



Ottawa MG Club

Newsletter

July 2001

Volume: 1 Issue: 4

MG FOLKS

July's meeting is at Louis' Steakhouse. There will be a video to watch and our usual Tire Kicker! - Don't forget Croquet Match July 15th at the Greely Fortins

The Ottawa MG Club event calendar, technical information and event photos can be found on the internet at: <http://www.omgc.net>
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Monthly Meetings Held On 3rd Thursdays

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- 1) The Run To North Lancaster Report
(The McDonnell's are still there!)
- 2) Buster's Snack Shack Car Show
(MGs and others had a good time)
- 3) A Report On The Gumball Rally II
(Good weather, Good route, Great hosts!)
- 4) Translating A Haynes Manual
(For reference when needed)
- 5) Adopt An MG. What It Takes.
(Take your oath of commitment)
- 6) An MG Comeback Story
(With pics on the web site to view)
- 7) CHEAPO-CHEAPOh1 Review
(To remind all of the facts of the event)
- 8) A Few Words About The Funkhana
(It wasn't too tough and it was fun)
- 9) An Events Calendar
(For the fridge to remind you!)

IMPORTANT NEWS ABOUT JULY & AUGUST MEETINGS

July 19: Tire Kicker at Louis' Steakhouse !! 7pm
Paul Williams will be bringing a video for all to enjoy & from there we can move to the Tire Kicker part of the evening. Lets hope the recent good weather continues!

Aug 16: Pit Stop Rally III / Cock & Bull Eatery! 7pm
Don't let the name fool you! This won't be a stand up action rally with your car in a Pit Stop mock up. This year, the Pit Stop Rally will be all sit-down, mind work.

Welcome to new members:

Patrick & Isabelle Lawrence
Paul & Kathy Scheimann

Bourget
Ottawa

'74 Midget
'75 B

Note I: Jordan is still the one to talk to if you want to be on the list of folks that are interested in taking part in the 2002 Ottawa MG Club trip to the UK (Cheapo-Cheapo style) Get on the list so you will get updates as they come about!

Note II: The White Lake Splash is NOT being held this year. An alternate one day event, that was planned recently for July 28 or 29 has been cancelled. Lets talk about another driving alternative at the meeting.

OMGC Funkhana at the June Monthly Meeting

It's amazing what fun you can have with a few road pylons, some old car parts, a piece of chalk and a blindfold. The good evening weather and a number of enthusiastic MGers made this fun get-together a success. The various events started with a test to see if drivers could move their vehicles forward **only one** revolution of the wheels. [Jordan, with Debi navigating, was right on at this event while Doug and navigator Kathy went almost two full rotations and Mark and navigator Andy went more than two full rotations.] Then the driver was blindfolded and the navigator "coached" the driver along a short path through a few road pylons (including a left turn) into a marked area. Then, the navigator continued to instruct the driver to maneuver into another area **in reverse**! (remember, the driver is blindfolded!) In this event, there was a wide variety of skills demonstrated (or not demonstrated, as the case may be) [Mary, and her navigator Sue, did fine going forward but reverse was quite messy. Diane, driving her newly refinished B, and Mark sitting in as her navigator did very well. Doug and Kathy did pretty good also, although Doug did give Kathy a bit of a scare when he zipped out of the starting gate at almost breakneck speed - blindfolded. Mark and Andy struggled with this event, but most of us got a good laugh as Mark followed every instruction that Andy gave until he was about to leave the playing area and came to a halt.] After the vehicle came to a stop in the reverse part of this event, the driver removed the blindfold and proceeded along a short route where the navigator had to pick up and place more road pylons. In this event, the criteria for success was measured in 'closeness to the pylons without running them over and placing them back in the correct spots'. [No one ran any pylons down; some had to backup and try again; several had to reach quite a distance but it was Duncan and his navigator Shaun who earned top marks here, with Mary and Sue a close second] After the driving events, the teams participated in three other skill events. The buzzer game; the spark plug change and the nuts and bolts swap. [Mark and his navigator Andy were pretty good at this one, Mary and Sue and Jordan and Debi were close also, but Duncan and Shaun turned in a hard to beat best time] So the overall winners were Duncan & Shaun. Special certificates, to mark the occasion, and a choice of regalia items were presented to the winners.

