



OTTAWA MG CLUB

NEWSLETTER

JULY 1999

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\* Monthly Meetings - 3rd Thursdays  
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- \* 1) A Pokervation Rally Review  
(a straight flush good time)
- \* 2) Cheapo-Cheapo III Story 1  
( "A" fuel pump goes bad, all else is great!)
- \* 3) Spring Run To North Lancaster  
(great weather, great friends, great time)
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- \* 5) Info On The Monte Carleton & Other Upcoming Events  
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- \* 6) Cheapo-Cheapo III Story 3  
(some special points to remember)
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(with names and numbers for contacts)
- \* 8) Events Calendar  
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**The Monte Carleton Rally To Kingston - Sunday, August 22, 1999**

Come on out and join in this grand annual event.

This year the destination is Kingston, Ontario so you can participate in the Boot'n'Bonnet Club All British Car Day event that is being held on the same day. The trip down will be filled with excitement and fun so be sure to sharpen your pencils and wear your spectacles. Don't miss a thing in this year's

**CROSSWORD PUZZLE / MONTE CARLETON RALLY.**

Meet at the RA Center on Riverside Drive at 9am sharp. As this is NOT a clocked event, you can casually run to Kingston in time for the All British Car Day. Look forward to seeing you at the 1999 MonteCarleton.

## The ByWard Market Auto Classic - Three Times Blessed

The Third Annual ByWard Market Auto Classic was blessed with another indisputably successful event on Sunday, June 6th with over 100 cars displayed in seven locations throughout the historic ByWard Market. The day was sunny and humid with only a brief downpour providing a welcome break from the heat. The rain was an instant soft-top speed drill for convertible owners, but luckily by the time the tops were up, the sun was out again! The heat did not hinder the enthusiasm of the crowds who came out, for the third year in a row, by the thousands. Many came to view the classics and new cars and were treated with the discovery of many cars they had never seen before.

This year's new additional location on the grounds of the National Gallery played host to the "Salute to British Cars" expanding the event's audience and adding another stunning backdrop for the cars. This exciting new theme site showed off the elegance of 13 of Britain's most renowned and unique car manufacturers. The cars displayed at this site were: a 1953 Alvis Tickford Drophead Coupe, a 1959 Austin Healey MKI Sprite, a 1981 DeLorean Gull Wing, a 1960 Rolls-Royce Silver Cloud II, a 1951 Rolls-Royce, a 1968 Marcos 1600 GT, a 1979 Austin Mini, a 1952 Jaguar XK120 Coupe, a 1965 Triumph TR 4, a 1958 Triumph TR3A, a 1952 Land-Rover Series I 80, a 1972 Land-Rover Series III, a 1958 100/6 Austin Healey, a 1972 TVR Vixen 2500, a 1950 MG TD, a 1960 MG A and a 1960 Morris Minor.

Participants received several treats this year. Lunches were provided courtesy of ByWard Market eateries: Bagel Bagel, Blue Cactus, The Courtyard Restaurant, The Fish Market Restaurant, Memories, The National Gallery of Canada, and Zak's Diner. In addition, participant grab bags contained a coupon for 2 for 1 chai latte, 2 for 1 entrance to Super Speedway at the Museum of Civilization's IMAX theatre, a coupon for a free cone of gelato and many more items from local ByWard Market businesses. All in all, the Third Annual ByWard Market Auto Classic provided participants with a great day in the Market and many more memories to share.

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### FOR SALE

**MGB Parts** Large selection (a whole car) used MGB parts. For chrome or rubber bumper cars.  
Contact: Bryce Mack Classic Auto Restoration Services  
Main page: <http://members.home.net/bmack99/paneldoctor/>

**1965 MGB** Original owner. For parts or complete restoration. Open to reasonable offers. Car is located near Carp, Ontario.  
Contact: John Milne. (613) 256-1888 Email: [milne4@sympatico.ca](mailto:milne4@sympatico.ca)

**Tonneau Covers** 1 short 1 long. Both in reasonable shape. From a '72 MGB. \$150 for the two. Contact: Barb Arkle.  
237-7451

