

Calgary MG Car Club July 2014

Safety Fast!

Spring was a little slow coming so summer weather and the chance to finally get out and drive have been very welcome! Our Club has already been involved in a lot of great warm weather events and had a lot of automotive fun—take a flip through this issue of the Crown Wheel and Opinion, and you'll see!

BritsBest has come and gone, and was as always a great success. Thanks again to those members who volunteer countless hours to make it happen. Keep an eye out for a feature spread with lots of pics on BritsBest in the next issue of the CWO.

The Editors/Publishers of the Crown Wheel and Opinion, Norma Kenward and Dwayne Schellenberg, are hoping for greater membership involvement in the content of upcoming newsletters. Dwayne has made it real simple to contribute—go to

<http://www.calgarymgclub.org/family.html>

then click on [Newsletter Editor](#)—this will immediately set you up in an email to the Editor where you can place your content and send. Easy-peasy. So c'monnnnnnnnnnn! Send in those articles!

Crown Wheel and Opinion

Greetings from CMGCC President Mike Coe!

Many, many thanks to Calgary MG Club members who took in this years very best, BritsBest. This excellent, excellent Event ably overseen by our good Pal John Towler and his Committee. A Committee that for more and many months previous to this past May approached their task with diligence, foresight, enthusiasm and dedication. Those persons being, John, Andy, Al, Terrence, David, Ardith, Ashley, Mike and Cam. And I extend sincere thanks for the contribution of ongoing assistance of our members during this 2014 BritsBest weekend: and muchly to John's family Alice, Victoria, and Lynn. Alice even volunteering more involvement for 2015, conforms her Dad!..With the committee looking to again take on their same positions for 2015: but step up to help for the 2015 Event. As assistance is needed to spread around duties.

So as I here mention, BritsBest was an awesome weekend {those who missed should seriously look to participating for 2015}. At which attended also the Edmonton Classic Sports Car club with eight cars, and the Cranbook, OESCC with ten cars. Plus a chap from the East Kootenays. To whom we extend our heart felt sincere thanks that they took the time to join us! An Event of which wouldn't have been

possible if it wasn't for our "Superb, Superb" sponsors, Helen and Owner of **Honda West**, Pat & Jay of **British Auto Specialists**, Todd of **SportsCar Parts**, Bill [and Malcolm] of **Auto-Mann, Rangeland Engineering**, and a superb poster from **Ashley**. A full report of BritsBest of which I believe will be coming later.



Jorn Hedlo and Mike Coe at the Rolling Sculpture Car Club Annual Father's Day Show and Shine in Canmore.

So we've as last year had a bit of a wet start to our 2014 Sports Car Season. But we've been fortunate to get in a good Fuzzy Bugger Rally courtesy of Trish and Dean; the Airport Tunnel opening, the Garage Breakfast Season opener on Auto-Mann's apron premises and of course BritsBest. Now we can absorb even more serious sports car activity. Our calendar already demonstrating this. So don't be afraid to jump in and participate and organize an event. And even a LBC is down, come in your

everyday car! As to number of Club members, this has just passed the 60 mark. But we welcome the addition of more wonderful people with which our Club is blessed.

Accordingly to appeal to interested younger persons, our member Trev Beatson made the Motion of waiving membership costs for the first year to persons under 25 years of age. On which we voted, discussed and agreed. Though our newest member Valerie Chan aged 25, with humour reported she'd have held off paying membership at BritsBest after BritsBest if she'd know this...ha!...But fortunately in attending our last meeting with grandparents Jill & Cam, Brett, their Grandson, is first to qualify for this. He owns a Mini, and I assess will be a great asset. So when at our next meeting please make the effort to welcome him, as with potential new members Ron & Margaret Moynikas also attending our last meeting: and aspiring to be great members also.

Referring back once again to our BritsBest sponsors, I'd "sincerely" like to thank Auto-Mann for the use of their front apron for our Breakout Breakfast and Safety inspection day last month. Plus I've approached British Auto Specialists and SportsCar Parts, who would be delighted to have us visit their premises sometime during this year also {dates to be worked out}.

