



Ottawa MG Club

Newsletter
March 2002
Volume: 2 Issue: 2

The Ottawa MG Club event calendar, technical information and event photos can be found on the Internet at www.omgc.net
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MG Folks

Be sure to review the information about the Special Dinner Meeting in March. Confirm your participation to Mary Attwell. Let her know your meal selection. With food, fotos and friends – it will be a huge success.

Monthly Meetings Held On 3rd Thursdays

Jordan Jones (President)	jordan@compmore.net	839-1821
Paul Williams (Vice President)	paulwill@storm.ca	233-6982
Mike Daniels (Treasurer)	mike.daniels@sympatico.ca	824-9706
Len Fortin (Newsletter Editor)	fortinl@passport.ca	821-3140
Dave Moore (Technical Director)		836-1381
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Mary Attwell (EventCoordinator)	mary2friends@yahoo.com	836-3133
Ken Duff (Webmaster)	kduff@magma.ca	729-6976
Mark Easton (Youth Director)	markeaston_ca@yahoo.ca	248-8373
Debi Fortin (Past President)	dfdesign@passport.ca	821-3140
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- 6) Annual Renewals Are Due Soon
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- 7) Ontario Drive Clean Program
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- 8) Miniman Continues MG Business
(Call Eric @ 836-4283 for info)
- 9) Classic Car Insurance Check-up
(Pre-Agreed value vs. Depreciated)
- 10) An Event Calendar
(Don't lose it!)

IMPORTANT NEWS ABOUT MARCH & APRIL MEETINGS

March 21st Special Dinner Meeting RCAF Mess 6pm

The last time we held a special dinner meeting was in November 2001 and it was a rousing success. Lots of MGers pre-registered for their favourite meal, dressed up in fine clothes and experienced a great time. So we are doing it again! This time we will incorporate the annual photo show, and with some luck, we will also have a very special video of a recent MG outing!

April 18th Cock & Bull Eatery Tire Kicker 7pm

This will be our first Tire Kicker Meeting for this new driving season. At the time of the writing of this newsletter there was 12 cm of new snow on the ground, but I'm sure April will be much more understanding. If not, Mother Nature will have to answer to me personally! Bring yourself and bring your MG so we can start this driving year on the right foot.

<u>Welcome to new members:</u>	Paul & Ginette Williams	Pakenham	'78 B
	Gerry & Barbara Neville	Orleans	
	Scott Auchinleck	Chelsea	'74 B
	Steve & Annie Wincze	Connecticut USA	'52 TD

Annual Membership Renewals are coming around in April. Membership rates have increased just slightly. New memberships are now \$35. Renewals are now \$25. New membership cards will be issued at the April meeting.

Do You Know Tony Barnhill?

There is a chap in Gurley, Alabama - Tony Barnhill, who is busy trying to increase his MG collection to include every model of the marque built from WWII to the end of production. He is a regular on 'The MGB Experience' bulletin board and has acquired a fair number of extra curricular MGs in his search. I have bemoaned to him, and others, on several occasions, that it is not fair there are so many MGs down in the warmer south than up here. Tony has posted an MBG GT that he has for sale. I e-mailed him for permission to put his ad into the newsletter. I realize the car is pretty far away, but someone up here might be interested in acquiring a relatively rust free car to restore. He is asking \$750, which seems to be a fairly reasonable price for a B GT in the condition he has stated. I know that one man's ideas of "no rust" may not be another's but... I have dealt with Tony on previous occasions for some of the plethora of spare parts he has, and he seems to be a fair chap. His email address is... tonybarnhill@aol.com. If that particular B is sold by the time someone calls, they should ask if he has any others. He seems to have a nose for them and is always hauling them home from somewhere around his neck of the woods. Who knows... this may give some of the local MGers up here a new source of MGs (and / or parts). Regards, Graham Ayers OMGC

Tony says, "I've got this little 1969 MGB GT that's been sitting around my place for a couple of years. I've never done anything with it except walk past and remark what good shape it's in. Well, I walked past it yesterday and realized that there is no rust showing anywhere on the exterior of the body; rockers or doglegs; and the fenders are all solid - so I jacked her up and her sills are solid. The engine turns over and appears to have compression. I pulled the seats and carpet (household type) and verified what I already knew... she needs floors! But that's pretty much it except for a hole where someone pulled the oil cooler out of her. She was originally white but is now green with wire wheels and '69 only seats. I started putting everything back in her that the previous owner had removed (dash, carb, exhaust manifold, radiator, oil cooler) and quickly realized I had a Canadian winter project. If you're interested, contact me and lets see if one of you guys can bring her back to life! Oh, I took the \$3.28US that I found from under the seats, so we can knock that off the negotiated price."