**Lots of New and Used Parts for MGB and Midget**  
Located in the area near Lancaster, Ontario Call: Stewart or Carolyn Lovas (613) 347-1634  
e-mail: [lmclovas@lmc.ericsson.se](mailto:lmclovas@lmc.ericsson.se)

**Midget Parts** Refugee Midget parts looking for a home. Early Midget / Sprite. Side curtains. Diff. Tach with mechanical drive. Speedo. Etc etc etc. Free! Contact: Mark Evenchick 521-3097

**Windshield** For an MGB. In good shape with some discolouration at the edges. Free to a good home! Call: Jim Inglis 692-3138

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**Second Hand Socket Information From A Home Mechanic Friend Of Mine**

I needed a 23-mm socket to be able to replace the timing belt on my car, so I made the rounds to 10 pawnshops in the westend of Ottawa to see what I could find. Best socket buys are at three places which throw sockets into bins and let you root around for what you want. All sockets are 50 cents each at Howard's on Carling Avenue across from the new Britannia Theatre and at the West End pawnshop on Richmond Road at Lincoln Heights in a little strip mall. The large sockets are almost all no name and British measure, not metric. Cash Converters on Carling Avenue just west of Carlingwood sold me a socket for 50 cents but the young fellow didn't seem to know what to charge so that might not be the regular price. Worst buys are at Trash N'Treasures on Richmond Road west of Churchill Avenue where the sockets are individually priced at \$3 each. They have box wrenches priced at \$6 which can be had for \$2 at other pawnshops. For sockets in a bin at Cash Advantage on Richmond Road between Parkdale and Holland Avenues, you have to bargain for a price. I was quoted \$4 for a socket and a box wrench. Of the rest of the 10 shops in the Yellow Pages, two were closed, and one had gone out of business. I didn't include the Howard's on Merivale south of Shillington in my list. I've been there before and they do not have individual sockets for sale. For comparison purposes, Canadian Tire sells individual sockets for about \$5.50.

**The Ottawa River Riders and The Ottawa MG Club / Another Great Annual Driving Event**

June is turning out to be a great month in terms of weather. Another fine day in another great weekend. Another fine driving event. The MGers and the Viragonians spent Sunday June 20<sup>th</sup> on a special rally called "**pokervation**" - a little bit of the card game **poker** and a little bit of **observation**. There were 10 MG vehicles with drivers and navigators and 10 Virago machines with operators and passengers. The pre-rally meeting point was the Broadway Bar & Grill at 8am for breakfast. Karl Koch made sure that each vehicle had the proper instruction package that could get us on our way around the nine o'clock hour. First, some carefully worded driving notes. Then some highlighted maps and also a list of questions to be answered along the way - and last, but not least, the random drawing of a playing card from a standard **poker** deck before each vehicle departed the scene. With the first set of driving instructions and the map, participants would weave through some nice city streets and head for the northwestern side of the city near Britannia. By closely following the driving instructions and keeping your **observation** skills sharp, you could answer the questions along the way. At each checkpoint along the way you received another set of driving instructions and another random draw from a standard deck of **poker** cards. More careful driving, a bit more **observation**, another question answered and on to the next checkpoint for more instructions and the all-important next **poker** playing card. With a target of all five correctly answered questions and a dream of a royal straight flush, each of the participants were on their way for a fun run.

I was in the "A" with Emmett as my navigator. Debi and Connie were taking the "B". All the other participants had already taken off, so it was just we 4 left. The ladies had not come out of the starting point restaurant when Emmett and I decided to go on ahead. As we headed through the Westboro area along Richmond Road the muffler of the "A" bit the dust. It was Emmett's **observation** that we had to do something about this right away. Quick as I was able, I found a shady spot where we could investigate the trouble. Just what I needed..., more "A" trouble with all my tools in the "B". Sort of like playing **poker** without any chance of drawing aces. As we observed the damage, we kept a close eye open for the ladies in the "B", who should be directly behind us, so we could use the jack and the tools to fix the problem. They did not appear to be directly behind us. Using the technology of this day and age, Emmett called Debi's cell phone only to find out they had veered off course because of an incident at the starting point. A waiter had dumped a tray full of cups of hot coffee on Debi as she was leaving the restaurant. Connie had deflected some of the scalding stuff back onto the lad but the damage was done, the skin burned, the nice white top covered in coffee. They made a quick stop at Emmett's mom's place for a fix up and a top change. They would be along in a short while to help us with our situation. When they appeared on the scene, things had cooled down enough in the exhaust system to do the necessary work to re-attach the pipe to the muffler. Once the re-connection was complete and the clamps tightened up, we were on our way again.