All the Best.

Mike Coe, President, Calgary MG Car Club



Calgary MG Car Club

A Check Off the Bucket List that Can't Be Missed



Restoring a car had always been an item on Garrett Brown's bucket list. It had to be unique, have character, and be able to fit in his single garage. He found a Mini that was more than half dead. Eighteen months later, that same Mini metamorphosed into a glossy custom 1979 Mini Panel Van through a nut and bolt restoration.

Mini panel vans were sold in the UK, Australia, and Japan as commercial vehicles. Great for delivering post and popular for those who didn't want to pay sales tax, this model had less than 127,000 produced; quite a lot rusted away or were crushed if the engines failed as the van cost less than £3,000.



This particular panel van was shipped over from the UK to a man in Okotoks hoping to build a car with his son. "It was advertised on Kijiji after the son lost interest, and I towed home the pieces on two trailers and a truck bed." Garrett shrugged as he said this. "I invited them out to see what [the son] missed out on at my first show 'n shine."

All chrome pieces were custom fitted from Mini Cooper S parts, as the original van didn't have any chrome. The body was painted with a custom Mazda 27A Velocity Red with red metal flake, red pearl, and followed with 5 clear coats. The roof was painted black with red metal flake. The interior was outfitted with custom carpet, custom headliner, a hand-made dash/instrument panel, touch screens and a giant stereo. Four batteries and new electrical wiring support the stereo with



sub woofers the same size as the oversized 12" wheels. Besides being loud and a beauty, the panel van has been outfitted with a fully adjustable racing suspension, and 1275cc Cooper S 12H block bored to 1300cc with Stage 3 setup.



While Garrett can proudly say he did everything on the car but the pin-striping, he haunted Auto-Mann for parts and knowledge during that year. Thankfully Malcolm Mann is a patient man. The restoration was topped off with a first drive that was also a first date. Garrett's 1979 Mini Panel Van proved to be a head-turner as that same girl is now his fiancée.

Valerie Chan, (Brand-new) CMGCC member



TFBSA (The Fuzzy Bugger Strikes Again!)

The last Saturday in May saw 15 cars, (some of them even MG's) pull up to the starting line for the TFBSA. The day was sunny, warm and crews were looking forward to a lovely drive in the country. Unbeknownst to them there were a few challenges thrown into the mix just to keep things interesting.

We added to the observation challenge of last year's event by adding rally timing to the mix. Not only did you have to follow the route but you also had to stay on time this year. As well to keep things interesting they added a couple of traps to the route; a very visible off route control which didn't fool anyone and a section where the questions and the route instructions were listed separately but all numbered in sequence. This section caught out every crew in the rally but one. Con-



The end of the event saw 47 people, drivers, navigators, check point crews and assorted hangers on sitting down for lunch at the Crystal Ridge Golf Course for lunch. This gave everyone a chance to talk, have a drink, eat some great food and swap post rally lies as all rallyists will do. Some-

one made the comment that the event must be a success as we did lose a few crews along the way. Out on route

clusion – MG Club members for the most part do not read!
So much for the planned challenges – unplanned challenges included the unannounced road closure toward the end of the rally by the CPR. This led to some confusion and a recovery route that included a mile+ of fresh gravel (that was not there the night before). Sorry! L This must have had something to do with the introduction of Trolls to the organizing committee.



everyone I saw was having a good time, lost or not, and I only had to rescue two crews found waiting for me just one mile off route despite their best efforts to get more lost. Carol Hedlo and her navigator “won” the Uff Da award not for last place but for following Ardith! They seemed totally unconcerned and were catching a few rays while they waited for me to find them.

Crews with more success included a tight group in 4th through 2nd place:

- 4th Place—Jim and Linda Herbert with 85 points.
- 3rd Place—John Towler and



Anyway, the crews had a very enjoyable drive through cattle country north and West of Okotoks, a slight change from oil field country West and South of Okotoks last year! Comments included wonderful roads – great scenery and wow the trees and such have really opened up in the last few days!





daughter Alice with 79 points (We definitely now know who the ___ is Alice!).