IMPROVED PRODUCTION and the POPRIVET SPECIAL

(part 2 of 2 / continued from January 2002)

For damping on the rear, I installed tubular Columbus-de Carbon shock absorbers, attaching the upper brackets to the center roll bar braces, and threw away the horrid Armstrong lever shocks. On the front the horrid Armstrong lever shocks were, as on all IFS MG models, integral with the upper suspension arms, so unfortunately, they stayed. I drained them and refilled them with vegetable-based Castrol R 40-weight oil to provide better damping. With the rear of the car set up somewhat "loosely", it seemed advisable to provide some means of more positively locating the back axle, so I installed a trailing "radius" arm on each side running from brackets raised above the axle housing and down to the transverse frame tube behind the cockpit. These were designed to promote roll under steer. For lateral location I used a pan hard rod running from the lower spring plate on the right side of the axle angling up (oh, oh!) to the frame on the left side. This was a no-no, as I'll describe shortly, and as those of you who understand suspension design will already be giggling about. A vast number of chores of a finishing-off nature occupied all the early autumn. Instruments were installed - tach, oil pressure, oil and water temperatures - the car was wired, an exhaust system of sorts was fabricated, the battery box was installed where once lived a passenger's seat.

Finally, on Thanksgiving weekend in October, the car was mobile and decorated in Mottleigh Blue ("Ecurie Mottleigh" being the name of our racing team.) This being the weekend of the 1000 Islands Rally ("Whatever that is", I though blissfully), we decided to take the car to the Gananoque airport and run it in the Rally Driving Skill Test to see what would fall off. I set out steering the MG on the end of a rope, and lasted until around Joyceville before I cast off and carried on under my own steam. I can't imagine what would have happened if I'd been caught, but I nearly had an opportunity to find out as we shall see.

Before we even got to the airport, a few little things showed up, notably that, the minute the steering wheel was turned to the right, the right rear wheel rose inexorably from the road and refused to touch down again until the car was pointed in a straight line. This sort of precluded any silly notions I might have had about accelerating out of right-hand corners. This, of course, was due to the angle on which the pan hard rod was mounted. In order for the right hind wheel to move downward at all, it would have been necessary for the whole axle housing to move substantially to the left! I still didn't realize that that was the problem though. Another trait that appeared and resulted in the ruin of the first of several right-foot desert boots was an oil leak from the oil pan flange, which we had irrevocably warped in modifying the pan. This stayed on, in reduced form, as long as I used the 1600 engine, which was several years. On the plus side, acceleration was amazing compared to a normal MGA 1600, even though the engine wouldn't rev over 5,500 rpm for some reason. The car set fastest time in the driving skill test without problems, which was unfair to all the production cars, but in those days nobody minded and my offer to run unclassified was refused with thanks.

I drove the car home from the airport - all the way. With no lights, (it was daylight), no wipers, no windshield to wipe, no muffler, no license plates, the car looking all mean and squatty with me hunched behind the tiny racing screen wearing a helmet, goggles and a balaclava, I was passed on Highway 15 by a Provincial Policeman going the other way. We hid breathlessly for a while just off the

highway over the hill on the Washburn Road listening for sirens and gunfire, but nothing happened. The policeman was either myopic, unbelieving, or a car nut, because as far as we could determine, he didn't even slow down! I hope the statute of limitations applies.

The next week there was a race, the last one of the season, at St. Jovite. We added a front sway bar during the week in a frantic attempt to keep the back wheel on the ground, but aside from stopping some of the leaks, most of the week was spent working on a trailer we had borrowed, but that is another story, although a good one. In its first race, the car finished third overall behind a couple of formula cars of some sort after a dice with the most amazingly over steering Porsche Speedster. The MG leaked oil, lifted its wheel, ran too lean and floated its valves at 5,500 rpm, but by God, it was mine and it ran! I was very proud.