British Car Night @ Buster's Snack Shack In Kemptville

The weather did cooperate and a goodly number of MGers joined the crowd at Buster's on the evening of June 12th. As usual, there was a bunch of North American vehicles there also - from the really old to the relatively new - from the heavy metal type to the flashy paint job type - from the junky jalopy to the real classic. Good fun to see so many. Specially good to see Diane Moore's freshly finished "B"; completed in Sherwood Forest green, wasn't it? And neat as a pin right down to the seat belt reversal. Congratulations, Diane, on a wonderful project brought to completion. Thanks to all who came out to see and enjoy the evening.

A Short Note About MG2001

There will be a story to tell about this one! Oh, what a story! A story of good times & bad times Stay tuned for the saga of MG2001 & all that went on - getting there / being there / and getting home.

The Run To North Lancaster - Saturday May 26th

Although the sky was full of clouds and there was a threat of rain for most of the day, this annual event turned out just fine! Most of us (Gilles & Lorraine Leduc, Len & Debi Fortin, Andrea Harasek, Ron Cavanaugh) met at the Swan on the Rideau. There was a wee stop at my brother's place near Kemptville where Dalton & Chris Begin and Bob & Bernie Stark joined in. With Dalton leading and Bob at the end of the pack, and their CBs communicating with Gilles in between, we followed the original "Run to North Lancaster" route via CR22 and CR18. All the way down and for most of the afternoon, the threat of rain was only a threat. Sure, it rained a bit on the way back home in the late afternoon, but this year's Lancaster run can be termed a success. First of all, there was a good bunch of MG vehicles in the convoy - and inside those MGs were MGers - and you know what it's like when there are MGs and MGers! Second, I got Dave McDonnell to pay his annual membership renewal. This happens each year on the Lancaster run. It's sort of a tradition where all the MGers who drove the distance are treated like royalty by Dave & Lise McDonnell (they give us a warm welcome, they provide us with munchies, sandwiches, veggies, desserts, beer and wine, they listen to our stories of MG events, and then I ask David to pay his \$20 membership fee - and he always does!) Third, there was quite an extensive tech session as we spent some time trying to figure out what was causing the rough running in Ron Cavanaugh's 'B'. We did find a wee gas line leak, which explained his poor gas milage on the way to North Lancaster. And we did find some flaky electrical connections which explained his occasional "hard to start" problem. But, unfortunately we were not able to trace the cause of the rough running. It sure appears to be in the timing but with the electronic ignition installed in his 'B', we thought it best to leave the detail investigation to some experts (those with electronic ignitions, get prepared for a call from Ron!) And while we were up to our ears in technical stuff, I have it on good authority that the navigators enjoyed the afternoon just sitting about and chatting. So, many thanks are hereby issued to the McDonnells for their continued hospitality and thanks also to Dalton for leading the run and to Bob for picking up the rear and to everyone else for coming along.