The remainder of the rally was a fine combination of roads and weather and checkpoints and instructions and conversation and fun. Although our **poker** hand was not building into much more than a crummy pair of eight's, we were confident that our answers to the questions would confirm our keen **observation** powers. Not a chance! The end of the rally was the Pub in Ashton - a fine location to end any event. And here we found that we were the worst among the MGers for the **observations**. And our **poker** hand wasn't much better than that. With all this then, we were certain we were the only ones who had experienced automotive problems. No so! As I understand the story, Gilles and Lorraine had run into some potentially serious electrical / distributor problems in the Lanark area. With just about no place to turn for help except the CAA, a chap appeared almost out of the blue wearing coveralls and looking very knowledgeable. He performed a quick **observation** of the problem. Then a twist of a thing-a-ma-jig here. He didn't have a **poker** handy so he did just a turn of a thing-a-ma-bob there. And voila, the blue "B" was fine again. And the stranger refused any form of payment for such timely services. Then he seemed to disappear as quickly as he had come on to the scene. Wow! Scary! Well, that's how I heard the story. Ask Gilles for his version.

Thanks to Karl and all his 'helpers' for a great "**pokervation**" rally.

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This newsletter carries notes of thanks to a number of folks for the special effort demonstrated during May and June. First, a warm thank you to Gilles Leduc for organizing the May 'Tourism Ontario Information' session. Our speaker was well versed in the touristy points that would interest MG drivers. In fact, one spot, the church in St. Raphaels, became a visit point on the Run To North Lancaster. And thanks also to Eric Stephen, Peter Adamovits, Len Fortin and Ivan Wood for bringing their A's to the June meeting for the second Tire Kicker of the year. A great opportunity to compare stories and notes and details. I'm sure September's Tire Kicker for B's will be a great one also. Bring your B and bring your stories and stuff.

### Cheepo-Cheepo III

I'm certain most of the readers of this story have experienced, at one time or another, the wonderful feeling you get as you approach home at the end of a big adventure. I really felt a kind of a 'rush' as we passed through the highway 31 / highway 43 intersection on the way home from the Cheepo-Cheepo III, late Sunday afternoon. We were waving goodbye to Dalton & Chris Begin, as they turned toward Kemptville and we continued up to Greely, when the 'tingle' started. And it got more and more prevalent as we got closer and closer to the house. However, it was only later that evening, when Debi and I were sitting on the deck with a glass of wine, that I realized I had felt this feeling several times before, during the weekend adventure. As I re-visited the weekend events in my mind, I was able to recall those moments.

The first was on the back deck of Gilles and Lorraine Leduc's home early Saturday morning where we met to get Cheepo-Cheepo III underway. Somehow, Gilles arranged for excellent weather. Lorraine served wonderful mini-muffins, great coffee and juice and delicious fruit breads. As the nine o'clock hour approached, the deck and yard was buzzing with MGers getting ready to experience Cheepo-Cheepo III. Being a part of this great group of folks always gives me a good feeling.

The actual departure from Lumberman Crescent didn't go as planned because I couldn't get the "A" to start. And I just couldn't understand why! It had been running reasonably well for more than 2 weeks since the engine re-build, but now it just coughed and sputtered and clunked. After doing a number of tests and routine checks, the cause of the trouble appeared to be fouled spark plugs resulting from a very aggressive mixture in the carbs. Thanks to Eric Stephen, for the loan of a spark plug wrench, and thanks to Martin Serrer (a club member, who lives in the area, but wasn't on the Cheepo-Cheepo III run, and just happened by) for the use of some grit paper. I was able to clean the plugs halfway to decent. Now, with this kind of help and with the "A" running again, I felt that good feeling again.