Now, a few notes about later development may bridge the gap up to the abolishment of Improved Production. The rear suspension was altered so that the pan hard rod was horizontal, and new forward radius rod brackets with new rods parallel to the springs and adjustable for length were implemented which greatly improved the rear suspension performance. The original sway bar, the factory option for the MGA, was replaced with a heavier Austin Healey bar. After some experience, I should have gone back to a lighter bar I know now, but strong under steer is better for a beginner for a year or two, I think. As well as believing it's safer at high speed, especially in a relatively low-powered car, I have an instinctive feeling that it's a much better setup for studying and learning cornering "lines" than overseer, which tends to encourage "toss'n'catch it" rally-style driving. (How vulgar.)

The MGA brakes were excellent. I never used anything but stock pads and linings and never experienced the slightest fading. I recall a hard dice with an Elva Courier on the old short track at St. Jovite after which the grease was bubbling out of the front hubs, and the wheels, let alone the disks, were too hot to touch and yet I hadn't noticed any fade. MGB brakes are definitely inferior.

During the winter after the building of the car, we rebuilt the gearbox and installed close ratio gears. These made a tremendous difference, enabling me to stay between 5,000 and 6,500 rpm. and allowing more use of second gear at places like the "hairpin" at Mosport. Speeds in the low gears were roughly 50, 70, and 90. The rear wheel lifting problem persisted and I finally tried running a locked differential and eventually rebuilt a differential with a 4.55 instead of a 4.3 to 1 ratio, all new bearings and a limited slip unit. The clutch we used, by the way, was from an MGA Twin Cam and it never gave a moment's worry in spite of the fact that, due to the impossibility of spinning the wheels in the early days, it took a fearful punishment at the start of every race. (Those were the days of iron men and standing starts.)

The 1600 engine had stock rods, pistons and crank throughout its life, and they had 60,000 miles on them when I started racing. The engine mods consisted of balancing, installation of an Iskenderian reground camshaft ("half-race"), stiffer valve springs, planing the head and a lot of port straightening and polishing. For a while I ran an HRG aluminum cross-flow head with 2 40DCOE Weber carbs, but it was all wasted on the stock bottom end and mild camshaft. The planed iron head with S.U. carbs was better. We had some initial overheating problems due to the rad being too low in relation to the engine, so we installed a header tank on the firewall and ran a small-diameter by-pass system through it on the suction side of the water pump. This ensured that any vapour or air in the system wound up in the header tank, as well as providing additional coolant capacity. I went through several of the most terrible looking exhaust systems made from bits and pieces of goodness know what all welded together. None of them was really satisfying during the 1600 engine era, but at least they got the noise to the rear.

Wheels were a constant worry. The ones we made with MGA centres cracked and had to be scrapped. We took to making them from Triumph TR-4 centres, but found that they too were prone to cracking unless that were reinforced. The answer for racing is obviously a good set of alloy racing wheels, but I couldn't afford them. It used to bug me to see them in town on '55 Chevies! Vince Murray, by the way, is a genius at widening wheels. It wasn't unusual on new wheels to find that balance weights were not required at all, and vibration never occurred all the time I raced this car. (Not from the wheels, anyhow.)

The most constant problem, which worsened as wheels got wider and heavier, was front shock absorbers. They failed regularly and, on occasion, abruptly, (once while dicing with Vince Murray!) nearly causing me to lose control of the car. I entered a rough right-hand corner with a left front shock absorber we had installed brand new that morning, hit the bumps and, Whammo - no shock. Armstrong lever shock absorbers, still used on MGBs (and probably the new V8 as well) may be suitable for anchoring very small boats, but little else. Come to think of it, we used one successfully as a garage doorstop for a couple of years, so maybe I'm not being entirely fair. While in its 1600 incarnation, the car suffered only one dnf when the oil filter came loose and we had left the spare oil in the paddock, which, at Harewood Acres, was across the track from the pits. I never managed to make a gross enough error to spin the car, although I had it well and truly broadside on from time to time. I don't recall ever getting more than two wheels at a time into the dirt. The only time another car hit me was when a chap tried to out brake me into the chicane at Harewood Acres and had to use my fender to help with his braking. Unbeknownst to me, I had just passed him into first place, which accounted for his fervor, but it was to no avail and I had my first win.

