



# OTTAWA MG CLUB

## NEWSLETTER

JULY 2000

Volume:0 Issue:4

The Ottawa MG Club event calendar and event photos can be found on the internet at:

<http://www.geocities.com/motorcity/downloads/7189/omgc.html>

### Monthly Meetings 3<sup>rd</sup> Thursday @ Louis' Steakhouse, Cyrville Rd.

Debi Fortin (President)	<a href="mailto:dfdesign@passport.ca">dfdesign@passport.ca</a>	821-3140
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### In This Issue:

- 1) News & Views on The GUMBALL RALLY  
(Great on all accounts! Cars, People, Route, Food )
- 2) A List Of Parts and Stuff For Sale  
(Even some free stuff! Help me clean up my garage)
- 3) A Report On The Annual Duck Race For CHEO  
(Numbers were down but enthusiasm still high!)
- 4) MG Facts To Amaze Your Friends  
(Dave "Mr. T" relates some history lessons)
- 5) The Byward Market Classic Car Show  
(Version 2000 was another good one)
- 6) White Lake Splash Event Confirmed  
(On a Saturday this year - see the Event Calendar)
- 7) Considering A Restoration?????  
(A few words from Mr. T on the subject)
- 8) Other Notes and Stuff  
(To keep you as up to date as possible)
- 9) An Events Calendar  
(Pray for Mother Nature to co-operate, please)

### IMPORTANT NEWS ABOUT JULY & AUGUST MEETINGS

#### July 20:

Our Mr. Vice President, the one and only Jordan "bring-home-a-bunch-of-parts-from-the-UK-in-several-suitcases" Jones, will chair the July meeting as Madame President is attending the NAMGAR in Morgantown. This month is a Tire Kicker meeting, so bring your MG and join everyone to share a boot or a bonnet.

#### August 17:

The Pit Stop Rally II will be conducted at the August meeting. Don't be afraid of the name; it's just a casual "try your skills" get-together where ordinary spark plugs get changed and common nuts and bolts get swapped by enthusiastic MGers. No previous experience needed. Sense of humour would be an asset.

**OMGC Club Member Featured In The Ottawa Citizen:** The story of Eric Smith and his '51 MG TD was told in the Wheels Section (Friday, June 23). Shannon-Lee Mannion did a great job of telling readers all about Eric, his career and his cars! Congratulations!

#### Welcome to new members:

John Linn	'77 B	Ottawa
Graham & Lynne Ayers	'73 B	Green Valley
Trevor & Marie Walker	'76 B	Kemptville

## **THE GUMBALL RALLY**

(A Report On The Spring Fun Rally For The Ottawa MG Club)

First, I'm not going to comment about the weather that was provided for this rally - 'cause it has been said that we Canadians talk far too much about the weather. Second, I'm not going to comment about the route that was devised for this rally - 'cause although it's been said, "You can't get there from here", everyone has their own favourite way of getting there. And third, I'm not going to comment about the navigational skills of certain driving partners on this rally - 'cause it might be deemed cruel and unusual punishment. So that leaves me with only two things to comment on. The hosts and the folks who participated in the rally. All were top notch!

Joy and Bill Curnoe pulled out all the stops for this, their first hosting of an OMGC rally. From the wonderful welcome banner, to the industrial sized BBQ, to the unique OMGC wrapped cutlery and everything in between. With almost 20 cars, it was a smashing success. Congratulations and thank-you for a grand, grand day. Although I took a bit of an embarrassing ribbing for showing up at the Kemptville starting point with the roof of the "B" and the "A" up, I was soon able to drown my sorrows with fresh coffee and juices and delicious muffins and goodies that Joy had made. All the rally participants were milling about and enjoying the early morning fellowship. It was the sort of breakfast get-together that made me want to linger 'till lunch, but there was a rally to run.

