



Ottawa MG Club

Newsletter

March 2001

Volume: 1 Issue: 2

MG FOLKS

The March meeting is at Louis' Steakhouse. It's photo night!

Don't forget the Darts Match on March 31st (Sat) at Le Scratch on Merivale Road. No skills are necessary here!

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

Debi Fortin (President)	dfdesign@passport.ca	821-3140
Mark Evenchick (Past Pres)	et1@netcom.ca	521-3097
Jordan Jones (Vice President)	jordan@compmore.net	839-1821
Len Fortin (Newsletter)	fortinl@passport.ca	821-3140
Gilles Leduc (Treasurer)	leducjg@hotmail.com	824-9706
Dave Moore (Technical)		836-1381
Doug McClure (Regalia)	dkmclure@travel-net.com	824-0168
Mary Attwell (Social)	mary_attwell@mitel.com	831-8989
Ken Duff (Webmaster)	kduff@magma.ca	729-6976

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(For easterners and Ontarians alike)
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(Tools, burgers and MGs)
- 6) CHEAPO-CHEAPOh-1
(Last call for the sign up)
- 7) Planning A Trip To The UK
(Visit sites and pubs and buy parts)
- 8) MG 2001 Is Coming Soon
(See Len Fortin for details)
- 9) An Events Calendar
(Yah! The print is small. Get glasses and get over it!)

IMPORTANT NEWS ABOUT MARCH & APRIL MEETINGS

March 15: at Louis Steakhouse !! 7pm

The winter months are almost over so to prepare ourselves for good driving and events ahead, we'll take a look back at some favourite photos of past years with the famous opaque box projector. Please bring along any photos you care to share with us. It'll be fun!!

April 19: at The Cock & Bull Eatery !! 7pm

If Mother Nature does good things for us there should be some MG vehicles out and about at this time of the year. It ain't quite "Tune-Up" time but the snow is not likely to be on the ground. So lets do a Tire Kicker on whatever vehicles come out. MGs or not!

A follow-up to MGers who attended the 'Cars of Cuba' presentation last month at the Cock & Bull Eatery. I'd like to hear your comments about the location, the food and the service we received at this place. If you remember, we were going to try this east/west meeting arrangement for a while to see if it was suitable to OMGC members. Well... is it?

An Open Invitation to British Car Clubs

"British Car Days Across The Bridge" (July 13 - 15) combines one of the most spectacular vacation settings in North America with the fastest growing British car event on the north east coast. Organized by the British Motoring Association of Prince Edward Island with support from the Confederation Bridge, proceeds go to Cymbria Lions' charities. Over a thousand spectators and two hundred vehicles have gathered for this event during the past two years. Why not join the fun?

Set in and around South Rustico, Prince Edward Island, from July 13 through 15, activities will include a reception on Friday. On Saturday: car & motorcycle show, valve cover races, miniatures display, concours judging and awards. On Sunday: breakfast British style and tour of the north shore of Prince Edward Island.

For more information contact: Bob Bentley, (902) 964-3294 or email rtbentle@isn.net For a complete P.E.I. tourism package with additional information about this event, please return e-mail your name and mailing address.

After March check the BMAPEI web page for more information and updates: www.bmapei.net . Brian Jones RR1 Pownal, PE C0A 1Z0 569-4952 email: bjones@upei.ca

And Speaking Of Trips To Other Parts Of The World! Read And Think About This!

Jordan is organizing an Ottawa MG Club trip to the U.K. for May 2002 ! There are many unique and fascinating MG type places that will be part of the trip and all on a decent 'Cheapo, Cheapo' type budget. Those that are potentially interested please indicate this to Jordan. Watch this space for ongoing updates !

A Note From Down South

I recently received this brief note from club member Richard Crouch via e-mail. He is now working in the great state of Texas for a while and sends along greetings:

“My B's engine is running better than ever! All the best to y'all. Safety Fast!

