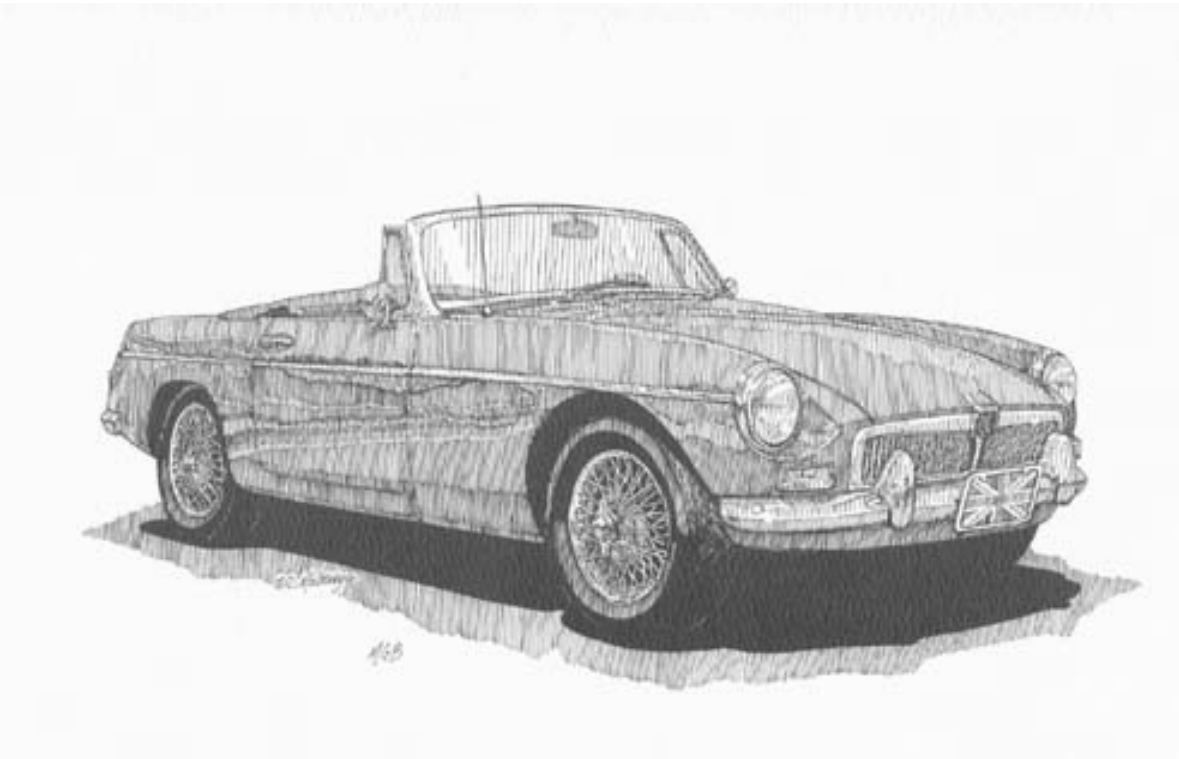
The Dashpot

July 2004



Ottawa MG Club

The Dashpot is the official publication of the Ottawa MG Club.
Submissions for consideration should be sent to: frizzuti@sympatico.ca.

www.omgc.info

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From The Editor's Desk

In this issue we continue with Graham Ayers adventures. I included a few tech articles for your enjoyment and Len has provided some roving reports on club activities.
I would like to remind any club members that haven't paid their membership dues to please see Mr Cash (Mike Daniels) ASAP. Without your member dues, things like this magazine would not be possible.
See you on the road, with the top down, and wind in your hair (thinning hair in my case!)

Frank.

President's Message

The Webster's New World Dictionary defines “Adventure" as ”a happening”.
"An exciting and perhaps dangerous undertaking."
"An unusual, stirring experience often with an unknown flavour."

Many of us are ready to take on adventure at the mention of the word and some of us will pass it by in favour of the "tried-and-true" route. Well, in my opinion, most of the folks in this Ottawa MG Club of ours are more in tune with those that are willing to take a risk and try an adventure. The recent Run to North Lancaster proves my point. The participants let someone like me, who does not do well with directions, lead the bunch of drivers on a "tried-and-true" route and on at least two occasions had to backtrack to get back on course - all with good a natured smile.

And the Cheapo-Cheapo to Bancroft is another case in point. The most distant Cheapo-Cheapo to date, I think. The most untested route. And yet there were more than 25 cars. These club members are adventurers. Willing to try an adventure. Not really dangerous but a bit exciting and lots of good material to chat about once we get to our destination.