Before we headed out on the real rally, we all zipped up to the grounds of the Kemptville College where a local photographer caught several poses of us and our cars. Then it was on to the real rally. I said I'm not going to comment on the route, but I can tell you that Bill picked a good one that was full of curves and straight stretches, and covered just the right amount of time and distance between planned stops. About an hour and a half from Kemptville on a south-westerly route through Jasper to Athens and then another hour and a half run from Athens back to Kemptville on a north easterly route through North Augusta. This is where I would have normally made my comment on the navigational skills of my driving partner, because we never did see Jasper, but we did see North Augusta twice. There was some excuse about a typo in the driving instructions, and Bill did admit to having some difficulties doing the proof reading, but I still think it's up to the navigator to be prepared for all situations. So, instead of Jasper and Plum Hollow, Emmett and I saw Hemlock Corners, Cranberry Lake and North Augusta twice. With a bit of forward thinking, we headed for Athens, where there was a planned break for such things as ice-creme and gas and we were able to join up with the rest of the ralliers before setting out on the run back to Kemptville. Good route Bill! Think I'd like to run it again with a "Jasper or bust" sign on the windscreen!

Not too far after the noon hour we were relaxing in the back yard of Bill & Joy's home - some telling tales of missed roads and others just telling tall tales. The super-doooper BBQ that was used to cook the burgers and sausages seemed to make easy work of it all - but special thanks to Bill's friend and Joy's brother for pitching in. The food was superb. Salads, chips, pretzels, soda, burgs and sausages, fruit - holy smokes, Joy, you really did a fine job of feeding a bunch of hungry ralliers.

Then the surprise part of the afternoon came about. The part that Heather Jones knew nothing about. The baby shower part. Joy had planned, with other folks, to show our support to Heather and Jordan in their journey toward their second wee-one. An MG sister or brother for MG Samantha. It was a great idea that worked out very well. I wasn't going to comment on the weather, but it held out quite well for us and as the afternoon grew older it became time to part company and head for home. What a great GUMBALL RALLY !!

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### **PARTS AND STUFF**

5 Rostyle wheels / need paint - free!

2 MGB seat frames with tan coloured "D" style head rests - free!

MGB Air Conditioning System / all brackets, components and installation manual - \$300

4 MGB Limited Edition Mags - \$325

MGB LE wheel locking lug nuts / ordered special from MGOC in England / never used - \$25

Mountney Leather Steering wheel with hub fits MGB polished aluminium / excellent condition - \$125

MGB/GT rear hatch with heated rear window / very good condition - \$30

MGB hood / bonnet (the kind that goes on the engine) very good condition - \$60

MGB full width roll bar - \$100 (2 available)

MGB windshield frames (several in very good condition / glass needs to be replaced) - \$50 each

MGB GT door vent windows and rear side vent windows (tinted glass) - free

MGB folding convertible top frame - \$30

MGB steering wheel (never used), leather, black spokes with hub - \$80

1968 MGB dashboard with full instrumentation (as removed from car) no cracks / two small holes drilled into bottom of dash to mount something / not noticeable when dash installed / very good condition - \$125

MGB ash tray early model mounts directly on transmission hump - \$10

Tonneau cover (full) for 67-71 MGB - \$125

AMCO early badge bar for chrome bumper car / good condition - \$30

Call Paul MacDonald at 226-2512 or e-mail paul.macdonald@pwgsc.gc.ca

## **A Report On The Annual Duck Race For CHEO**

It was Wayne Ellwood (Editor of the Corvette Club SHARK Quarterly Newsletter) that was quoted as saying, "Saturday, May 13<sup>th</sup> wasn't exactly the best weather for this event..." And as I understand it, he was as right as rain! Apparently that's just what it did, on and off, throughout the day. As you may recall, many of the Ottawa MG Club folks were on the Cheepo-Cheepo weekend and were not able to take part in the CHEO Duck Race as we usually do, but there were two members that managed to help swell the ranks of some 40 other car enthusiasts who put their vehicles on public view. Ron Cavanaugh and Eric Smith challenged the weather and proudly displayed their MG cars. When I was getting an update from Ron after the event, he was showing me a photograph he took on that Saturday. He jokingly told me that it was quite a chore to get all the MG's into the picture. All 2 plus the club sign! The weather did put a damper on the crowd participation also, but the annual event goes on no matter what the weather. And those that have participated in this annual fun event in past years can attest to the variety of weather that has been experienced - cold, warm, wet, freezing, sunny, cloudy - we've had them all. Big thanks to Eric and Ron for the effort and the perseverance. Next year will present a whole new mix of weather and with some good planning, we can all take part in the 2001 version of the Duck Race for CHEO.