- 2nd Place—Ron and Sonya Korman with 70 points (welcome to the club both of you).

And the winners – the only ones to



catch the trap in the instructions – Gordon and Linda Parker with a dominant score of 53 points! Well done both of you! They get to keep the winners medallions and their names have been added to the TFBSA perpetual Trollphy.

We learned a few things this year which we will change for next year to make it a better event. Next year we will have:

- real entry forms so we know who's who;
- A lead car to make sure the route is open, it's amazing what can

happen between late Friday night and Saturday morning; and

- Less reliance on mileages (kilometreages [sp]) I know it's not a real word! I'm still not sure how someone can get lost following a numbered highway with the turns spelled out! Maybe it was giving a compass direction!

Our thanks to some friends and relatives – all neighbors who manned the checkpoints for us and then joined us for lunch; to Brown Sugar Bakery who made sure crews could get starting fluid for themselves before the event and to the staff at CRGC for their service and patience at lunch.

So what about next year; think about it for the following reasons:

- The objective as always is to have fun and we'll keep adding things to the event to make it so;
- We'll find some new roads, somewhere (just to keep it interesting);
- And— The Trolls have said since rallyists don't read we'll try pictures and diagrams for next year!



- Just remember - Trolls don't always tell the truth!

We hope you enjoyed it as much as we did – see you next year!

Dean and Trish Harrison, Team



RACAP – a small division of the CMGCC



Airport Trail—Tunnel Grand Opening

On Saturday, May 24th, Calgarians were invited to grab an up-close view of the largest road infrastructure project in the city’s history when the city celebrates the opening of the Airport Trail tunnel underneath the Calgary International Airport’s new runway. The celebration included a classic car show n’ shine, live entertainment, food trucks, and displays by the CPS, EMS, CFD and Calgary Transit. Mayor Nenshi and various other politicians addressed the crowd.

The Calgary MG Car Club was there as history was made! Members of CMGCC met (freaking early) in the parking lot at the Deerfoot Mall as we were requested to arrive as a group. What appeared to be a Ferrari club met in the next lot over, and they apparently had an even earlier scheduled arrival time at the tunnel, as they left ahead. Henri was at the event with the VSCCC and was parked by the time we arrived, and this is the best

“sound bite” of the day, if you ask me! He said the Ferraris just arrived and “they were revving their engines so everyone would notice them—as if they’re not already red enough.” Ha!

The hard-fought and controversial build had finally come to fruition and the \$295-million tunnelway was “celebrated” with thousands of Calgarians in attendance.

Here are a few stats for those who you who may be interested:

The tunnel

Total build cost: \$294.8 million
Operation from June to December 2014: \$475,000
Full-year operation estimate: \$1 million
Tunnel length: 620 metres

The lanes

Number of lanes in tunnel: 6 (3 in each cell (or side) of the tunnel)
Width of each side in metres: 17
Vehicle height clearance in metres: 5.3

The route

Tunnel goes under: 1 runway and 3 taxiways
Future LRT? C-Train track could be put down on the inside lane in each side of tunnel
Tunnel is made of 50 sections totalling 58,000 cubic metres of concrete and 12,000 tonnes of steel
Concrete pour: February to October 2012
Thickness: walls: 1 metre, floor slab: 1.5 metres



The extras

Electrical conduit in kilometres: 45
Number of 100 horsepower fans to clear smoke and exhaust from tunnel: 32
Each fan unit weight in kilograms: 570
Each fan unit length in metres: 5.6
Fire extinguishers, dry standpipe (water) and fire hose: every 75 metres in each side of tunnel
Lights: 1,380 halophane metal halide fixtures
Electricity supply: From 2 different sub-stations in Calgary so guaranteed power at all times

The scale

Tunnel can support the heaviest planes in world: Airbus A380 and Antonov 225 (600,000 kilograms)
Time to drive through tunnel at 70 km/hr in seconds: 32



Sylvan Lake Barbecue

Friday night the weather forecast was pretty ominous for Sylvan Lake on Saturday. 25-30mm of rain and 25Km/hr winds. I was debating on whether or not to go, but a quick call to Michael convinced me to go as Evan and Sharon were prepared for bad weather and the event was still on.