And our other outings during the year - the driving events and the display events - are all covered with adventure. They are happenings! They are certainly exciting (and with good fortune not to dangerous). And although some of the events are annual in nature, they all hold a bit of unusual flavour with good experiences as a direct result. From the meeting spot, to the mid-way break to the end of the run gathering - they are all adventures.

And what about those among us that are rebuilding vehicles - now there is an adventure!

Oh we may talk about the roads that are the best to drive on and we may boast about the routes we have covered but the real underlying issue here, I'm sure, is the adventure. And whether we run together as a group or alone on the road, this sense of adventure keeps us going.

It has been said... Life is an adventure! I tend to agree! Made up of a whole bunch of other adventures that we can participate in and take pride in and have fun with. If you have not yet tried one of the OMGC adventures - you gotta do one soon!

Len.

Me Humble Bea

Part two

by Graham Ayers

I got the brother-in-law's telephone number and called. He had been thinking about selling the car but hadn't made up his mind yet. I told him that if he was interested in selling it I was interested in buying it and made him an offer. Two agonizing weeks passed. Finally he rang to say he had decided to sell and agreed to let me bring the car home. While chatting with him on the phone I was pleased to learn that the car did in fact have overdrive. I had been looking for the switch on the dash, not knowing that it was on the turn signal stalk. 3 for 3!

I called a local garage and made arrangements to have the 'B moved the following Saturday. Of course, Mother Nature chose Friday night to cover the county with 10 centimeters of snow. I was really hoping she wouldn't do that until the MG was safe and dry in the garage.

The tow truck operator as it turned out, had once owned a Midget and treated this MG with due care, manoeuvring it directly in front of the garage door, not an easy feat when you consider the snowy conditions. He was compensated for his care and consideration.

To get the car inside I used a 'come-along', one end attached to it and the other to an immovable object - the XK150.

MGs, in this corner of the country are not nearly as plentiful as they once were. In winter, salt is applied to the roads by the tonne to combat icy road conditions. In the days when an MG was 'just another car' many were driven, with *great* difficulty, year round and were subsequently discarded when they became rusted beyond redemption.

Back then few of us youngsters could afford the luxury of a second car to drive as a winter beater so we ran what we had. Trust me, driving a British sports car, as a daily driver, in a Canadian winter is not fun.

An MBG heater does not put out one BTU when the temperature is cold enough to create frost on the inside of your windscreen. 'Demister' is the term used in the Factory Manual. 'Defroster', the term more commonly used in North America does not apply to LBCs.

After the snow was brushed off, and the years of grime washed off, 'Bea' (the moniker she came to be called) looked much better, or much worse depending on your perspective. A compound rub and a buffing brought up quite a reasonable shine. This was partly cosmetic, partly psychological ~ looked better, must be better. Auto-cosmetics work. Auto-psychology does not necessarily.

Temptation has many faces. Bea had been in the garage for a month and my resistance to this particular temptation was lessening daily. Since I had neither paid for the car, nor had the registration, title or keys, legally I was not quite the owner - yet. And so I resisted, lest I tip the hand of Fate, incurred something terrible, and heaven forbid, brother-in-law changed his mind and the whole deal fell apart.

At long last b-in-law phoned and arrangements were made. I would meet a long-haul trucker friend of his in the parking lot of a store in a town nearby. He would have the registration and keys and I would give him the money (no suspicion here!).

On the appointed day I sat and waited, from noon till long after dark with, shall we say, dwindling patience until the man *finally* showed up. Thus I exchanged 20 - $50.00 bills for one very tatty registration for one very tatty MGB. And a key.

Bea was mine ~ all mine.

The key, I found out upon trying it in the ignition switch, was not the correct one. A telephone call and a fortnight later I was finally able to turn a key in the ignition switch and unlock not only the steering but also a veritable plethora of other little surprises.

First thing, photographs. Lots of photographs. And a log. Both as detailed as possible. I have read enough books and magazine articles to have learned that these are absolutely essential to any restoration, however modest and Bea, I suspected, was going to need more than a modest restoration.
It is not my intention to create a concourse car, simply one that is as good and as reliable as I possibly can make it. My previous MGB had been a car that I had no qualms about jumping into anytime, for a zot off to anywhere. Enough spares and tools were carried in the boot to effect any roadside repairs, should they be necessary, though none ever were!
I intend to use this 'B' the same way and drive it on the most flimsiest of excuses. Retirement in the next few months should, hopefully, allow more time to enjoy Bea and some of the really marvellous roads here in eastern Canada and Northern New England. Roads that are just begging to be 'driven'!
Again.