Actual race wins were scarce for me. Improved Production racing was divided into classes by engine displacement only, so I was always gridded behind Porsche Carreras, Lotus Super Sevens, Alfa Romeo GTZs and other such exotica. The only races which were similar to the "performance class" racing currently run were the ones that the London Auto Sport Club used to include in their programs at Harewood Acres for all BMC sports cars. I can't recall entering one of those and not winning. My satisfaction had usually to come from less obvious successes further back in the field, things like holding off supposedly faster cars and beating all the other

private non-exotic entries. I think though, that the more explaining you have to do to convince someone else that you did well, then the less satisfying it is. There's no substitute for "I won! Period". I would not go racing again unless I was in a position and a class where lack of driving ability would be the only thing to stop me from winning. When I did race however, it was race what I raced or not race at all, because there was no other way I could afford.

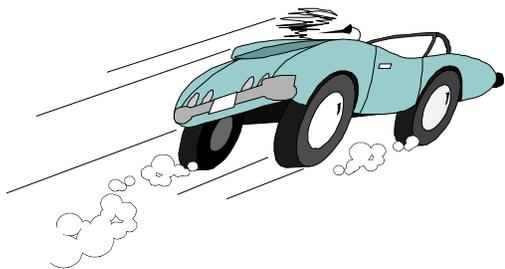
For those who went to races in the good old days and didn't know me, the car was medium blue with dark white-edged stripes and wore number 160. It appeared once in 1964 at St. Jovite and regularly in 1965 and 1966 at Harewood Acres, Mosport and St. Jovite. It didn't run in 1967 (the year I drove someone else's TVR - another story), but appeared as a modified (sports-racing, group 7) car with a full-house MGB engine in 1968 after which I stupidly sold it before I had something else lined up to drive. The story of the MGB conversion, the final chapter of the car's history while I owned it, appeared in the Tach some time ago. If anyone is interested I'll arrange to have it reprinted as a sequel to this.

A stock MGA 1600 on Dunlop Gold Seals (ugh - we called them Gold Squeals) at Mosport was good for 2:11. My best time with the road car on Pirelli Cinturatos and a small windscreen was 2:04. The best time I ever attained with the 1600-engined racecar was 1:52.3 on Dunlop R-6s. With the stage 5 MGB engine and nine-inch wide Firestone Indys in 1968 (1967 tires) the best time was 1:47.0. If shock absorber troubles hadn't always intervened that year, I would estimate a possible lap time of about 1:45.5. I think that now (1974) with good present-day tires and suitable wheels, and some attention to aerodynamics, the car would do about 1:40, which in 1961 was Stirling Moss's lap record in a Lotus 19. That's a lot of bang for the buck. Wish you were still mine, Old Blue. Jack Hughes

"Past Presidents List"

It's official! What better way to say thanks for the effort of those people who served as leaders for this club through the years. The Past Presidents List was suggested by Jordan to clearly recognize those MGers who took the leadership challenge and helped guide this club to where it is today. Thanks to Past Presidents Hugo Leech, Nick Roberts, Mark Evenchick and Debi Fortin. You're on the OMGC PP list! You will be remembered through time!

Cheapo Cheapo Marathon to Maniwaki



When: May 11, 2002
Where: Chateau Logue, Maniwaki Quebec
How Much: \$194.00 per couple \$150.00 single,
All taxes and gratuity are included in the above.

Sixteen reservations have been confirmed with Chateau Logue. If you have not registered and still wish to do so contact Bob Stark at 258-4636 (if long distance from your area, try 567-3000 wait for the dial tone then dial 258-4636) or via Email at "robber@sympatico.ca" and I will contact you for the required information. All reservations will be on a space available request.

The starting point will be at the McDonalds Restaurant at 126 Robertson Road Nepean. This location is just west of Moodie Drive. The planned departure time is 9:30AM with an arrival in Maniwaki at approximately 3:30PM.

Looking forward to a great Spring drive and an enjoyable weekend.

**SPECIAL DINNER MEETING AT THE RCAF OFFICERS MESS
MARCH 21st, 158 GLOUCESTER STREET, OTTAWA**

There is a dress regulation at the RCAF Officer's Mess. At this special meeting and meal, MG gentlemen should wear a nice long sleeved shirt and a tie or a jacket and tie if you like. For the MG ladies, similar, nice daywear is expected. Jeans of any type and tee shirts are not permitted.

Listed below are four choices from the RCAF Officer's Mess Banquet Menu (a vegetarian option is available)

1 – Prime Rib of Beef (\$28)

2 – Baked Stuffed Pork Tenderloin Medallions (\$27)

3 – Stuffed Rainbow Trout & Long Grain Rice (\$22)

4 – Chicken Cordon Blue (\$25)

All dinners include soup or salad, Parisienne potato, mixed winter vegetables, dessert, tea or coffee, rolls and butter.