GUMBALL RALLY II

The June 9th running of the second annual Gumball Rally was a success. Bill and Joy Curnoe conducted another great rally for a bunch of enthusiastic MGers with another bunch of good weather and a wonderful BBQ to top it all off. Great stuff! With a blank crossword sheet in one hand, and a bunch of clues to help you complete the puzzle, we all left the Kemptville area about 9:30 am. The route was quite a wonderful leisurely drive with a visit to the St. Lawrence Seaway locks at Iroquois . All the while, one had to keep a sharp eye for the hints and clues for the crossword puzzle. With the route so pleasant and the weather the same, it was tough for some of us to concentrate on the 'rally' part and some, like me, ended up doing more enjoying the scenery all about us and the company of my navigator. (who had never done a rally quite like this one, before) One of the features of this run was the rolling drop-back vehicle process - where, at each major left or right turn, the car directly behind the leader would pull off to the side and wait for all others to go by, then join again at the end. At the next major left or right turn the new 2nd car would drop-back, and so on and so on. Each driver got to follow the leader directly for a bit, and after dropping to the end, would move on up the rank as the rally went about it's twists and turns. Great idea to share the positions in the trail and a good way to be sure no one gets left behind. This will become a club favourite, I'm sure. At the end of the rally, back at the Curnoe home in Kemptville, there was a gigantic BBQ lunch waiting for hungry MGers. And, of course, a lot of chat about the events of the day - the flat tire on the TD; the shopping tour by a few navigators; the lost exhaust pipe on the B; the sharing of crossword puzzle answers; and a whole lot more. First Place went to Andrea & Martin Harasek in the orange Midget. All of us had a great time. So here is a big round of applause to Bill & Joy for a wonderful time. Gumball III is already in the plan book. Be a part of it!

“Trying On The Role Of Comeback Kid” by Ian Norris

(see the web site for the picture that goes with this story)

Despite its recent dramas - ownership changes and immediately necessary new-model programs - MG is headed to Le Mans to prove, once again, its sports car heritage. In its history, MG's enthusiast owners haven't been afforded a chance at fame like this one. You Yanks will have to remember that MG was the brand that established the affordable sports car in America, as ex-servicemen returning home from Europe after WWII brought back with them the little cars they had bought and enjoyed so much in England. They spread the word and in the next thirty years MGs sold in the thousands in America. Back in Britain, MG had fallen under the control of British Leyland, a corporation whose incompetence was only matched by its lack of feel for the market. In 1980 the BL bosses decided to close down the small, highly motivated, factory that built MGs and to kill off the brand. With the business acumen for which it was so well known, BL announced the shutdown while a group of dealers from the U.S., MG's biggest market, were in Britain visiting the factory. Decisions like this contributed to the death of British Leyland, and in 1994 what was left of the company, now called the Rover Group, was bought by BMW. The German bosses knew the value of the MG name, and reintroduced it in the form of a cute little two-seater sports car, the MGF. BMW had plans for MG that included a return to the American market, but the strength of the pound sterling against the Deutschmark and the debt-machine that was Rover's factory at Longbridge in the English midlands went against it. Just a year ago, the Rover Group and Longbridge was sold to new British management for just 10 pounds, or \$14.20 at current exchange rates. New management, new efforts The new management is strongly influenced by people who know the value of a performance car image, so one of the first things they did was to change the name to MG Rover and to start on a program that would bring the MG name back into the public eye. The first step was to build a more sporting version of the MGF, with 180 horsepower. That was followed by the announcement that this year will see the arrival of MG performance versions of Rover's sedans, and the news that MG will be undertaking a motor sports program on an international and national basis. The first part of that program will test the new company to the utmost: MG has entered the toughest race in the world, the Le Mans 24 Hours, that will be held in France on the 16th and 17th of June. The Le Mans MG has been developed by Lola, the racecar maker that is well-known for the chassis it makes for U.S. racing teams. The MG won't be going for outright victory in France, for it only has a 2.0-liter engine against the 6.0-liter and 8.0-liter units of the Audis and Bentleys that are expected to dominate the event. But Lola's chief designer Frank Dernie thinks that the MG, whose smaller engine will give better fuel consumption, will therefore need less time in the pits for refueling. Dernie says the MG could be in for a top-six finish.