Now that Bea was officially mine according to the Ontario Motor Vehicle & Horseless Carriage Bureau, her initial 'once-over-lightly' look-see turned into a 'going over with a fine-toothed comb'. Inch by inch I went over the car and inch by inch the list grew.
Each item added fell under one of the following categories - 'bent', 'broken', 'cracked', 'inoperative', 'loose', 'seized', 'stripped', 'wrong' or just plain 'missing'
For example:

- Inner sills covered with bits of tin
- Holes in the floors on both sides near the toe boards
- Heater ducts were not connected
- Heater controls seized
- Console compartment hinge broken
- Right-hand front side-marker lamp missing
- Left tail lamp lens broken
- Headlamp loom wing grommets missing
- Right side of anti-pollution line broken at rear carburetor
- Right side of oil cooler mounting bracket broken
- Two exhaust manifold studs broken
- Air-pump seized
- Front and rear bumper irons bent
- Left front over-rider missing
- Weep from the fuel tank
- Broken leaf in left rear spring
- Left side of rear bumper bent
- Front bumper mounts bent
- Right front bump stop rubber missing
- Left front shock absorber u/s (unserviceable)
- Right rear splined hub *and* wire wheel stripped
- Left side lamp lens broken

And more (but you get the idea)

Most of these are trivial in themselves but add up to a great deal of work.
Now that I had a key that would operate the ignition switch I borrowed the battery from my Honda and energized circuits dormant for heaven knows how long.
I was pleasantly surprised at the number of things that *did* work. Thankfully, the two most important, the ignition switch and the starter were both operational.
The ignition light on the dash worked, as did the ignition warning buzzer (regardless of the doors being open or closed), the turn indicators, the door courtesy light, headlamps, high beam switch, the three side marker lamps, brake lights, emergency flashers, and wipers. The heater fan spun for a whole 5 seconds then quit.
No expectations from the fuel pump, so no disappointment there.
Oh yes, the horns worked! They sounded ~ well, very European- sports car-like. Such a treat to hear after years of the pathetic 'mbeep' from so many of today's econoboxes
I drained the oil, changed the filter, installed fresh Castrol 10W30, used a penknife and compressed air to clean around spark plugs, removed them, oiled the bores and turned the engine over by hand. Good, the engine isn't seized.
A subsequent compression test found:
No.1 - 135 psi.
No.2 - 85 psi.`
No.3 - 165 psi.
No.4 - 145 psi.
(I later did a crack test and found two of them between the valve seats on cylinders no.2 and 3).
Okay. Now what?
In the province of Ontario, whenever a motor vehicle changes owners it must be certified roadworthy. Not an easy thing to achieve in this case. I decided the best way to approach this whole situation was to do the work necessary to get Bea through her certification thereby making her driveable. (Remember this sentence. I didn't!!) The rest of the rebuild will be done as time and finances permit.
The list had now reached the bottom of page 2 and the vision of Bea and I enjoying the open road together had begun to lose some of its rosy glow. I knew where I wanted to go and could still see my destination in the distance. It was just going to take a little longer to get there that's all.
The problem was that I had absolutely no idea of *how* to get there. No instructions. No map. Not even so much as a real plan.
Right here would have been a very good place to stop, stand back and take a good long hard look, to reconnoiter the situation or perhaps even to formulate a definite plan. Unfortunately, I did none of these.
Tunnel vision on 'Full Power' I pressed on, regardless. 'Damn the torpedoes' and all that.
Now that work was to commence in earnest I moved her to the back of the garage and put her up on 8 jack stands raised to a comfortable but safe height.
I wish I had known then how long she would remain in that location and state.