Rick Crouch

Dallas TX

The land of 4 seasons top down motoring

Here Is A Note From Somebody Who Is Selling All Kinds Of Bits And Pieces

Parts For Sale

I have a very large assortment of “Bee” bits for sale. Here is just a small sampling:

Rebuilt engines, dashboards, windows, windscreens, doors, hoods, starters, alternators, oil coolers, seats,

radiators, steering racks, front and rear ends, rostile and wire wheels, ,jacks, wiring looms, instruments, and more!!!! Call: 613-258-0234

And Here's A Note from Somebody Who's Looking For The Parts Already Together

Wanted: MGB

I am looking to purchase an MGB this year and was hoping your Newsletter would be able to help me locate one. Am preferably seeking a late 60's or early 70's (up to '73), running 'project' car in the \$3k - \$6k range. If you know of a member that is looking to sell a 'B' or other MG vehicle please pass my address along. I was a previous member of the club in the early 90's but sold the car. I look forward to joining the club again.

Duncan Banke ravenb@sympatico.ca 1-613-836-4129 (Kanata)

ByWard Market Auto Classic 2001

Please see the registration form for the 5th annual ByWard Market Auto Classic, to be held on Sunday, June 3, 2001. We sincerely hope that the members of your club will take part in this event. This year there will be a tribute to Italian cars on the grounds of the National Gallery!

The registration forms are to be submitted individually (one per vehicle) before April 30. You can fax your registration form to 562-3326 or send it by mail to the ByWard Market BIA, 55 ByWard Market Square. Ottawa, On, K1N 9C3. New this year, you can now register online at www.byward-market.com . Confirmations will be sent out in early May.

This Auto Classic is open to all car owners, please help us make it a great show and pass this information along to others who might be interested! Should you have any questions, please do not hesitate to contact the Special Events Coordinator ByWard Market BIA at 562-3325. There's always something happening in the ByWard Market!

MGB Still Number 1

(by Mr. 'Techie' Dave Moore)

Triumphs and Jaguars are big! The Porsche 911s are even bigger! But, when you talk sports cars, the MGB is still number one in the sports car market. It's what the sports car enthusiasts from around the world drive. So it's no wonder the largest single marque car club in the world is the MG Owners' Club based in Great Britain and boasts of over 50,000 members.

The MGB was a marginally powered monocoque sports car that was practically out of date when it was introduced back in 1962; went virtually unchanged in appearance until 1975 when it was given a nose job that would have been rejected by Jimmy Durante; and became progressively slower until it's 1981 demise. Yet it is so darn popular. Let me explain. The MG initials set in an octagon, stand for Morris Garages which was established in 1911 by William Morris. Morris wanted to build cars as well as sell them and soon built a factory in the suburb of Cowley in Oxford. On the eve WWI he introduced the 10 hp Oxford.

By 1921 Morris Garages was the leading retail outlet for cars in Oxford selling not only Morris, but Singer, Hupmobile, Wolseley, Humber, Standard and others. It was also where a new sales manager by the name of Cecil Kimber was about to change our lives. Kimber was an engineer and avid enthusiast when he became General Manager of Morris Garages. Over the next seven or eight years MG badged "specials" began to appear and due to their notoriety on and off the track

led to the establishment of the MG Car Company Ltd. in 1930 in the small town of Abingdon.

During the 1930s MGs were in the headlines of motoring journals for their major victories in racing and their sporting production vehicles. The cars were inexpensive in comparison to more exotic competition, as well as being reliable, well engineered and fun to drive. By 1939 MG was building its new T Series sports car, along with three larger models available in touring or sedan form.

After World War II, with the cry "Export, or Die!" wringing in their ears, the basically re-labelled MGTC was introduced. It was an immediate hit in North America and became a favourite of celebrities and a growing number of enthusiasts interested in road racing. The TC, like it's earliest brethren, handled well, was reliable and relatively inexpensive to race. MG more than did its part to help initiate the expression "Win on Sunday, Drive on Monday!"