Glamour Make Over

(see the web site for the picture that goes with this story)

Getting the racing atmosphere and glamour over to the general public is part of rebuilding the MG magic, and the company, whose motor sports division is in the business, according to its director Rob Oldaker, of creating "outrageous fun" is planning to do just that. The 450-horsepower four-cylinder engine of the racer is going to be fitted into an MGF that will be used for promotional purposes. The hottest version of the standard MGF has just 180 horses under the hood, but its mid-engine configuration is capable of handling much more, according to the folks at MG. With modified suspension and bigger wheels to put the power on the ground and handle the power, and special aerodynamic tricks to add downforce, they reckon the MGF Extreme, as they have christened the car, will be a real flyer. The MGF Extreme is the first of a series of Extreme versions that will include a 500-hp version of Rover's smart but sedate 75 sedan. In MG Extreme form, the 2.5-liter V-6 front-drive 75 will become a rear-drive V-8 that will be, like the MGF Extreme, road-legal. It sounds like MG is about to become exciting again. As a footnote, MG Rover celebrated the first anniversary of its 10 pound purchase of the company last week by giving all its 5000-plus employees a birthday card. Tucked inside it was a crisp 10 pound note!

An MG Adoption Questionnaire

- | | |
|---|--|
| Are you ready to love this car, unconditionally? | Do you know a nearby mechanic expert about MGs? |
| Do you realize you'll have to understand everything about this car, engine, transmission, brakes, carb etc? | If you already know about cars, are you willing to learn a whole new vocabulary? |
| Are you willing to shed blood? | Do you own a fire extinguisher? |
| Are you willing to associate constantly with other MG owners? | Are you willing to get greasy? In your eyes, hair, skin, clothing, etc? |
| Do you realize this will cost more than you can sell it for? | If you already own tools, are you willing to purchase a new set? |
| Do you pose a large vocabulary of four-letter words? | Are you familiar with the process for divorce or separation? |
| Is your spouse or Significant Other an MG lover? | Do you have another, reliable car? |
| Do you have garage space? For the car, parts, tools, etc.? | Do you have a problem with puddles of oil, gasoline blood? |
| Do you know what Hypoid oil is? | Do you think 'a little rust' is O.K.? Can you recognize 'a lot' of rust? |
| Are you sure you love this car? | Do you love this car above all others? |
| Does seeing daylight through your floorboards bother you? | Are you sure you're feeling all right? Are you taking medication? |
| Are you willing to drive without musical entertainment so that you can enjoy the incomparable pleasure of listening to your engine run, and attempt to listen for new problems as they develop? | |
| Do you worry what other people think? | Have you ever paid money to ride in an MG? |
| Do you think purchasing an MG is a practical decision? | How do you feel about people asking "What year is that Karmann-Ghia?" |

Thanks For A Helping Hand

It was the Saturday morning of the long weekend in May and I was about to start the task of installing a new tach cable on Debi's 'A'. I had intended on doing the work some evening during the prior week but it just didn't happen. As I was about to start, Paul Pronovost pulled up in his 'B'. (Paul lives nearby in Greely and he was just out for a morning zip about town) The cable was easy to remove from the tachometer end 'cause there's lots of space under the dash of the 'A'. But the end attached to the gearbox is not so easy to get at. It is quite visible from above through the open bonnet, but one's hand just barely fits through the maze of carburetors, cables, brake and clutch lines etc. etc. And when one gets the hand through, there is no room for a wrench and no strength to undo the fitting simply with fingers. Paul then claims he has just the right thing to do the work and zips home for a moment in the 'B'. He's back in a flash, holding a plumber's special wrench with a twist handle at one end, a long thin shaft, and mobile jaws at the other end that can grab fittings "way down there" and loosen them from "way up here". It works like a charm. And with some team effort the old cable is removed and the new cable is installed without incident. Many thanks to Paul, for his quick thinking, for his willingness to help, and for his inventory of tools. Len Fortin