To see how big the holes in the floors were the carpets had to come out. Not a problem. They disintegrated into rotten little pieces.
The holes in the floors didn't look that big. That is, until I peeled away the undercoat that had been plastered down in the footwells, in a futile attempt, I imagine, to keep the water out. Then the true magnitude of the rot appeared. The holes were suddenly *a lot* bigger.
Since the probability of passing certification with gaping holes in the floors was pretty slim I decided to make them Number 1 on 'The List'. How best to go about the repair was a horse of a different feather.
To get the carpet off of the gearbox tunnel the radio console had to be removed. In doing so I discovered where all the material from the bonnet pads had gone. Rodents had built their nest behind the console, under the radio, the perfect place I suppose, if you're a rodent. I just hoped the little beggars hadn't done any more damage.
Removing the seats, to remove the gearbox tunnel carpet, resulted in three of the rusted-in mounting bolts tearing out the blind nuts *and* pieces of the floor over the cross-member. Okay so this is quickly getting bigger than I had expected.
An MG is made using unibody construction and if the floors are showing signs of rust the chances are that the sills will need replacing also as this area is critical to the structural integrity of the rest of the body.
To effect a proper repair new floor pans and sills would have to be welded in. Having neither the equipment nor the skill precluded that possibility.
The alternative was sheet metal and pop-rivets, which were by no means the best method but would have to suffice, assuming that I had something solid to rivet to! At least they would work certification-wise.
I do not behold to the magic of the pop-rivet. Yes, they are a wonderful invention, easy and fast to use and in certain applications are perfectly suitable. However, in any situation where structural strength is important, such as floor and/or sill repair, they really shouldn't be used.
It is a fact in our family - the male side at least - that we tend to "build battleships". Thus it was with the patching of the floors. What started out as a simple straightforward repair, turned into a "battleship".
Not content with simply riveting a patch over the holes, I carefully traced around the floor ribs onto Kraft paper, cut templates out of thin cardboard, transferred the patterns to .040 sheet metal, and cut out the patches. Locations of the rivets were marked; each hole drilled precisely 5cm. apart. The patch was then laid in place, and two pilot holes drilled. Through these holes clecos were inserted to keep the patch from shifting before the rest of the holes were drilled through the floor.
For those not familiar with the cleco it is one of those "how did I ever manage without it?" tools. It is a device for holding pieces of metal together prior to, either the application of rivets, pop-rivets or welding. They are used in the aviation industry, automobile restoration and anywhere else that does sheet metal fabrication. They are available in various sizes depending on the rivet being used; the most common is 3mm. - perfect for the pop-rivet.
The cleco itself is about 6cm. long and slightly larger in diameter than a cigarette. It has a ridge on the body and a knob on the top and is held with a special pair of pliers. When squeezed a pair of spring-loaded prongs extend from the bottom. These prongs can be pushed through a hole and when released spread to expand in the hole.

Two or more pieces of metal with pilot holes drilled in them can be clamped together or a complete unit can be dry assembled with a multitude of these to hold everything in place until the appropriate fastener, or weld, is be applied. Once all the holes were drilled the patch was removed, the edges were filed and the holes deburred - all 200 or so *per* side! When all was ready the patches were installed using copious amounts of industrial sealer. Laying out, cutting and installing the patches took some 90 hours (according to my log) over a period of 14 months, although other work *was* underway at the same time. Somewhere during those months I *totally* lost focus of my original plan. Without a moment's thought of the consequences, I dove in, head first, eyes shut tight. Before I came up for air I found myself with the hood off, all the ancillaries off the engine, (so it could be cleaned and painted), the head off (to attend to the discrepancies in the compression), the exhaust system, the entire front cross member, (so it too, could be cleaned and painted), the anti-roll bar, steering rack and gearbox crossmember, radiator, all the hoses and bulkhead, rear shock absorbers, springs and check straps, fuel pump and fuel tank, all the lights and lamps, bumpers and grille and all of the interior with the exception of the dashboard. In other words, near enough to a bare shell as to make no difference. To compensate, slightly, for this act of complete lunacy, I did stop long enough to build a set of shelves and stocked them with commercial bin boxes to hold all the parts and pieces being removed at an alarming rate. Accurate and detailed labels were made for the front of each box for when it came time to reinstall the parts. Wasting time looking for the Kinerton valve that you put somewhere, (thinking at the time that you would remember where), is very time consuming - not to mention frustrating as all-get-out. It takes some longer than others to realize that, perhaps, they have taken a wrong turn somewhere along the Great Road of Life. It may be that they simply missed a small sign or little side road in a moment's distraction, while fiddling with the radio or groping for another smoke. In my case, being somewhat slower on the uptake, it would be *a very long time* before it dawned on me that I'd missed not only the sign and the side road but also the whole damned exit. In the meantime Bea sat safely elevated to an unnatural height - a pedestal if you will, waiting patiently for it to do so.

The Electronic Ignition for MG Sports Cars

by Les Bengtson

Much has been discussed about the advantages of converting over to an "electronic ignition" system for older automobiles. Many claims have been made as to their effectiveness and their greater ease of operation. "Never have to replace your points again" was the main claim when these systems first came out back in the mid 70s. Today, they also claim additional horsepower. Therefore, it might be time to examine exactly what the distributor does, how it does it and what are the advantages of converting over to an electronic ignition system.