While on the road in a convoy of MG's, we took the opportunity to review the contents of the Cheepo-Cheepo III participant package. It was a masterpiece! The driving instructions and the corresponding gifts were tremendous. The flags offered us an opportunity to connect the MG heritage to the provincial highways we would be traveling upon, both being quite bumpy. The Joe Louis' reminded us of the province's 2<sup>nd</sup> favourite food (the first, I think, being poutine) and offered us an opportunity to overcome any hunger pains along the way. The somewhat suggestive floatation devices and the anti-nausea pills were hilarious. The felt padded self-imaging device holder, the self-imaging device itself, and the Cheepo-Cheepo III badge were marvelous treasures. And although there were some who disputed it, I think my self-imaging device works very well and I am very pleased with it. It's this kind of effort that Eric and Gilles and Mark put into the participant packages for this event that gave me that good feeling again while heading to the lunch break stop.

Unfortunately we didn't get all the way to the lunch spot before we had to pull over. More "A" problems. More coughing and sputtering. No power. It just wasn't right. In a bit of shade beside a convenience store, Doug McClure drew from his large bag of "A" skills and did all in his power to make things right again. With Peter Adamovits and Karl Koch providing support roles at this non-scheduled stop, the "A" started to act a bit better. And although my heart was disappointed that this was even happening, I felt that good feeling again from the combined effort to overcome problems.

But only a short piece up the road, at a french-fry stand, I had to pull over again. Because of continuing similar symptoms of coughing and sputtering, a change of needle and seat assembly (from a spares inventory in Mark Evenchick's TD) was conducted. After a number of combinations were tried, it appeared to run a bit better as we headed out from there. Although I think there were a number of MGers who were quite puzzled at this rash of problems with no logical explanation, I know I felt that good feeling again when we were able to get on our way.

When we did catch up to the rest of the crew at the lunch spot near St. Remi de 'someplace-in-Quebec', things were again getting worse for the "A" and I was getting more and more concerned for the successful remainder of our trip. But I should have known better than to be concerned. Once the hood was opened, a flock of MG knowledgeable people swarmed about with ideas, suggestions, tools, parts and pieces. With sandwiches in one hand and wrenches in the other, the step by step diagnosis was conducted. The shade of the trees made things a bit more bearable as the heat of the day was beginning to catch up to us. Several

attempts to correct the problem were made with little or no success. I decided to call the CAA and have the "A" returned to Greely where we would switch to the "B" and head straight for the Auberge. The call was made and the ETA was about an hour. The flock of MG specialists continued to work. They were not about to give up easily. And I'm

not sure who really first confirmed the theory that the fuel pump was likely the originating cause of the trouble, but it was Jordan Jones who championed the suggestion to replace it. Out of the Miniman bag of spare parts came a replacement fuel pump. Hose clamps from one persons spares box. A test light from another. Wire from another persons repair kit. Black tape from another. It was like a very well orchestrated operation. One patient, several specialists! And success was achieved! While I canceled the CAA call, I felt that good feeling again. People rising to the occasion to help.

For the remainder of the trip to the Auberge the "A" acted reasonably well. There was the occasional burp and hiccup, especially when the radiator temperature went high. This was probably vapour lock and as long as I pressed on, the "A" would overcome the temporary situation and smooth out. And so it did. Upon arrival at the Auberge, once the "A" was parked, Debi and I headed to the bar for a stiff drink in an attempt to unwind from the situations of the day. It was only then, in the coolness of the lounge that I realized what Debi was going through. As she told me, with every bump in the road and with every curve of the highway, she was "helping" the "A" through it's challenge to get to the Auberge safely and without further problem. In combination with the heat of the afternoon, the worries from the breakdowns and the stress of a theatre production opening night in less than a week took it's toll on Debi. But as some folks enjoyed the comforts of the pool and others enjoyed the comforts of the bar, we were able to return to a calmer state of mind. Comforting words of support and encouragement from everyone again brought that good feeling back. We were here for a good time and would let nothing stand in our way.

Armed with a copy of the Haynes manual titled "SU Carburetors", on loan from Dave Gregory, I decided to do a thorough re-adjustment on the "A" carbs when Sunday morning arrived. During dinner and the subsequent party, many people offered help and encouragement. As you can imagine, the events of the day were among the many topics that were chatted about and chuckled at by one and all.