By 1955 other sports car manufacturers had entered the low price, introductory market for sports cars. Triumph and Sunbeam, along with Fiat in Italy eyed MG's market share with envy. The sleek, envelope body MGA was introduced and in its various forms reaffirmed MG as, "The Sports Car America Loves Best!" After more than 100,000 being built it was time for a new modern MG. The MGA Mk II in 1622cc form was replaced by a crisper, more stylish roadster featuring roll up windows, and a monocoque body known simply as the MGB. The MGB became even more popular than the rounded MGA. Like Volkswagen's Beetle they were everywhere, but MGs were rarely driven by mom's and dad's, where would the kids sit? MGs were driven by young, enthusiastic "boomers", to college, to sports car races, to drive ins. And being relatively inexpensive and reliable they became the first cars of many a young driver - appealing equally to both sexes with none of the connotations associated with a "guy's car", or a "girl's car". The MGB was just a "fun" car and those legendary, and instantly recognizable, octagons told you so!

The MGB utilized the same B series, 4 cylinder engine as the MGA, but was bored out to 1798cc which boosted power to 95 bhp. With its engine and clutch improved it was a far more responsive car than the MGA. The MGB's suspension was a simple design with semi elliptic springs on the rear and a modified MGA coil spring and wishbone arrangement up front.

Yet, over the next 19 years MGB service would become a problem as both the dealers and factory struggled with quality control and customer satisfaction. Although the basic MGB was rugged and reliable it was tough finding some parts as the decade(s) progressed. By the time some MGBs had passed through a series of teenage drivers with limited repair funds they were starting to get a bad rap. Today, service and parts are not a problem and this is a key reason why restored and refurbished MGBs are so popular.

A lack of development kept the MGB from leading the sports car world into the 1980s. British Leyland was in financial trouble and led by Triumph man Donald Stokes) hence the TR7/TR8 fiasco. Many potential buyers tired of the MGB's looks and lack of performance. At the same time it was a changing market with the addition of performance choking, pollution controls and increased safety standards. (Not saying we didn't need `em!), a rise in popularity of American sporty cars and "muscle" cars, the Japanese challenge with their modern coupe designs (Datsun's Z cars and Toyota's Celica, etc) and a conscious swing away from open cars. As a result of all this not all of the approximately 375,000 MGBs are equal on the collector market today.

As far as MGB collectors are concerned there are basically two categories in MGBdom. This consists of the chrome bumper class built from 1962 to 1973 and the less desirable Bayer rubber bumper version built from 1975 to 1981. In the middle sits the 1974 MGB which had unsightly, oversized rubber bumperettes fitted and some de-tuning. Usually owners of ~74 MGBs are converted to the purer "chrome" specs.

The most highly sought after versions by collectors are the chrome bumper models - particularly the very early models, but more so those built with the 5 bearing crank which appeared late in 1964. Prices for pristine examples can exceed \$20,000. MGBs built from 1967 to 1973 are favourites with enthusiasts. These B's have the nice chrome bumpers, some have chrome grilles, some split bumpers, and all synchro mesh transmissions. Some concours - like, fully restored models run between \$12,000 - \$16,000. You can still find a clean runner at closer to \$10,000 but it's getting tougher.

The 1975 - 1981 MGB with rubber bumpers to hide the fact the real bumpers underneath had been beefed up to meet crash standards, are far less desirable to many, on looks alone. At the same time these versions of the beloved MGB were jacked up to meet the federal bumper, height regulations with detrimental effects to the handling. As well, the fitting of a single Solex carb dropped the MGB to around 67 bhp. Many turned to the aftermarket firms offering various kits to modify their "rubber bumper" and bring it up to snuff. Generally, a 1975 - 1981 MGB, excluding the rare and pricier Special Edition and Limited Models, in near concours condition will not exceed \$12,000, and often a good car can be had for \$8,000.

There was an MGB/GT and it does have a faithful following. Restoration is even more costly so asking prices are almost equal to that of the roadster, but the majority of MGB buyers are sun worshipper.

There are cheaper examples available, but repairs to that rusty monocoque shell, a new interior and top, paint and all those little bits and pieces will soon outstrip any savings. Valued options on an MGB include overdrive and wire wheels. Be prepared to pay \$1,000 - \$1,500 more for a car with overdrive, and believe me it's worth it if you plan on extensive touring.

Watch out for the so called restored MGBs that consist of parts from various years and versions. It is not unusual to find an MGB with seats from a 1976, a dash from a 1969, and an engine from a '70. These are not what most MG enthusiasts want and the price should reflect that. These "look nice" MGBs can be a nightmare when you have to order parts.