The distributor is a two system piece. You have the low tension (LT) system which consists of the points, condenser and the low tension circuit of the coil. This system operates at 6 or 12 volts depending on car model. The high tension (HT) circuit consists of the high tension circuit of the coil, the coil lead (king lead in Brit), the distributor cap, rotor, spark plug leads and the spark plugs. So, how do they work?

The low tension circuit is used to operate the coil which is a form of step up transformer, converting the basic 6 or 12 volt input into an output of up to 40,000 volts into the high tension circuit. Since cars operate off direct current (DC), a transformer will not work without help. A transformer works by inducing an electrical charge into a series of windings which are surrounded by another series of windings. This creates a magnetic field which, as it forms and then collapses, generates a higher or lower electrical charge in the secondary windings. Since direct current does not create and collapse the field, a method of doing this must be devised. In the distributor, the points do this, creating an electrical field when they are closed and allowing the field to collapse when they open. Because the opening and closing of the points causes a small spark, they wear and begin to loose effectiveness over time. To a certain extent, this wear is slowed down by the use of a condenser which serves to store the excess energy when the points open and reduce the spark to almost nothing. Thus the points are kept working efficiently for many thousands of miles. (There are also points in the SU fuel pumps and the older, mechanical voltage regulators, not all of which have condensers to lengthen the life of their points). The points are opened and closed by a cam on the distributor shaft which is shaped like a square with rounded ends. How long (in degrees of a circle) the points are left closed will effect how fully charged the coil will become. This figure is known as "dwell" and on the Lucas 25D4 is about 60 degrees. On an eight cylinder engine, the figure is about 28 degrees which is why dual point distributors were a worthwhile modification to the older V-8 muscle cars—the two points sets gave a dwell of about 34 degrees, a great improvement at high rpms. A dual point distributor offers no real advantage on a four cylinder car as the dwell is more than adequate to build up a full charge even at the higher rpms. What happens when the points close then open? They trigger the high tension circuit.

The high tension circuit of the coil is triggered by the opening of the points and the collapse of the electro-magnetic field it has created in the LT circuit of the coil. This puts out a pulse of high voltage current through the coil lead to the center of the distributor cap. The standard coils (6 or 12V) put out 17-20,000 volts, while the Lucas Sports Coil and other aftermarket "performance coils" put out up to 40,000 volts. Very impressive, but it really does not mean much. Even the "standard" coil has more than sufficient output to cause the plugs to spark under normal driving conditions. This takes about 10,000 volts and the charge builds up until the spark jumps between the electrodes of the spark

plug. At that point, there is a release of energy and no more build up. Thus, if you are running standard spark plug gaps (.025" for older cars and .035" for later cars), you will never exceed the capacity of the standard coil to fire the plugs. The Sports Coil is great if you are running larger than standard spark plug gaps or operating consistently at high rpms. In fact, you are wasting money on a performance coil unless you open up the spark plug gap to take advantage of the increased power available.

So the coil has just released its many thousands of volts to flow to the distributor cap. The current travels down the center electrode of the cap and hits the flat bar on top of the rotor. The rotor is swinging around at one half engine speed with its outer edge almost making contact with the four outer terminals on the distributor cap. As the charge is induced and the rotor swings by the cap, the current flows from the king lead, through the rotor to the spark plug wire terminal, up the wire and through the spark plug, causing the plug to fire and ignite the explosive mixture in the cylinder which will drive the piston downwards. This is all that happens, but it needs to happen at the right time and in the right order. This is known as timing.

Timing refers to the firing of the spark plug when it is most efficient to cause a controlled burning of the air-fuel mixture in the cylinders. Because it is a controlled burn and not an explosion, everything happens fast, but not instantaneously. Thus, you would normally ignite the mixture slightly before the piston reaches top dead center (TDC) so the burn will be most efficient when the piston is at TDC and beginning to go downwards. This is why timing figures are expressed in crankshaft degrees before top dead center (BTCD). Basic timing is established by rotating the distributor until it is firing at a specified number of degrees BTDC. Differing operating conditions mean that this is not always the best timing, especially as the engine is turning faster or is put under load as when going up hill or accelerating. To change (advance) this timing to a more efficient setting, two mechanisms are used—the centrifugal advance and the vacuum advance.

The centrifugal advance is built into the distributor and allows the points cam to rotate in relationship to the position of the points, thus causing the firing to take place earlier. They consist of a set of weights, springs to control and retract the weights and a movable cam. They are dependant only on the engine rpms. The vacuum advance, on the other hand, is not rpm dependant.