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### **MG FACTS TO AMAZE YOUR FRIENDS**

You think you're an MG enthusiast eh? Well here's some facts you might not have been aware of to add to your wealth of knowledge on this historic and popular marque. The man behind MG was Cecil Kimber who was born in the London suburb of Dulwich on April 12, 1888. Kimber had a limp that was caused by a horse riding accident. His right leg was severely damaged and subsequent operations resulted in his right leg being shorter than his left by 5 cm.

Kimber's first car was a 12 hp Singer which he used for years in business as a representative of his father's firm. In 1921 Kimber joined a retail outlet known as Morris Garages in Oxford which had been founded ten years earlier by none other than William Morris. The firm's initials would become one of Britain's most famous sporting marques, often despite William Morris. By the early 1920's Morris was not only a successful automaker, but owned a thriving retail business in Morris Garages. Kimber became General Manager of a company selling not only Morris cars, but also Hupmobile, Wolseley, Standard, Singer, Arrol-Johnston, Belsize and Humber. Kimber was a bright and enthusiastic engineer who saw the sporting potential of the Morris chassis and engine. He began selling sportier versions of the Morris Cycle and thus the Marque evolved over the years. Although "Old Number One" was built in 1924-25 and has gained the status of being the first MG, it has been well documented that earlier examples of MGs did exist in various guises. Old Number One was built-up as a "Special" based on production and modified Morris bits and pieces. It was powered by a 11.9 hp Hotchkiss engine fitted with an overhead valve head. In the London to Lands End Trail, it qualified for a prestigious Gold Medal. Demand increased for Morris Garages cars and in 1927 the famous octagonal badge containing those famous initials first appeared. At this point the MG was not an official car company. MGs were built in an extension of the adjacent Pavlova Leather Company in Abingdon. On July 21, 1930, the MG Car Company Ltd. was registered. The 879 cc boat-tailed, fabric-bodied, M Type MG was the newly established company's first successful full production model. M Types competed at Brooklands and LeMans and evolved into Monlhery or C-types. Built in mid-1932 the J2 MG was a sporting success, but more importantly set the standards in sports car styling. Rear mounted spare on a slab gas tank, flowing fenders, fold down windscreen and a vertical grill was the image conjured up in everyone's mind when you mentioned sports cars in the 1930's. Although most people think 4 cylinder when they talk about MGs the company did build some 6 cylinder cars. The first 6 cylinder MG appeared in 1928 and was known as the 18/80, but its most famous sixes appeared between 1931 and 1936 as Magna and Magnette models. Later the MGC would be built (1967-1969) which looked very much like a MGB, but had two power bulges as a result of its 3-liter straight six engine. The most valuable and rarest MG is the 1097 cc, six cylinder K3. It was dubbed the "Magnificent Magnette" and won many races including the Mule Miglia. It won many important competition events and firmly established the MG initials in sporting circles. Only 33 K3s were built between 1933 and 1934.