In Canada there are plenty of MG and sports car clubs to assist you in keeping your MGB running.

MGs are thoroughly roadable and suited to millennium motoring. They are mechanically reliable and enjoyable to drive. MGBs handle and perform well and are a relatively low investment as far as a collector car goes. And that my friends is why the MGB is so popular and number one on the sports car scene today!

SPRING TUNE-UP AT MINIMAN

Saturday April 28th. Spring Tune-Up at MiniMan is on! We plan to have a parts sell off if they can round up potential stuff from different locations. Of course there will be the usual technical knowledge and a BBQ for lunch. Bring your cars and your tools if you have them!

CHEAPO-CHEAPO 2001 (aka: CHEAPO-CHEAPOh 1)

The dates to mark on your calendar are June 2nd and 3rd of 2001. We plan to have a grand drive, around and about the lake country of Eastern Ontario. Then stop over night in a fine country inn located in Merrickville. Driving, sightseeing, shopping, dining. What else could you ask for?? The package price for this outing is only \$240.79 per couple and includes Saturday night dinner, Saturday night lodging and a country continental breakfast on Sunday morning. All taxes and gratuity are included in this package price. The group rate has been negotiated for 25 couples. You have only until March 15th to register with Bob Stark. Send e-mail to: robber@sympatico.ca

Or phone: 230-0000 then wait for the dial tone, then dial 258-4636 for no long distance charges.

The Ottawa MG Club Ski Trip 2001

participants comments

Hi Jordan:

I wouldn't call it "snowboarding" per se. More like "near" boarding, boarding "wannabee", "almost" boarding, face planting, butt bruising. Loads of interesting monikers available. It was lots of FUN though. You have to try it Jordan. I recommend Kate as a teacher. She is accomplished, patient and doesn't let you see her laughing hysterically when you peel yourself off the snow! Just kidding. It was the most fun imaginable and Kate IS a dynamite teacher. Next year we should take boarding lessons at Cascade instead of skiing. Game? All the best. K

Hi Jordan and Heather,

As you can see, I'm slow on getting around to my e-mails! Hopefully the sincerity of our thanks won't be diminished by the time lag... We had a fantastic time and do appreciate the organizational effort you both put into this MG outing (it helped to take our minds off the poor covered toys of summer). Kate and Chris were very patient and diplomatic in trying to impart their strange ritual of nailing BOTH feet to the SAME piece of hardware! Seeing them cruise down the slopes so effortlessly made a few of us believe that we too could do the same - HA! We made sure that the 3 of us were not trying at the same time in case we ended up without a driver for the van (sexist comment to be sure). Karl showed some promise I believe (I say "believe" because he reportedly made a successful run of it while I was getting strapped in, I being busy visualizing my life at that point). The food and company at party central was great and made me realize that

we should try to get it put into the club regulations that Andrea provide her delicious cookies for each meeting. A BIG Thanks! Doug & Kathy

Great idea:

I think Andrea's cookies should be written into the constitution of the club, along with Kate's recipe for the spud casserole.

K

:)