The vacuum advance operates when vacuum is applied. This vacuum operates a spring with a loop on the end which is attached, via a stud, to the base plate on which the points are fastened. As vacuum is applied, it causes the plate to move in relation to the points cam and the timing to advance. As vacuum is reduced or removed, the points plate or base plate returns to its original position. There are two types of vacuum advance systems. Those that operate on "ported" vacuum (a small hole by the throttle butterfly on one car) and "manifold" vacuum (those attached to the intake manifold). They operate differently and do different things. Ported vacuum advances the timing as the throttle is opened to provide increased performance. Manifold vacuum actually drops slightly as the throttle position changes and, thus, the vacuum "advance" actually retards the timing slightly for better emissions performance. Both the vacuum and centrifugal advance systems must be checked periodically to ensure they are working properly or their advantages may be lost. On an intake vacuum connection, a bad vacuum advance canister will cause an intake leak which will result in rough running.

Now that we understand the basic function of the distributor, how does this relate to the "electronic ignition". First of all, the electronic ignition isn't. It is not an electronic igni-

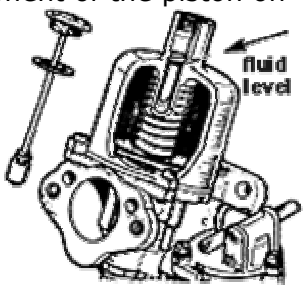
tion system, it is an electronic points replacement. All it does is replace the points and the condenser in the low tension circuit, using either a beam of light or a magnetic effect to trigger the LT circuit to induce a charge in the HT circuit. Thus, you do away with the problem of having to replace the points and condenser and, perhaps, you will sustain a slightly higher level of performance. Tests conducted using a new set of points and an electronic ignition show that the level of performance is virtually identical. But, point wear and reduce the level of performance while the electronic ignition maintains the same consistent level as long as the system is working. REGARDLESS OF THE TRIGGERING SYSTEM USED, THE REST OF THE DISTRIBUTOR SYSTEM MUST BE MAINTAINED ON A REGULAR BASIS IF THE SYSTEM IS TO WORK EFFECTIVELY. This means that the distributor should be disassembled, cleaned, lubricated and reassembled on a regular basis (annually on a daily driver, biannually on others). You still have to replace spark plugs, rotor, distributor cap and check the HT wires regardless of the triggering system used. With this in mind, is it worth replacing the points with an electronic ignition? Maybe.

If your distributor is in less than perfect condition (as many of them are) and the distributor shaft bushing is a little worn, you will get some wobble to it which can vary the amount the points open, thus affecting dwell and timing. The electronic ignition is not affected as much by this as the points are and would provide a better, more consistent ignition under these circumstances. So would a new or properly rebuilt distributor, but most of the electronic ignitions cost less than a new distributor, thus delaying the requirement to install a new distributor right now. Thus, the advantages of the electronic ignition system are small, but real. While I would not install one on my car (unless given one, of course), it might be a reasonable investment for many. However, the only time it is a "must have" is to replace the old electronic system in the Lucas "Opus" system, few of which still survive.

Tech Tips

SU Dash Pot Oil

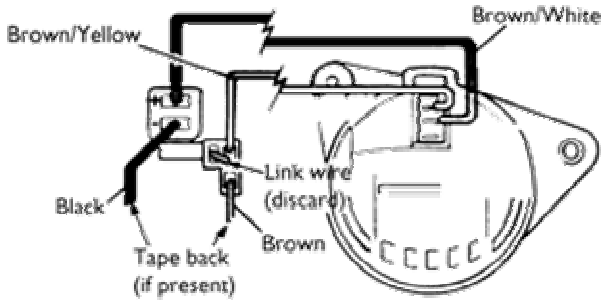
The purpose of the SU damper is to retard the rapid upward movement of the piston on the rapid throttle opening associated with acceleration. This delay in piston movement causes a momentary decrease in pressure at the throat, thus achieving a momentary increase in richness much the same as with an accelerator pump. The weight of the oil in the damper determines the amount of dampening. A lot of race mechanics use automatic transmission fluid for some misguided reason obscure to me. I think it is too light for normal use. SU publications recommend 20 weight, which I would follow.



Do not overfill the damper. The proper procedure is to fill "below the top of the hollow piston rod", not "below the top of the chamber neck". Overfilling just spills over into the suction chamber and makes a mess. One easy check is to remove the damper and then re-insert it. If you feel resistance before you reach the threads on the cap, you've put in enough oil.

