn



Could'a bin the whiskey...might'a bin the gin...

NO - *It's the Lady and the Tramp*



Friends Helping Friends

(Members with benefits !)

Off with her head!

Why? To understand what Dorothy can be potentially tuned to. I've been suspicious that she's over-bored but without taking her head off and taking some measurements, it's just speculation. So, the Calgary MG Club gents offered to come over on a Saturday (if provided with Tim Horton's donuts, coffee, and a washroom) and help out. The Friday before, I managed to get the electrical finished off so that my 5KW heater was working in the garage. Saturday morning, they showed up. I warmed up Dorothy and the fun began....

- 1) We removed the spark plugs: #2 & #3 were pretty oily, but considering the car has not been on a good run, it could be simply due to the shared port not breathing as well as the outside ports. Not overly concerned yet.
- 2) Compression readings: all showed approximately 150psi with very little variance.
- 3) Compression leak: regulated at 30psi, each cylinder only showed leakage of about 1.5psi, the worst being around 2psi, so pretty tight for a barely warm engine!
- 4) Disconnected the battery.
- 5) Drained the rad (no drain valve on bottom of rad so had to make a bit of mess).
- 6) Removed the carbs (will breakdown to clean and re-gasket in next couple of weeks).
- 7) Disconnected exhaust manifold (back end of gasket beginning to blow out).
- 8) Removed valve cover: cork gasket siliconed to cover. I'll replace with a silicone gasket ...cork leaked a little bit so I don't think the silicone will be any worse.
- 9) Roller rockers removed. Noticed a bit of grinding, but not sure whether this is recent or from a previous setup.
- 10) Pushrods removed and kept in order. Would like to go back to lightened pushrods again... will discuss with Todd.
- 11) Head removed. Left thermostat in place as a grip to help remove.
- 12) Head bolt: removed one of the bolts for Todd to check... noticed that it's got a perf/mark - not sure if delivered that way or not.

All things considered, everything looks great! There was some discussion that the rocker assembly requires a little more shimming but this is what Todd can check into further. Honing marks in cylinders were still visible!

I took some measurements of the cylinder diameters and they measure 3.18", which is 20 thou oversize. Pistons look stock but I'll have to check records further. Since stock low (8.0) compression is 130psi vs high (8.8) being 160psi, our readings of 150psi imply that compression is near high... good!

I'll take the parts into Todd & co this week and hope to have everything back together within a month. I'll take a stab at end-to-end tuning, then see how much more Todd can get out of the car on the dyno.

Thanks again to the sage wizards for their time, expertise, and rugby songs! Stay tuned....

Terrence Walters



MG Factoids!

- 1) The name 'MGB' was originally conceived as the name for the MGA Twin-Cam.
- 2) The MGB is always identified with the classic BMC 'B' series engine but when the MGB was being conceived the BMC parent company was also hatching plans for a family of V4 and V6 engines. The MGB was to have been the recipient of a 2 litre V4 but when the new engine project was scrapped it was back to the trusty 'B' series.
- 3) At first the MGB was to get the 1622 cc engine from the MGA but early testing showed it to be slower - luckily a 1798cc version was being developed for the Austin-Morris 1800 (Land-Crab) and that was chosen instead.
- 4) The height of the MGB windscreen was dictated by International Racing rules for the class it was to compete in - without those rules and MG's competition aspirations' the MGB might have been easier to see out of for us taller drivers.
- 5) When the MGB was launched there was a bit of a kurfuffle over at Renault, who claimed that MG had stolen its design (for the front end of the MGB) from its design of the Renault Floride - a very short lived and unremarkable car, the argument soon went away.
- 6) When MG designers started to think about what became the MGB-GT they just couldn't get it right. Eventually with the help of the styling team at Pininfarina, they realized that the problem was that pesky roadster windscreen - by lifting the top of the screen the problem was solved and that classic look evolved.
- 7) The grill aperture of the 1970 MGB, one of the first of many British Leyland (BL) facelifts and known as the "black-hole" was inspired by the 1968 Ford Mustang - at that time many Ford designers had moved to BL.
- 8) The best ever sales of the MGB was in 1977 - at a time when the TR7 was being marked in the USA with many incentives.
- 9) The 'O' series engine was chiefly designed as a replacement engine for the MGB but apart from prototypes never received it - the Rover 2000 with twin SU's was fitted with this engine.
- 10) Studies into a proposed turbocharged 2 litre MGB 'O' series engine led into what became the MG Montego Turbo.

Courtesy of "On the Marque", the newsletter of the San Diego MG Car Club



All-Natural Bug Spray



3-1/2 ounces of witch hazel
 1/2 teaspoon of lemongrass oil
 1/2 teaspoon eucalyptus oil
 1/2 teaspoon citronella oil

Combine all ingredients in a small spray bottle. Shake before each use.

MG Spotting!

Where in the world!! This MGB-GT was spotted in Port Chalmers, New Zealand, by Norma and Derek Kenward while they were vacationing down-under last month.



Please feel free to forward photos you've taken of MGs in faraway, fun or unusual places to kenward@telus.net - Your newsletter Editor Norma and Publisher Dwayne hope to feature more of them in future issues of "The Crown Wheel and Opinion".