I don't like driving the TR8 in the rain and didn't really want to take the truck. A call to Frank revealed that a seat was available in Ugly Betty. Seven vehicles showed up for the 10 AM departure. Rolly was 20 minutes early and I wondered if his body had been taken over by aliens.

We had an uneventful drive down Highway 2A except that it seemed to rain every time we came to a stop light or sign in the towns we passed through. There were a few hearty souls who had their tops down for the



trip. We arrived at Evan's about 12:30. It was good timing as it was almost time to eat.

The Calgary MG Club had a good showing with 12 cars on hand. In all there were 38 people present. An excellent turnout considering the poor weather forecast. Evan told us that it rained at 5 in the morning, but nothing after that. The day was overcast and cool, but the trees sheltered us from the wind. With a jacket on it was a pretty good day. As usual the food was plentiful and excellent.

After lunch we toured Evan's garage and got an update on the progress of his Mini woody wagon. Evan has done a lot of work on it and it's going to be a really nice car when he gets it finished. Around 4 o'clock people started heading for home after another enjoyable day at Sylvan Lake.

Thanks again to Evan and Sharon for all the work they do to put on this wonderful event.

From Neil Rogers, Member, Edmonton Classic Sports Car Club (Article excerpted from the ECSCC's publication "The Open Road" – July '14)



Question: What car company was originally known as Swallow Sidecars (aka SS)?

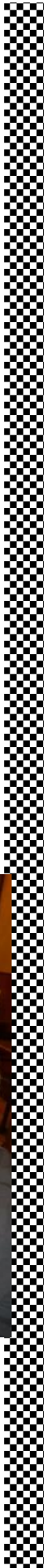
Answer: Jaguar, which was an SS model first in 1935, and ultimately the whole company by 1945.

What's the difference between a newspaper and a TV set?...You can't wrap your fish and chips in a TV set!

The British Chippy in Bridlewood hosted members of the Calgary MG Car Club for dinner on September 24/13—thanks to Mike Coe for organizing this little event. This great little neighbourhood fish 'n chips restaurant opened that evening solely (ha ha) for of our Club and we filled the joint. Steak and kidney pies, fish and chips and a few English beverages were enjoyed. We should do it again this year. Mike?.....



What day of the week do fish hate?... Frydays!



Longbridge

Derek and I visited a Sainsbury's supermarket in September 2013 about a month after it opened. This store sits on the former MG Rover site at Longbridge. Apparently this store created almost 300 jobs for residents – but we felt a little sad looking at the Mini on display in the store.

Derek's family is rooted in the Bromsgrove/Birmingham area and he tells me his Dad, Trevor, worked at the Longbridge plant in the early 1960's. Derek says he tested Minis as they came off the line.

Norma Kenward



I wish we had a place in Calgary as beautiful as Van Dusen Gardens to hold our show 'n shines in! (This is Van Dusen on the May long weekend 2014—didn't we still have snow back in Cowtown?.....)

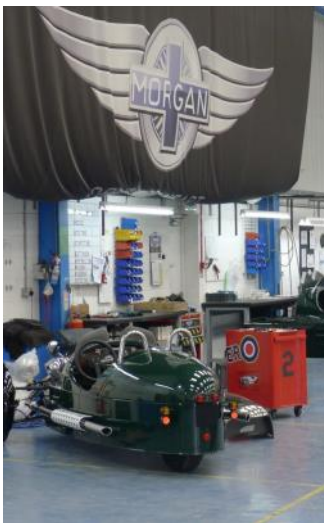


High River was struggling to get back on its feet after the catastrophic flood, but that didn't stop them from putting on a heck of a good event. The 11th Annual River City Classics Show 'n Shine on September 29/13 was very well attended and as always a chance to see some exceptionally beautiful vehicles. A number of members of CMGCC participated and showed their support for this feisty little town.