Alternator Terminal Conversion

Many British cars are wired for 5-terminal alternators. As the 5-terminal alternators are now obsolete, 3-terminal alternators may be supplied. These wiring instructions, provided by Lucas, outline the conversion procedure. To wire a 3-terminal Lucas alternator in place of the now obsolete 5-terminal alternator, use plug kit #540-280 and proceed as follows:



- Disconnect battery
- Cut off wiring terminal plugs from alternator wiring
- Remove and discard link wire (see illustration below)
- Remove wiring harness tape approximately 1 inch
- Slide small insulator over remaining IND wire (brown/yellow), and solder to the small terminal
- Slide larger insulator over positive lead wire (brown/white), and solder to the larger terminal
- Separately tape back onto harness, the brown and black wires not used as they are no longer required
- Connect the small brown/yellow IND wire to the small terminal on the alternator
- Connect the large brown/white positive lead to either of the two large terminals on the alternator, reconnect the battery.

Cheapo-Cheapo 4 LFTR

The Saturday June 5th weather was perfect for MG driving. Many of the more than 25 cars had quite a way to drive just to get to the Tim Horton's Kanata staring point, but it would be worth every moment on the road. The number of technical problems was extremely low – just some rough idle issues with Paul & Kathy Schiemann's 'B'. And in true MGer spirit, several tool kits and books and helping hands came out to resolve the situation. Before we got underway, Terry Haines did a very special distribution of commemorative wine to each vehicle. A great tasting (as I found out later) Reisling, labeled with a special OMGC label. A very generous gift – thanks Terry.

The route planned by Bob Stark & Dalton Begin was superb. And although the convoy was the biggest yet for such an outing, we seemed to keep together pretty well. Lunch in Calabogie offered us a nice break and during lunch John & Betty Allerton, who live in the area, joined the convoy. Then we continued on to our destination in Bancroft. More great weather and more great roads.

The Best Western Motor Inn was a good place for a crowd such as ours. Clean. Nice rooms. Lots of parking. And an elevated patio where we met after check-in to chat about the drive and the shopping and the upcoming evening dinner. The meal was served in a cozy banquet room and I think everyone enjoyed the food. Then some wonderful door prizes were awarded, with top prize (a numbered print by our own Katie Wood) being won by Gerry & Barb Neville. And after a bit of music and dancing and some Stanley Cup playoff hockey, the evening was done.

Breakfast in the morning was followed by a group picture session at a next-door grassy area. Then, as all things do come to an end, it was time to head for home. Thanks to all for your participation. Thanks to Bob & Bernie Stark for setting it up and making it work.

The Run To North Lancaster – May 30th 2004

Here's a big, warm note of thanks to Dave & Lise McDonell for the wonderful hospitality they offered at their home in North Lancaster. The entire day was one to be remembered. The weather was quite good. The OMGC participants were anxious to get moving, and so at quite an early start time we were on the road from The Swan Pub. A brief stop at my brother's place near Kemptville was first on the list for those travelers that needed it. (Thanks also to Todd & Bonny) Then down the Heckston Road we went with the intention of following the original 'Run To North Lancaster' route established many years ago. The leader's map-reading skills were called into question early in the route. Two strategically important changes in direction were missed and everyone had to practice their three-point turns to get back on track. But the remainder of the drive was solid and sure. From North Lancaster, Dave led us to the Hudson Car Show where we enjoyed our bag lunch and enjoyed viewing about 200 British vehicles on display. Then back to the McDonell's for a great BBQ. Thanks again to Dave & Lise!!

MG Club Regalia

Item	Price
Long sleeve shirt	$44
Short sleeve shirt	$40
Hooded sweat shirt (heavy weight)	$40
Sweat shirt (heavy weight)	$36
Golf shirt	$31
T shirt	$18
Sign (magnetic)	$18
Socks	$16
Toque	$16
Hat	$15
Pins	$10
Crests	$8
Club jackets (available in a variety of colors and sizes)	$170

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OTTAWA MG CLUB
2004 / 2005 MEMBERSHIP & RENEWAL FORM
Membership Number_____

Please bring this membership form along with payment to the next meeting
($35 New Members, $30 Renewals, cheques payable to The Ottawa MG Club)
Or mail to: Treasurer, 57 Tiffany Place, Kanata, Ontario, K2K 1W5.

Name:_____ Navigator: _____

Address:_____ Phone (home): _____

City / Prov:_____ Phone (work): _____

Postal Code:_____ Fax:_____

MG Model:_____ Year:_____ E-Mail:_____

To help the club meet your MG needs, kindly complete the survey below:

Which of the following events would you be interested in attending?