TROUBLE WHILE TOURING WITH A HAPPY ENDING

We had planned to see some pretty country and have some fun this summer. So Gilles & Lorraine Leduc and Helen and I set out on a cloudy, overcast day from Ottawa with planned destinations like Lake Placid NY, Stowe VT, and the Eastern Townships of Quebec. The MGBs were checked and topped up with fluids and away we went. The first day we meandered through Ontario and New York State. After some fine-tuning on Gilles' "B", with points & timing, we enjoyed a nice picnic in a quiet town, some antiques and junk shopping, and then we cruised into Lake Placid and enjoyed the town that evening and night. LIFE IS GOOD! Next morning around 10 a.m. we headed for Stowe, VT. We were going through some of the prettiest country we had ever seen, when the trouble began. My "B" suddenly quit. We pulled to the shoulder, waited a bit, tried the motor and everything worked great - so on we went. Two miles later, same thing. After several episodes of this and a visual inspection of the motor I realized that following each stall-out, I could turn the ignition key off for a few seconds while in neutral, then turn the key back on and pop the clutch and continue on while only losing about 10 miles per hour. We concluded that the fuel pump had quit pumping and by turning the ignition off it would reset and pump up again when the ignition was turned back on. Since it was July 4th, and we were in the middle of nowhere, we decided to try to limp into Stowe VT (only another 100 miles and two mountain ranges). Well luck was with us and with lots of patience we made it. We found a B&B and a beer garden and planned for the next day. Early next morning, after a great breakfast, we went to the local NAPA dealer and purchased an in-line fuel pump for \$32 American and we installed it in fifteen minutes. It worked great. TECHNICAL NOTE: We opened the fuel line at the fuel filter and installed the pump in series with the filter. The pump was approximately the same size as a fuel filter. Once the filter was installed, a wire was run from the fuse panel to the pump. Then the wiring was removed from the rear pump. We turned the ignition on and the filter filled and the car ran perfectly. So we continued our trip on to the Eastern Townships of Quebec and then home. The quick fix sure saved our trip and wasn't very costly. Since everyone in the club travels in a car that is at least twenty years old and since a pump is relatively inexpensive I recommend that everyone carry one as a spare. The odds are that a breakdown will be caused by a defective fuel pump and it is a simple operation to repair. When you return home you could replace the original pump or make your installation permanent. You could even bypass the original pump to make the job more professional, well that is the good news end to a great trip. Gilles, Lorraine, Helen and I fully recommend the tour as a "MUST DO". Till next time, Mr. "T"

Translations Of Terms Used In A Haynes Manual

Haynes: Rotate anticlockwise.	Haynes: Press and rotate to remove bulb...
Translation: Clamp with vice grips then beat repeatedly with hammer anticlockwise.	Translation: OK - that's the glass bit off, now fetch some good pliers to dig out the bayonet part.
Haynes: This is a snug fit.	Haynes: This is a tight fit.
Translation: You will skin your knuckles!	Translation: Not a hope in hell mate!
Haynes: As described in Chapter 7...	Haynes: Lightly...
Translation: That'll teach you not to read through before you start, now you are looking at scary photos of the inside of a gearbox.	Translation: Start off lightly & build up till veins on forehead are throbbing then re-check manual because this can not be 'lightly' what you are doing now.
Haynes: Pry...	Haynes: Undo...
Translation: Hammer a screwdriver into...	Translation: Buy a tin of WD40 (catering size).
Haynes: Retain tiny spring...	Haynes: Five spanner rating.
Translation: "Jeez what was that, it nearly had my eye out"!	Translation: OK - but don't expect us to ride in it afterwards!!!
Haynes: Weekly checks...	Haynes: Routine maintenance...
Translation: If it isn't broken don't fix it!	Translation: If it isn't broken... it's about to be!
Haynes: One spanner rating.	Haynes: Four spanner rating.
Translation: Your Mum could do this... so how did you manage to botch it up?	Translation: You are seriously considering this aren't you, you plebe!
Haynes: Two spanner rating.	Haynes: Three spanner rating.
Translation: You may think you can do this because two is a low, tiny, number... but you also thought the wiring diagram was a map the Tokyo underground	Translation: But Nova's are easy to maintain right? You think three Nova spanners has got to be like a 'regular car' two spanner job.
Haynes: Five spanner rating.	Haynes: Retaining nut..
Translation: OK - but don't expect us to ride in it afterwards!!!	Translation: Yes, that's it, that big spherical blob of rust.
Haynes: If not, fabricate your own tool like this...	Haynes: Carefully...
Translation: Ha ha ha ha ha ha ha ha ha ha!!!!	Translation: You are about to cut yourself!
Haynes: Compress...	Haynes: Inspect...
Translation: Squeeze with all your might, jump up & down on, swear at, throw at the garage wall, then search in the dark corner of the garage for it whilst muttering "bugger" repeatedly under your breath.	Translation: Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"!
Haynes: Retaining nut..	Haynes: Get an assistant...
Translation: Yes, that's it, that big spherical blob of rust.	Translation: Prepare to humiliate yourself in front of someone you know.
Haynes: Turning the engine will be easier with the spark pugs removed.	
Translation: Starting the engine afterwards will be much harder. Once the embarrassed feeling has subsided, you'll feel ashamed as you refit the spark plugs.	