I had suggested, I thought in a joking manner, that the carb tech session would start at 6am, but I only got to the parking lot at 7am on Sunday. Dalton had been waiting patiently for an hour. With the book on the pavement and tools spread all around the car, the re-adjustments took place. Mark directed mixture adjustments confidently. Jordan confirmed the success of yesterday's fuel pump operation and all of us re-adjusted the float calibrations to within tolerance. Things did sound better than they ever had over the last 24 hours. Mark and I took the "A" for a spin and it appeared to run very well. I was more and more confident and that good feeling was back.

Unfortunately, it was quite the opposite for Debi. It would take her several hours to shake the upset stomach and stress feelings that greeted her on Sunday morning. So as several Cheepo-Cheepo III participants headed to the Montreal shopping district and several others headed to the Beaconsfield car show, we stayed back and tried to relax before determining our next move. As it turned out, the brief delay helped and we headed for the car show.

Spending some relaxing time in the shade at the show with friends helped us forget the events of Saturday. However, I must admit, telling the tales of the various stops along the way were both fun and entertaining for me and continually reminded me of the good people this club has as members and reminded me of that good feeling when we are together.

The mini-convoy home with Debi and me in the "A" and Dalton and Chris in their "B", was a warm and thankfully uneventful journey. We even stopped twice for non-problematic reasons. And as I said at the start of this story, as we crossed that highway intersection I had that 'rush' of a wonderful feeling as we got closer and closer to home and the end of this adventure. Many, many thanks to all, for your help and your support.

And to Rob and Eric at Miniman - thanks also. I'll call today to pay for the fuel pump.

### Heading Home After The Cheapo-Cheapo III

You may remember, after Cheapo-Cheapo III was done on Sunday morning, that Ihor, Mark, the Heathers and Kathy and I did our own thing on Sunday, going into Montreal with a sizeable group led by Gilles and Lorraine. We were heading to Montreal to pick up a print while others were doing their shopping thing. On the way back to Ottawa, we took the road that led along the north shore of the Ottawa River, led by Ihor. Our stomachs, used to the culinary delights from the Auberge, wanted more, so we stopped at a bakery. We picked up some baguettes, some drinks and some sliced meat. We should have ended our purchases there but Kathy and Ihor wanted sardines, so a single tin was bought to share. Continuing on, we searched for a good picnic spot, and passed through the park at Oka, which was packed with tourists. Carrying on a little further, until Ihor became very resourceful, we finally found the perfect spot. Down a previously quiet cul-de-sac there were two treed lots for sale. A path had been bulldozed all the way to the water. We drove the cars down the path, pulled out some blankets from the trunk and had a great picnic with wine and grey poupon mustard as trimmings. The one casualty was Kathy's shorts, which got drenched in sardine juice as she was opening the can to share. Whew, what a stink! Many suggestions on what she should do about this mess were offered, but she declined them all (believe me, some suggestions were quite radical...) preferring instead to put up with all the teasing about all the sea gulls eyeing her greedily. After lunch we continued along the route, stopping at an antique store and then crossed the river at Hawksbury. A stop at a Dairy Queen for some ice cream and a gulp of air conditioning was a welcome relief from the very warm temperatures. The people at the Dairy Queen were very understanding and did not even mention the funny odour coming from our group. The trip back home was enjoyable but brought the realisation that another wonderful Cheapo-Cheapo had ended. What terrific memories we will have to look back on. Our club sure has many great friendships!

Regarding the troubles with your "A"...you and that car sure liven up any occasion! My only regret is that I didn't find my :( "shit" button that I keep in the Miata ashtray until all your troubles (that I know of) were over. I think you could have done with it!  
Doug &  
Kathy