Morgan Motors Company Factory Tour

For over 100 years the Morgan Motor Company have been making exciting sports cars in the beautiful spa town of Malvern., UK. Morgan cars are famous the world over for their unique blend of charisma, quality materials, craftsmanship and performance. The guided tour was wonderful - we saw their skilled craftsmen at work as they hand made their bespoke sports cars. Traditional car manufacturing combined with exciting cutting edge technology creates a pretty fabulous vehicle!



Canada Day Run 2014

Canada Day was celebrated in style by members of CMGCC– as always! A drive lead by Cam and Jill kicked off the day, with everyone arriving at Dave and Sharon’s ranch right on schedule (which meant Ardith was not involved in the navigation in any way, shape or form). It was great fun for us, not so much for our hosts who had to remain home and prepare for the ravenous hoard.

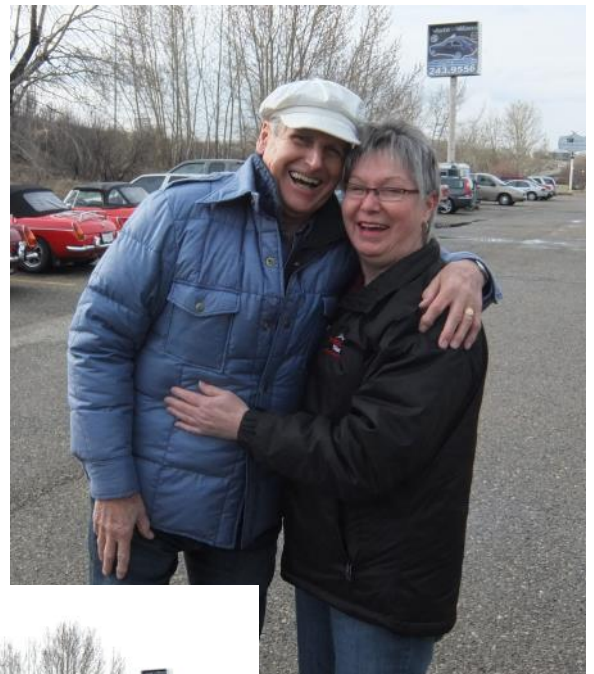
Dave and Sharon provided Caesar salad, coleslaw and garlic bread to go along with the fabulous steaks. Dave, you are one heck of a good barbecuer! Every steak was done to perfection. (Wait a minute. I didn’t see any vegetarian options. Oh yeah – this is Alberta!!!)

We lucked out with the weather–thanks to Dave and Sharon for that, and for hosting the Club for a second Canada Day repast!!





Breakfast and Safety Inspection at Auto-Mann





Thanks to all members attending our awesome May 10th breakfast event. In fact we experienced strong membership attendance; rewarded by excellent weather! And no rain (as I predicted hurrah, hurrah). Though most wore warmish clothing to counter the no rain, the sun emerged, and most shed layers of clothing!

Number of attending sports cars you ask? About 25. Azim and Helen the only people arriving with the top down (though I wonder if it was dropped just around the corner before arrival...hmmm...ha!). Other car tops being dropped as the morning progressed. With other people arriving in every day drivers.

So all in all for this most successful day. Many, many thanks go to:

Ardith Holtz and Carl Hedlo for the grocery shopping.

Ardith for pre-preparing the delicious (and I mean delicious food), particularly the superb egg dish I think everyone had second helpings of (me included). This along with sausages and pancakes I also believe saw second helpings (certainly myself!).

Our Chef Dave Werrett on the grill set in the parking lot outside of AutoMann.

Mike Holtz for securing the table and condiments from our Club locker.

Jorn Hedlow for supplying the cooking grill.