Haynes: Refitting is the reverse sequence to removal.	Haynes: Prise away plastic locating pegs...
Translation: But you swear in different places.	Translation: Snap off...
Haynes: Using a suitable drift...	Haynes: Everyday toolkit
Translation: The biggest nail in your tool box isn't a suitable drift!	Translation: Ensure you have an RAC Card & Mobile Phone
Haynes: Apply moderate heat...	Haynes: Index
Translation: Placing your mouth near it and huffing isn't moderate heat.	Translation: List of all the things in the book except the thing you want to do!

For Added Haynes Fun: Go to the first section, Safety First, and read the bit about Hydrofluoric Acid - do you really want the advice of a book that uses this form of understatement? Now look at the lovely colour section on body repairs - as you look at these two pages say to yourself over and over until it sinks in "mine will never look like that..." Flick to the end and look at the colour glow plug pictures. How do these compare to the glow plugs in your Mini? If you cannot locate the glow plugs in your Mini see the last translation on the list! Haynes Manuals are the (c)opyright of a very disturbed sadist

IF YOU DIDN'T - WHY YOU SHOULD'VE - A Cheap-O Cheap-Oh! Tale

Bob Stark, Dalton Begin, and Mark Evenchick treated us to a fantastic treat! Like a kid ripping into a Cracker Jack box for the gift I gleefully opened the tour envelope to search out this year's gift of Mark Evenchick's imagination and skill. Those who have gone on other "Cheapo's" will know Mark has a tradition of creating a unique, limited edition, piece of memorabilia. This year was no different. He managed to outdo himself with an octagonal pewter necklace containing a compass, emblazoned with the MG logo on the lid. Of course Kathy laid claim to it, allowing me to check out the direction we were heading along with checking out other topographical features in the area. Also in the package was a map showing that Dalton had plotted out a picturesque tour through rolling countryside, skirting just north of Kingston and heading back to Merrickville. As we closed in on our target, the promise of cold beer and a beautiful room in the Sam Jakes Inn was a draw and the pace picked up, with some of the MG's running "at full chat" with no over heated rear brakes to slow us down (another story). At the Inn, many pints of brew were consumed in an attempt to re-hydrate our bodies after such a long journey (scientific studies have shown the necessity of this), stories were told, and friendships renewed. After that, we all headed to our rooms to freshen up for a delicious meal complete with great stories, birthday toasts, and balloon inflations - leading to a few good dirty comments about their appearance and placement (Karl!). During the night, there were the usual noises (no complaints about Jordan and Heather this time) however there were mentions of a car alarm (yes, one of our members'), triggered by the thunder(!) several times, and a certain train. Being a sound sleeper, I heard none of it but it was entertaining to hear over breakfast. Probably one of the more interesting tales had to be the one about the fire. Yes, I did say fire! Wanting to set the mood in their room, one of our couples (unnamed) had set out several candles. In the heat of the action (not much imagination required here), the pillowcase got too close to a candle and caught fire, brightening up the scene to the point that our lovers noticed and were able to extinguish it. Thoughts of headlines such as "MG LOVERS BURN HISTORIC MERRICKVILLE TO GROUND" went through my mind, and the thought that the person planning next year's trip would have a tougher time trying to find a hotel that would take us. Part of the enjoyment of being in Merrickville has to be the shopping in all the little stores and (more so for the guys), the foundry, reminiscent of an old general store. Sunday was spent doing this and returning home. All which points to why, if you haven't joined us for a trip, you should. It's always memorable and this one could even have been historic! Thanks Bob, Dalton, Mark and co-workers for the fun, romantic getaway!