The cars which established the marque in the eyes of consumers was the T Series. The TA was introduced in 1936 and succeeded by the TB in 1939. The MG TB was only built for five months when World War II halted production. In November of 1945 the MG TC was introduced and a legend was about to be established. It was an immediate success, particularly in America, but interestingly enough, of the approximately 10,000 built between 1945 and 1949 only just over 2000 were exported to the U.S. The MG TC was one of the nine cars originally selected for the Milestone Car Society and was one of eight automobiles selected for display for the New York Museum of Fine Arts Exhibit of Classic Design in 1951. The MG TD followed and was built between November 1949 and September 1953. Its lines were similar, as was its 'STOP-GAP' successor the MG TF. 1955 saw the introduction of the MGA. It was immediately criticized by MG purists because of its enveloping bodywork. The MGA would become the marque's best selling model with over 100,000 rolling off the assembly line in Abingdon by the end of 1962. The now classic MGB appeared in the Fall of 1962. It was MG's first unit body construction (no separate frame:) and would be built until the closing of Abingdon in 1980. Although the MGB appeared all-new with its sculptured body and roll-up windows, its drive train was in fact based on the MGAs. The new 1800 cc engine was the B-series unit that dated back to the 1200 cc Austin A-40 unit of 1948. The Austin Healey Sprite based MG Midget was built from 1961 to 1979. MG also built sedans throughout its history and after the demise of the MGB, a series of sedans continue to this day carrying on the marque's name. Although MG Sports cars are now being built none are currently scheduled for export to North America.

## **The Byward Market Classic Car Show - Version 2000**

This year's event saw the Ottawa MG Club in a new location - near the Hard Rock Café on York Street. After all was said and done, I thought we would have been better off at our old location near Sussex Drive, but what do I know about the marketing of a car show in a downtown area? No matter - we had a good time, despite the threatening weather.

There was a good sized crowd of MGers for this event - Eric Smith with his TD; Ken Duff with the B; Andrea and Martin Harasek with their Midget and TR6 respectively; Paul Williams (what car did you bring, Paul??) Paul and Kathy MacDonald with both the B LE and the TR8; Ron Cavanaugh with the B; Kevin Carle with the B; Debra Bee and Rick in the B; Paul and Lorraine Pronovost in the B; Debi and I with both the A and the B; and John and Paulette Bendell in their A.

Quite a good bunch of folks passed by to see all the autos on display. It was unfortunate that the weather didn't hold out for us. I think it was just around the noon hour that the rain came and we had to run for cover. Well, not all of us ran for cover. Eric stood by his TD with a sharp looking umbrella trying to keep both him and the seat of the TD dry for the ride home. John and Paulette shared a rather large 'brolly while sitting in their A in an attempt to keep things dry. As I recall, John said he did not have the roof and the side curtains of his A ready yet and thus the 'brolly had to be put into service. They looked like a young couple on a date, waiting out the storm. While these good folks passed the time in or about their cars, several of us ducked into a close by bar and put a couple of cold ones / coffees away while chatting about all kinds of MG and other things. I think we MGers can do an excellent job of that - chatting about "stuff".

Debi & I and Andrea & Martin did a bit of a walk-about to see the local shops and peek at the other great looking vehicles on display. You know those navigators have to get in their fair-share of shopping at every event. At least, if I remember correctly, that was what Ken Duff said to me after we got back to the display site. But, for shopping, or for touring, or just for "on display" - the annual Byward Market Car Show is always a good reason to get together for a day.

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### **CONSIDERING A RESTORATION / REFURBISHMENT???**

During the long hibernation period for our beloved MGs many of us dream or speculate about a restoration of our pride and joy. For some, this may be a minor job but for others it could be a major project.

The greatest obstacle to a restoration is "money". Since MGers use their cars regularly, in season, there would be no interest in a "Knock 'em Dead" restoration shop, even if you were able to find one in this area. Few people realize the time factor and real costs of taking a 'vintage' vehicle all apart, making all components (factory) new again and then re-assembling the whole works in accordance to the specifications it was originally assembled.

Finding a proven restoration facility, or perhaps an independent craftsman, working from his own shop, will not be easy in this area as the demand for such specialized business is relatively small. However, by asking around and contacting other MG owners who have had restorations you have admired, you can develop a short list of capable shops and personnel worthy of your consideration.