Jim Herbert for looking after the safety inspection forms.

Your committee for arranging this event.

Rose for recording attending car members.

Bill and Susan Rigby of AutoMann for arranging the use of a barbecue and coffee pots.

Malcolm and Bill for the use of their premises to access coffee [and facilities Susan looked after!]: and their courtesy and patience towards so many enquires and curiosity regarding the many being worked on cars inside AutoMann's premises. These two Gentlemen and Lady couldn't have more cooperative if they tried!!!!...Awesome.

Cheers!

Mike Coe, CMGCC President

What's bugging you?

What bugging you? Coming home from a drive in the Alberta countryside leaves my radiator covered in bees, wasps, dragonflies and many other prehistoric insects. I've seen several club members with home window screens places in front of their rads, but I was seeking something more elegant. Then Norma suggest that she sew something up for me.

We next found ourselves at a fabric store sorting through the screen like materials. I was looking for something that allowed good air flow yet would hold back the creepy crawlers and freaky flyers. We came home with a nice black mesh and a black binding to edge it.

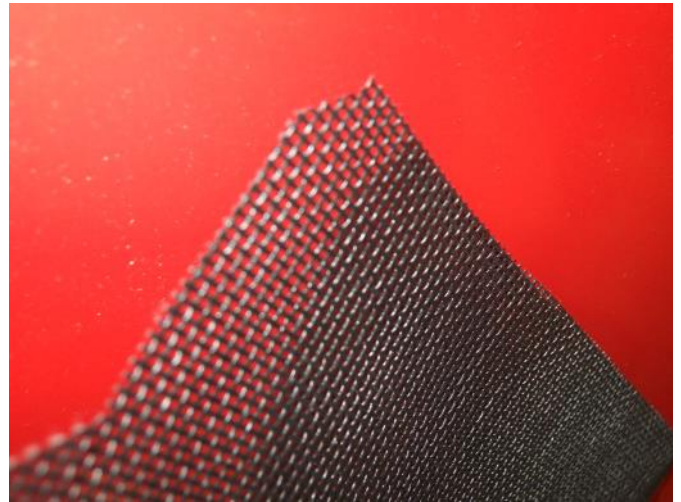
I started by gluing the cardboard from old cereal boxes together to make a piece large enough to use as a template. After cutting to the rough size and shape I slid it behind my grill, but in front of the hood latch. The latch support would help holding the screen well away from the hot radiator. With several trimmings and refitting I was finally happy with the shape and size.

I laid the template on top of the screen and proceeded to cut it out. One day while Norma was doing some mending and had her sewing machine out, she quickly applied the edging to the mesh.

Now it was a simple process of dropping the screen behind the grill and using zip ties to attach the screen to the grill supports.

After the Canada Day run, my rad is clean and smelling... well, like a rad.

Derek Kenward, CMGCC member



M ighty G ood B eans

8 slices bacon
2 cups chopped onions
1 cup diced red bell pepper
2 cloves garlic, finely chopped
3 cans mixed beans
1 can chickpeas
1-18 ounce can diced tomatoes
1/2 cup barbecue sauce
1/3 cup molasses
1 tbsp. Dijon mustard
1 tbsp. Worcestershire Sauce
2 tbsp. apple cider vinegar
2 tbsp. brown sugar
Few shots of Louisiana Hot Sauce

Cook bacon in a Dutch oven over medium heat until crisp. Place bacon on paper towel, then chop coarsely and set aside.

Drain off some of the drippings from the Dutch oven if you want. Add onions, red pepper and garlic to drippings and saute until tender, about 5-7 minutes. Stir in bacon, tomatoes, barbecue sauce, molasses, mustard, Worcestershire Sauce, cider vinegar, brown sugar and bring to a boil.

Stir in beans and hot sauce. Reduce heat and simmer, uncovered, stirring occasionally until slightly thickened, about 15 minutes or so. Serves 6 hungry LBC drivers.