OTTAWA MG CLUB EVENTS CALENDAR 2001

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

--->	July	15	Sun	Croquet Match in Greely (rain date July 22nd)	1 pm	Len
		19	Thr	OMGC Meeting @ Louis' Restaurant Video / Tire Kicker	7 pm	Debi
--->		28 or 29	Sat or Sun	White Lake Splash / White Lake NOT ready! / Suggestions needed!	10 am	OMGC
		27 - 29	Fri - Sun	Summer Carlisle		
	August	5	Sun	VW Volksfest in Embrun	9 am	VW
		5	Sun	Brockville Car Show		
		12	Sun	Avlmer 2001 Car Show in Avlmer Marina Park (\$7)		Len
		16	Thr	OMGC Meeting @ Cock & Bull Eatery - Pit Stop Rally III	7 pm	Debi
		26	Sun	Root'n'Bonnet All British Car Day	10 am	R'n'B Club
--->		26	Sun	OMGC Monte Carleton Rally	9 am	OMGC
		25	Sat	Laval Auto Show		
	September	2	Sun	Rockland Street Show		(613)835-4179
		2 - 3	Sat - Sun	Perth Fair Car & Truck Show		
		6 - 9	Thr - Sun	Fall Barrie		
		8 - 9	Sat - Sun	Watkins Glen Racing		
		9	Sun	Cornwall Car & Truck Show @ Canadian Tire		www.goodtimecruisers.ca
--->		15 - 16	Sat - Sun	Bronte Creek British Car Day		
		14 - 16	Fri - Sun	British Invasion @ Stowe Vermont		
		20	Thr	OMGC Meeting @ Louis' Restaurant - Tire Kicker	7 pm	Debi
		29	Sat	Fall Carlisle Show & Market		
--->	October	4 - 7	Fri - Sun	Fall Hershey Show & Market		
		7	Sun	Fall Colour Run (tech sessions & silk craft)	10 am	Jordan / Debi
		18	Thr	OMGC Meeting @ Cock & Bull Eatery - Indoor Rally	7 pm	Debi
	November	15	Thr	OMGC Meeting @ Louis' Restaurant - Annual	7 pm	Debi
--->	December	8	Sat	OMGC Christmas Party	6 pm	OMGC

First Sunday monthly: British Breakfast @ Capital City Diner on Hunt Club @ Merivale starts April 8th

1974 MGB For Sale

Racing red, in excellent shape, 8 track tape and with safety certificate. Asking \$8500

Jim Fooks

JiMar and Associates

64 Fulton Avenue

Ottawa, ON K1S 4Y6

jfooks@magma.ca

1980 MGB For Sale

White, with overdrive. Excellent condition. Never winter driven, no rust.

Originally Ziebarted. Now oil sprayed annually.

90,000 km. Original owner. Safety checked. Must be seen, looks close to new. Asking \$11,500.

George Jenkins 746-3311

1977 MGB Roadster For Sale

Service records are available. New windshield last year. New brakes two years ago.

Fitted with dual Stromberg Carbs, fully adjusted last year. AM/FM cassette and Tonneau included.

Excellent shape! Asking \$6700.

Contact: Dave Hawkins at 277-1057