Restoration work is very expensive. It can be no other way. The research, wages for highly skilled craftsmen, materials and proper facilities, all are costs attributed to the effort involved in restoration work. Generally a restoration shop of high calibre will advertise their product only in newspapers and magazines catering to the hobby. You will not likely find the Yellow Pages much help. Many excellent small single proprietorship shops, which turn out excellent level restorations, don't advertise at all. They don't have to, as they are usually booked solid. They exist on word-of-mouth recommendations. Ask around.

Shops performing regular insurance collision repairs will be ill-suited to do restoration work. As a rule, repair shops are not restoration shops and technicians highly skilled in the method of restoration work are generally uneasy about the "slap dash" methods used in some collision shops. In those situations your project could end up in the corner of the shop being used as a "filler" when the higher priority work (insurance collision work) dries up. Worse yet, the green apprentice could be put on your project to help him/her learn about cars. Definitely bad news.

Most MG owners, seeking to have restoration work performed, know what their vehicle is worth at its full restored value. It is foolhardy to take the price paid for the vehicle and subtract that figure from the restored (book) value and use the resultant figure as the amount you are willing to spend having the work done. If you start out your project with the above formula playing even a minor role, you will not, in most instances, be totally happy with the final product. If your vehicle is worth restoring, means a lot to you, and you trust the individual(s) performing the task, money should be a minor consequence.

Individuals skilled in the art of restoring MGs are fairly rare. The skills required take years to perfect. It should be apparent with your

first visit to a restoration facility that the place glows with the love and respect of vintage sports cars. The place may not be perfect in terms of cleanliness. Sterile cleanliness and vehicle restorations rarely will share the same accommodations. The product depends more upon the personnel involved and the attitude to seek perfection than the state of the shop. If the place is a dive, you will instantly recognize this as a poorly run business and hightail it for higher ground.

The shop of your dreams may not exist in close proximity to your home but within a fifty mile radius there are several businesses and a few private entrepreneurs that are worth investigating.

If you truly want to restore your MG there should not be any monetary encumbrances present in the decision to achieve this. If you have chosen wisely you can confidently trust the shop with your vehicle and your money. Real restoration shops do not have to be regulated or monitored. They don't have to be told that it's inappropriate to "braze" body panels or use plastic filler or indeed how to proceed and at what pace. They already know. Be diligent in your research before you lose a lot of money and perhaps even your cherished MG.

You will be happy with your restored vehicle if:

- You realize beforehand that it will likely cost twice as much as the vehicle is worth.
- You make it your first priority to understand the difference between "restored" and "refurbished" (generally measured in terms of money spent and quality of individuals doing the work.)
- You don't believe anyone who tells you your entire MG can be totally restored in-house. (some work will have to be farmed out. Find out what and where!)
- You don't suffer a coronary attack when told, "it's a lot worse than originally thought"
- You are unaffected by the "experts" out there who are sure to point out the "correctness" of your restoration
- You have a partner/navigator who manages to convey approval, without revealing their true feelings about it.
- Your restoration attracts admiring crowds because you did it right the first time.
- You investigate the possibility of mastering certain skills required to properly maintain your "NEW" MG. (in most cases regular maintenance is fun, inexpensive and absolutely necessary.)
- You learn to say nice things about the MGs that others enjoy and drive.
- You start the restoration early in life, so you may enjoy driving it before the government declares you too old to drive.

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### **Just To Keep You Up To Date On "Official Matters" Of The Club:**

Doug McClure now is the chief Regalia person. Thanks very much to Doug for taking on this important job. See Doug for a review of what's in the current regalia inventory and chat with him if you have any ideas about how and where to extend the current regalia offerings. Doug's phone number and e-mail address are on the front page of this newsletter.

Ken Duff is now the chief Webmaster person. A big electronic note of thanks to Ken for his help in this area. There will be more web site information as the changeover happens in the next several weeks, so keep a close "world-wide-web" eye open. Ken is well versed in such things so feel free to chat with him about the potential of the web. His contact info is on the front page of the newsletter also.