**I DRIVE
THEREFORE
I AM**



Calgary MG Car Club

What in the world?



Man, this was a cute little car! Norma and Derek Kenward spotted it in a car park in Newquay, Cornwall in September 2013.



Poor Dorothy! Was this a case of domestic abuse? Terrence claims not—says it was a black SUV. We're keeping an eye on you, Terrence, as we understand this was not the first time this sort of thing has happened.



You might be running with the MGs but I dunno.....



Visit CMGCC on Facebook!!
<https://www.facebook.com/calgarymgclub>



Dean Harrison has new name tags in hand, and CMGCC business cards will shortly be available. A lot of you have been asking for these! Hurrah! Wear your Club nametag with pride!



Members Private Reserve

CMGCC member Keith Holmes recently reconnected with his roommate from his days at the University of Victoria—Howard moved to Calgary about 8 years ago, and about four years ago purchased a 1974 Blaze Red MGB, unbeknownst to Keith until recently. Keith and Janet and Howard and his wife Joanne were planning a drive on Saturday, July 5th and Derek and I horned

in. We four/two Bs drove to Cochrane where we met Howard and Joanne at Tim’s. Our little Swarm of Bs travelled the 1A to Canmore and had a GREAT brunch—I’m not going to disclose where as I think it would make a good destination for a future Club run. We then drove the lovely curvy road to Johnston Canyon but were pleased we had not planned to stop - there was nary a parking spot to be seen! I’ve never seen that place so crowded. Those who did find parking and wanted to walk

the trail probably had to wait in line to do it and then proceed “bumper to bumper”.

Sorry, folks—couldn’t organize this as a Club event because our plans also included stopping for a cold one at the Grizzly Paw Brewing Company. The CMGCC Executive is very concerned about liability and any perceptions that could arise from the Club going to

a “bar” or a “brewery” (although cold ones for several of us were delicious Grizzly Paw Sodas—but perhaps we were guilty of a sugar high oh goodness!). What a fun

day—must do again—soon!

Norma
Kenward



Prez Patter—Interview with Jorn Hedlo

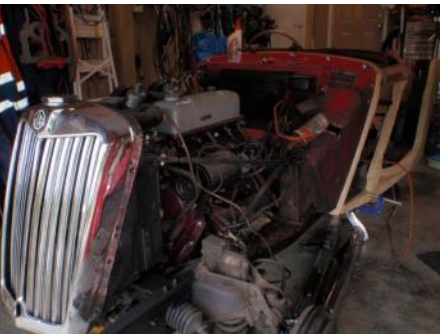
As you've no doubt noted at our Meetings and Events, Jorn and Carol Hedlo have, as many others, joined a strong integral part of our Membership. Carol heavily contributing in the very, very important roll as Regalia Chairperson {more on this latter in the year}. Their car ownership including two superb Rover V8 engines; as a lovely red Morgan Plus 8 five speed, a green MGB V8 5 speed - that Carol loves to drive - and more recently a red 1953 MG TF. This I've buttoned Jorn in interview, as he himself is restoring this vehicle in their residential garage. That with the attached photographs I think you'll find quite interesting.



The TF MG that I first viewed some months back obviously need some attention (if you get my meaning). But knowing Jorn [who also completely restored and changed the green B from its 4 cyl engine four speed transmission to its current V8 five speed transmission], I knew this TF would eventually become something of a beauty: as better than initial showroom condi-



tion in fact. Initially driven in Britain for a few years before importation here by a previous owner, it is right hand drive that Jorn intends to keep. Even though it's supposedly going to be Carol's car! How long this TF has lived in Alberta is up for debate; but it did reside in an Alberta garage for a considerable number of years before Jorn spotted it - sound familiar! And naturally more restoration requirement than first thought was noted {again. if you catch what I mean} - as the cars covers were unraveled! But it's a viable solid restoration project, which to date has involved:



- An engine rebuild to 1300 cc. Upgraded cam shaft included.
- New brakes.
- The replacement of all timber.
- Replacing all rusted out material.
- Replacing all inner and outer fenders [mud guards] and quarter panels.
- New running boards.
- New front apron.