### Cheapo-Cheapo III - Notes To Remember

Started at the Leduc's in Orleans with fresh coffee and 'smashing' food for the road made my Lorraine. Smiling faces. Picture taking. Our parked cars took up most of the road. Under way through the streets of Orleans to surprised faces and several waves from shoppers at local neighbourhood garage sales. The ferry at Masson. No problematic incidents. Even Karl made it with his 'low hanging bottom.' Great route with 'spirited' driving through the winding roads of Quebec. I usually drive these, but it was a neat experience to be the passenger for a change and soak up the sights. Stopped for lunch at an excellent poutine spot by the water under the trees. A welcome break as it was really hot. Noticed some folks were missing. See Len's story for details. Anyway, after some worrying they showed up safe and sound. Mark and I led the repair charge by trying the reset the float bowls several times. But the gas kept coming out like a waterfall. Thank goodness for the bag o' parts we carry around from Miniman as we used the fuel pump in the kit to get things going again. After all the fiddling, it appeared to be a fault with the original pump causing way too much pressure. Anyway, all roadworthy again and we were off. That's the great thing about MG ownership! 'All for one and one for all!' It was hot so the tree-lined route was well chosen! Another ferry! That was \$10 in 'water' fees so far this trip! Now I know why there was a floatation device in the kit handed out at the start of the journey. Arrived safely at our spectacular destination, Auberge des Gallants. We were asked to be very quiet pulling into the car park as there was a wedding going on but, can you imagine our MG's being quiet? And it was just around the time the couple was saying the "I do" part. Broooooom, Brooooooom! Some MGers went for a swim, some took a prime spot in the bar, and some rested in their rooms. We all got freshened up before dinner and looked 'spiffing.' We dined on excellent, fine cuisine. Had so many laughs that we were louder than the wedding group! Breakfast was a feast. Again we were loud with laughter. After a quick explanation by Gilles we were off in an MG convoy towards Montreal. Some went to the local British Car show in Beaconsfield and some to downtown to blow their Cheapo-Cheapo budget. Cheers,

Jordan.



## The Spring Run To North Lancaster

What a day! What a day! What a glorious day! From the sunrise in the morning 'till the sunset in the evening. From the Ottawa area starting points, to the Winchester meeting place, to the St. Raphael's church tour, to the McDonnell home in North Lancaster, to the Kirkland craft shop, to Shannon's place by the seaway and all the way back again. Just a superb outing! All the folks that joined in could feel the special kind of a day that it was, whether they met at our place in Greely or went directly to the Mary's Restaurant meeting spot in Winchester. Although they were unable to join us for this year's "Spring Run To North Lancaster", Gilles & Lorraine met the group at the restaurant in their 'B' to wish us well on the journey and to turn over the Miniman spares kitbag - just in case we needed it. We didn't, but I sure appreciate their taking the time to pass on the kitbag. It's just the insurance we need to change problems into solutions.

Dalton & Chris had mapped out the route for this year's run to Dave & Lise McDonnell's home in North Lancaster. We have been doing this spring run for many years and somehow always find good different routes to follow. Dave and Lise love to host this event and it was grand to see them again and share the day with them. Dalton led the convoy out of Winchester and headed east. Dalton & Chris in the Chevy powered 'B'. Debi and I in the 'A'. Norbert and his daughter Victoria in his 'B'. Jordan & Heather in their 'B'. Martin & Andrea respectively in the Triumph TR6 and the Midget. Karl & Penny in their 'B'. Dave & Helene in their 'B'. And Bill & Joy in his recently acquired Jaguar. The roads were good with not much traffic and great scenery. A few twists and turns here and there and a few jigs and jogs as we moved from one county road to another in our trek towards where the St. Lawrence Seaway and the Ontario / Quebec border come together. It was a nice, casual speed run and I think most of us saw that deer in the field along the way. I'm sure all of us saw the two old and rusty Triumph TR7 shells in another field. And all along the way there were homes and farms and fields and barns and an occasional wave from someone working outside. We were heading for the village of St. Raphael's where the ruins of an old church can be toured. With prior arrangements made by Lise McDonnell, the Monseigneur met us in the church parking lot. Father McDougall led us on a fine tour of both the old church and the new worship building that is attached to it. He walked us through the history of the parish and the church from its roots in 1870 to the present day. A very pleasant and knowledgeable fellow.

Then it was on down the road a few miles to the McDonnell home. Lise put out a wonderful lunch for us. Dave insisted we drink his beer. Their kids, Sammy and Gil, were a hoot to watch as they drove around on the 4-wheel vehicle. Dave let us uncover and ogle his Austin Healey 100. And for a couple of hours we were just enjoying the cars and the company and the weather. But there were things to do and places to go.