OTTAWA MG CLUB EVENTS CALENDAR 2001						
--> MG Club Highlight and Feature Events <---						
	March	15	Thr	OMGC Meeting @ Louis' Restaurant - Picture and Video night	7 pm	Debi / Len
-->		31	Sat	Triumph Club Invitational Darts Match @ Le Scratch / Merivale	1 - 5 pm	OVTC
		6 - 8	Fri - Sun	Autorama @ Civic Center		
		8	Sun	AUTOJUMBLE Portsmouth Harbour in Kingston (\$2 admission)	10 - 4	Boot'n'Bonnet
		8	Sun	Cruise nights @ CTC Bank & Heron start		
		19	Thr	OMGC Meeting @ Cock & Bull Eatery - Tire Kicker not confirmed	7 pm	Debi
		19 - 22	Thr - Sun	Spring Carlisle in PA		
--->		28	Sat	Spring Tune-Up @ Miniman with Parts Sell-Off, Auction & BBQ	9 am	Dave / Mary
	May	12	Sat	Duck Race for CHEO on Colonel By Drive	10 am	Corvette Club
		17	Thr	OMGC Meeting @ Louis' Restaurant Tire Kicker: T Series Cars	7 pm	Debi
		19	Sat	Cruise Night at Rocco's		
		19 - 20	Sat - Sun	Antique Car Market Lombardy Fair Smiths Falls (\$2 admission)	9 - 3 pm	(613)-283-3409
-->		27	Sat	MG Run to North Lancaster	9 am	OMGC
		27	Sat	Car Show in Oxford Mills (\$3 admission)		cbryant@magma.c
		31 - 3	Thr - Sun	Barrie Flea Market		
--->	June	2 - 3	Sat - Sun	CHEAPO - CHEAPOh 1 Meet @ Kemptville Mall 8:30am. Departure at 9:30am sharp.	8:30 am	Bob Stark and Dalton Begin
		2	Sat	Electrathon EVCO at Capital City Speedway	all day	(613) 828-0850
--->		3	Sun	Byward Market Classic Car Show	9 am	Shannon
		1 - 3	Fri - Sun	Rendez-Vous British Quebec in Lac Beauport, Quebec		Len
--->		9	Sat	MG Spring Run with Bill and Joy / Gumball Rally II	9 am	Joy & Bill
		12	Tue	British Cruise Night @ Snack Shack in Kemptville	7 pm	Dalton
		13	Wed	Senior's Day at Carleton Lodge	1 pm	Len
		16	Sat	Mechanicsville Car Show and Street Dance (\$5 admission)		728-2864
		16	Sat	Kars and Planes Show in Kars		
		17	Sun	Billings Estate Picnic with Antique Auto Club	10 - 4pm	AACO
-->		17	Sun	Another Event with the Viragonians	9 am	Karl
		21	Thr	OMGC Meeting @ Cock & Bull Eatery Tire Kicker Topic:	7 pm	Debi
-->		24	Sun	Sporting Classics Richmond Car Show	9 am	OVTC
	July	1	Sun	Arnprior Canada Day Car Show		
		2 - 6	Mon - Fri	All MG 2001 in St. Paul Minnesota		Len
		6 - 8	Fri - Sun	Bluesfest and Car Show		Len
		8	Sun	Evolution of Wheels at National Museum of Science &	9am	Len
--->		15	Sun	Croquet Match in Greely (rain date July 22nd)	1 pm	Len
		19	Thr	OMGC Meeting @ Louis' Restaurant - Tire Kicker not confirmed	7 pm	Debi
--->		28 or 29	Sat or Sun	White Lake Splash / White Lake NOT ready! / Suggestions?	10 am	OMGC
		27 - 29	Fri - Sun	Summer Carlisle		
	August	5	Sun	VW Volksfest in Embrun	9 am	VW
		12	Sun	Aylmer 2001 Car Show in Aylmer Marina Park (\$7 admission)		Len
		16	Thr	OMGC Meeting @ Cock & Bull Eatery - Pit Stop Rally III	7 pm	Debi
		19	Sun	Boot'n'Bonnet All British Car Day	10 am	B'n'B Club
--->		19	Sun	OMGC Monte Carleton Rally	9 am	OMGC
	September	2	Sun	Rockland Street Show		(613)835-4179
		8 - 9	Sat - Sun	Watkins Glen Racing		
--->		15 - 16	Sat - Sun	Bronte Creek British Car Day		
		20	Thr	OMGC Meeting @ Louis' Restaurant - Tire Kicker not confirmed	7 pm	Debi

		21 - 23	Fri - Sun	British Invasion @ Stowe, Vermont		
--->	October	7	Sun	Fall Colour Run (tech sessions and silk craft)	10 am	Jordan / Debi
		18	Thr	OMGC Meeting @ Cock & Bull Eatery - Indoor Rally III	7 pm	Debi
	November	15	Thr	OMGC Meeting @ Louis' Restaurant - Annual General Meeting	7 pm	Debi
—>	December	8	Sat	OMGC Christmas Party	6 pm	OMGC