All else re-serviceable

And it'll require a total repaint.

A little about these two. Jorn: immigrated to Canada from Norway in 1968 as a single person; to be first employed as a mechanical engineer in Regina. Staying only a year, he moved here to Calgary where his first Christmas was spent alone at the Coral Drive -In-Theatre with a bottle of Smirnoff Vodka – pretty lonely time he says! But he fortunately met Carol



in 1971 as he worked out of Fairview and the Arctic in seismic drilling. They married in 1973 to shortly thereafter buy and move to a farm in Fairview. Staying for 30 years. Jorn also there employed by Nova as an instrument tech; until they a few years back moved permanently to Calgary. Lorraine and I meeting them when noticing them in our neighbourhood, and cars in their garage. Friendships materialize when you find people with similar interests!



As to Carol. She wasn't home when I took Jorn's notes; but I believe she's a Saskatchewan lass [like Lorraine]. So I'll get her side of her story at a later time.

Oh yes, one of the amazing things about the MG TF, is how much wood

goes into its construction: and that {like Morgan cars} all the wood parts are easily available for restoration! The wood covered by painted metal sheeting. And in addition, the TF is supposed to be Carols car. But driving a right hand drive car with a four cyl-

inder engine 4 speed transmission as opposed to a V8 engine five speed, I'm not sure....ha!!

Cheers.

Mike Coe

What I've Learned as a Car Guy's Gal (May not be applicable to all)

I now know what transmission fluid tastes like.

Changing any fluid in a car tends to get messy. No matter how many pans, or tarps, or shopcloths are lying around it will get on his hands and face.

Whether it's a kiss on the cheek, or secondary transfer when he grabbed the box of juice, you will instantly taste the dreadful wrongness that lingers for hours. In my case, I was trying to help and tranny fluid somehow got a flyaway lock of hair which got into my mouth. Awful.

Squats will happen. Don't worry about those squats that you couldn't fit in the last workout. You'll make up for them at the show and shine. Thighs of steel will be obtained polishing that grill or shining those hubcaps. I have twisted and used muscles that never see the gym, trying to cram into a car just the right way, to avoid musing the carpet to clean all the nooks and crannies. I am rewarded in spades watching my guy do the exact same thing with more creative curses. I have had practice to be able to look half-decent in the pho-

tos people take of the car, with me in the background mid-chew or awkward gesture.

I've learned a lot as a car guy's gal, and we're still relatively new at this with a proud two years under our belts. I hope the following years will have just as many laughs, if not more.

If you have any lessons or stories you would like to share as a car guy or car girl, please send them to vfk-chan@hotmail.com



Face it—we get about 8 months of winter out here—try not to scream too loud as you read this...

How do you store your car for the winter? Everyone has their process for putting the cars away for the season, here are the steps I like to do before the winter hits us...

Change the oil – It is not only nice to drain all the gunk from the engine, but changing the oil also removes any water that may have accumulated.

Add fuel stabilizer – Fuel can coagulate over time causing needle valves to clog or stick, a fuel stabilizer can stop that from happening. Running the engine for a few minutes will ensure the stabilized fuel is distributed throughout the system.

Place battery on maintainer – Keeping your battery in a maintainer such as a Battery Tender will keep your battery at full charge without danger of overcharging. A fully charged battery is a great defense for our cold winters.

Hand brake off – Hand brakes can seize if unused for a period of time, especially in the on position. If it were to seize, I would prefer it seized in the off position.

Set wheel chocks – Without the hand brake set, you'll want something to hold the car in place.

Roof up – Seems that the roof gets smaller all the time. They do shrink up without use, so I keep mine up and in place over the winter months.

Cover it – I prefer to keep the car covered to protect it from dirt and scratches.

Mothball it – Though this is something I don't do, a few mothballs under the seats will discourage rodents from making your car's interior their home for the winter.



The Backside