1) Social/Fun Events
_____ Club Meetings
_____ Inter-Club Events (Croquet, Darts, etc)
_____ Get-Togethers (Christmas, Beach, etc)
_____ Car Shows

2) Driving Events
_____ Short One Day Run
_____ Longer Two Day Run
_____ Non-Competitive Fun Rally
_____ Competitive Rally

3) Technical Events
_____ Speakers at Meetings, Videos, etc
_____ Hands On Technical Seminars
_____ Garage Tours

Would you like to be called / e-mailed about events? Yes No

Comments:
_____
_____

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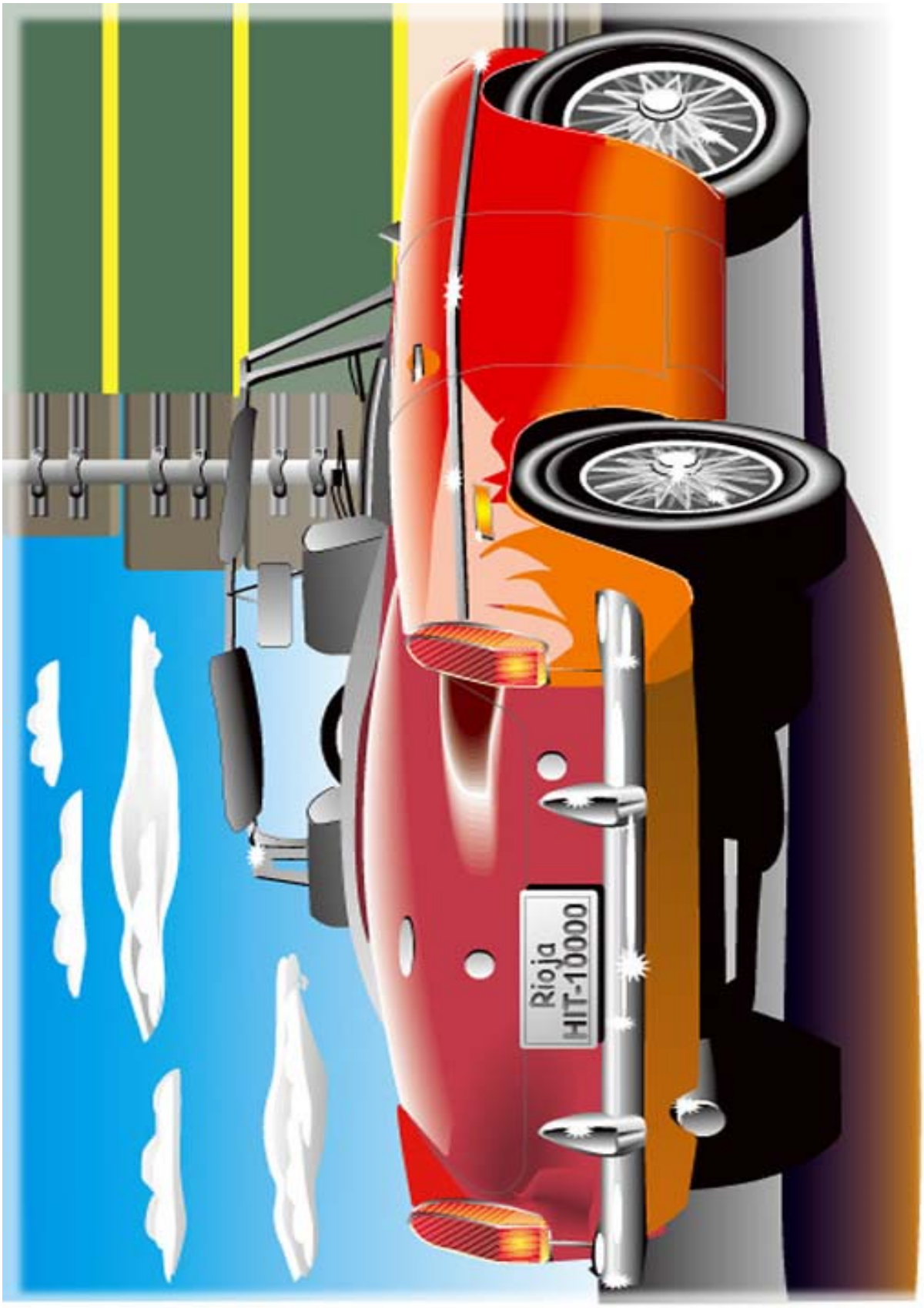
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