We headed off in a southerly direction towards the St. Lawrence seaway. Some of us to do a bit of shopping at a craft place called Kirkland and at the Rob McIntosh outlet. Some of us to do a bit more relaxing by the seaway at Dave's sister's place. Shannon's home is right by the water where you can see all the ships and watercraft. From sea-doo's to lake tankers. Big engine boats and sail boats. The breeze was wonderful as we sat in the shade and talked about all kinds of things, from living along the riverside to future planned club events and all kinds of things in between. Then Shannon called us to the house where she had put out snacks and food for us to enjoy. What hospitality! Dave Moore did a bit of swimming in the pool as the rest of us dangled our feet in the water at the pool edge. It was pretty warm with the sun high in the sky. As we left Shannon's place we thanked her for such hospitality and wished her well.

Then it was back to the McDonnell home to gather up our stuff and collect our thoughts for the return trip back to Ottawa. And with a brief pit stop at the house we were ready for Dalton to lead us home again. After some warm wishes of thanks to the McDonnell's we were on our way along the reverse route.

The sun was just about ready to set as we headed up highway 31 towards Greely and so I imagine most of us were home by the time it disappeared for the day. What a day it was!

To Father McDougall, thanks again for the tour. May your parish prosper.

To Dave & Lise, thank you so much. May you remain healthy. May your crops grow strong and your fields multiply.

## OTTAWA MG CLUB EVENTS CALENDAR 1999

----->	MG Club Highlight and Feature Events			<-----		
date		event		time	contact/info	
July	2-4	Fri-Sun	Boot'n'Bonnet Prince Edward County Tour		Wes	
	4	Sun	Evolution of Wheels @ Science & Tech Museum		991-3044	
	7-10	Wed-Sat	NAMGBR '99 MGB Register in Vancouver BC		Len	
	15	Thr	Ottawa MG Club Meeting at Louis' Restaurant (open meeting)	7:30 pm	Jordan	
----->	18	Sun	Croquet Match at the Greely Fortins	1:30 pm	Len	
	21-23	Wed-Fri	NAMGAR Regional GT in Grand Bend, Ontario		Eric/Len	
	30-1	Fri-Sun	Corel Center Classic Speedway			
August	1	Sun	VW Volksfest in Embrun	10:00 am	Micheline Lane	
	12-15	Thr-Sun	MG Summer Party in Michigan	not yet confirmed	Mary	
----->	15	Sun	White Lake Splash	11:00am	Janet / John	
	19	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Pit Stop Rally - Jordan, Len, Eric, Mary for plugs & parts & awards)	7:30 pm	Debi	
	22	Sun	Boot'n'Bonnet All British Car Day	10:30 am	Wes	
----->	22	Sun	Monte Carleton Rally to Kingston	9:00 am	Mark	
	29	Sun	Moggies on the Grass			
September	11-12	Sat-Sun	Watkins Glen Racing	not yet confirmed	?	
	16	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Third Tirekicker and Walkabout - MGB's)	7:30 pm	Debi	
	17-19	Fri-Sun	British Invasion at Stowe, Vermont	not yet confirmed	?	
----->	19	Sun	Bronte Creek British Car Day (travel Saturday?)	9:00 am	Paul	
	23-26	Thr-Sun	Alex Bay Race Around The Houses (NEMGTR - GOF MK 68)		Len	
----->	October	03	Sun	Fall Colour Run (tech & craft)	11:30 am	Jordan / Debi
		21	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Indoor Rally - Len)	7:30 pm	Debi
	November	18	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Annual General Meeting)	7:30 pm	Debi
----->	December	11	Sat	Ottawa MG Club CHRISTMAS PARTY	7:00 pm	Debi

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 The Ottawa MG Club event calendar and event photos can be found on the internet at:  
<http://www.geocities.com/motorcity/downs/7189/omgc.html>  
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### **PIT STOP RALLY @ THE AUGUST MEETING OF THE OTTAWA MG CLUB**

Even if you've never worked at a race track pit stop (and most of us haven't), you're sure to enjoy this fun event. It will be held at the regular monthly club meeting on the third Thursday in August, the 19<sup>th</sup> at 7pm. There will be a number of standup events - none too strenuous or difficult at all. All of them lots of fun. Some will get you familiar with a few common phrases and easy to use tools, if you're not already. Others may challenge your ingenuity. Bring a smile and a good time attitude. That's all you'll need.