And let there be a very warm 'Thank-You' to John Dallaire and Eric Stephen for their grand efforts in these areas. John continuously lugged around the entire club Regalia inventory in a large duffle-bag and successfully pitched product sales like a carnival barker. Eric carried around the entire club inventory of past, current and future information in a computer and successfully connected many folks and organizations to the Ottawa MG Club for the benefit of all. Gentlemen... SALUTE!

## OTTAWA MG CLUB EVENTS CALENDAR 2000

### -----> MG Club Highlight and Feature Events <-----

	date		event	time	contact/info
	July	17 - 21	Mon - Fri	NAMGAR GT25 MGA Register Morgantown, WV	Len
		20	Thr	OMGC Meeting @ Louis' Restaurant (Tire kicker topic not yet confirmed)	7:30 pm Jordan
		22	Sat	Almonte Automotive Art & Vintage Car Show at the Almonte Fairgrounds	10:00 am Phil Wood (613-256-6133)
---->		29	<b>Saturday</b> (not Sunday as in past)	White Lake Splash (meet at the Bayshore Drive entrance to Bayshore Shopping Center at 9:30 am or at the General Store in Pakenham at 10:00 am)	10:00 am till the evening hours Janet / John
	August	6	Sun	VW Volksfest in Embrun	10:00 am Micheline
---->		13	Sun	OMGC 10 <sup>th</sup> Anniversary Picnic/Vincent Massey Park (The club BBQs will be available at the site, so bring your own food, drink, chairs and afternoon fun stuff)	noon - 5pm (meet in the parking lot) Debi
		17	The	OMGC Meeting @ Louis' Restaurant (Pit Stop Rally II)	7:30 pm Debi
		27	Sun	Boot'n'Bonnet All British Car Day in Kingston	10:30 am Wes
---->		27	Sun	Monte Carleton Rally (Likely to connect these two events)	9:00 am Doug / Len
	September	9 - 10	Sat - Sun	Watkins Glen Racing	unconfirmed ?
---->		17	Sun	Bronte Creek British Car Day (Saturday travel?)	0?:00 am Mike Daniels
		15 - 17	Fri - Sun	British Invasion @ Stowe, Vermont	Len
		21	Thr	OMGC Meeting @ Louis' Restaurant (Tire kicker topic not yet confirmed)	7:30 pm Debi
---->	October	1	Sun	Fall Colour Run (Technical & Craft)	10:30 am Jordan / Debi
		19	Thr	OMGC Meeting @ Louis' Restaurant (Indoor Rally II)	7:30 pm Debi
	November	16	Thr	OMGC Meeting @ Louis Restaurant (Annual General Meeting)	7:30 pm Debi
---->	December	9	Sat	Ottawa MG Club Christmas Party	7:00 pm Debi

**NOTE:** The British Breakfast is a fun gathering of British car owners to chat about cars and products and events - and have a great breakfast! It is held on the first Sunday of each month (8:30am) at Capital City Diner (Hunt Club @ Merivale) For info: call Hill @ (613) 724-3725

### **If You Think This Newsletter Is Missing Some Event Information:**

There have been several events over the last couple of months, since mid-May, that do not have a newsletter story write-up completed yet. These include: CHEEPO-CHEEPO 2000; The Run To North Lancaster; The Buster's Snack Shack Get-Together; The NAMGBR Convention in Cleveland; Another Run With The Virago Folks; The Richmond Car Show; Canada Day in Greely / Carleton Place / Arnprior and The Croquet Match. In subsequent issues of the newsletter, I'll try to cover all these events so you can be brought up to date on all the happenings. In short, until the details are published, here is a 'couple of words' review of each of them: Superb and under budget in Gananoque; Great times with the McDonells; Rainy with Dalton; Wonderful (in between the rain) in Ohio; Many Bikes / Few MGs with the Viragonians; Downpour (and more downpour) in Richmond; Good Times in Greely / Carleton Place / Arnprior and we have that awful trophy back from a rained out Croquet Match.

----> MGers, Please provide me with the details that you may have on any of these events so I can publish them in the next issues. <----