You must select one of the above listed meals and notify Mary Attwell before Mar. 19th of your selection.
mary2freinds@yahoo.com or 836-3133

Payment for the meals can be made with cash or credit card at the event

Lets meet around 6pm for cocktails / cash bar / and we'll have dinner at 7pm (you can purchase wine with your meal)

Parking is available in the local area and is usually a reasonable flat rate for the evening

We are planning a photo evening after the meal so bring your favourite photos!

Ontario Drive Clean Program

On July 1, 2002, Ontario's Drive Clean Program will be expanded to include Eastern Ontario. This program applies to vehicles, which are more than 3 years old and less than 20 years old at the next plate renewal date. All our MG's are therefore exempt, including that 1981 MGB from Kemptville". Safety Fast! Gilles Leduc

Insurance and Pre-Agreed Value

Recent Canadian and American car shows on TV, advised people to confirm if the insurance company policy for your classic car has the correct form, to guarantee 'Pre-Agreed' value insurance and not depreciated book value. In Canada this is either Form 19; or Form 19A for cars licensed as an antique. I checked with my insurance company and my policy did not include these forms even though the company had accepted a 'Pre-Agreed' value supported by an appraisal. When questioned, their reply indicated they would "most likely" cover it as a 'Pre-Agreed' value. My position on this is that "most likely" is not good enough and the only acceptable answer is a policy using the proper Form 19 showing the 'Pre-Agreed' value. This policy is now under investigation to correct the pay out value. Better check with your insurance company too. Bob Stark

Stuff For Sale and Free Stuff

I still have 4 steel rims if anyone wants them. NO CHARGE !!!!!

Jim Nunn

Download a FREE screensaver featuring British cars (including MG's) in a slide show format. The address is <www.BrooklandsBritish.com>. Check it out!

Rick

1972 MGB Maroon / Burgundy In excellent shape. A good daily driver. Originally from Philadelphia. Spent several years in California. New ignition and choke. Needs a new muffler. 113k original miles on it. Never had an engine rebuild. Some body work done at the joint between the rocker panels and the fender. Asking \$5000, negotiable. Contact Cliff Smith pomessmith@yahoo.com Niagara Falls

1978 MGB Vermilion Red (Orange) PPG Concept paint, two years old. No rust. Southern car. Fully rebuilt over last six years. Engine done professionally, clutch, interior, windshield, etc. Dual carb conversion. Much, much more. Have file of receipts, which I have never tried to add up. Also have a couple of shelves of stuff for older MGB's. \$6000 obo. Questions? Call or e-mail. Randy Ward randolph.ward@sympatico.ca
613-256-2606(h) 819-994-9249(w)

Miracle Cure By Dr. Doug Patella While OMGC Success At Gray Rocks

MG Ski Bums Hit The Slopes At Gray Rocks Surprise Visit By Famous Doctor Brings Miraculous Cure To Skier's Knee

It was nothing less than a spectacular mix of art, science, linguistics, medicine and comedy. And all the MGCers that attended the ski weekend in February were in the middle of it. One cannot be sure when it all really started, but I think it was well before we met for dinner at Gray Rocks on Saturday evening. I was told, for Mark Evenchick, it started several weeks before the trip when he hurt his knee and became somewhat crippled and had to hobble about with a cane. As for Deb and me, we came into the picture as we spent the afternoon by the pool – and learned the whole truth about the Mark Evenchick cane situation. It was sort of an automotive/cane situation but it had so many aspects, it could easily be called a **science**. You see, there was an incident earlier in the day with a vehicle - where the tailpipe somehow got bent by a snow bank - and the attempt to straighten it with the cane led to a broken cane – which led to a piece of copper tube being fashioned to fix it – which led to the duty of polishing the copper tube on the cane – which led to the arrival of Dr. Doug Patella and his assistant, to fix Mark's sore knee. Is that clear? No?

Well, it started for some others, I think, as they were driving up to Gray Rocks. You see, some friends of Mark & Heather, Steve and Annie Wincze, were traveling with the Evenchicks when they approached a town that Steve called "Pa - Pee' – No - Vil" [with the accent on the second syllable to make it sound strictly Italian]. Now, you and I know it as "Papineauville" – but Steve and Annie are visitors from Connecticut in the USA and Steve was reading it as he saw it. This was the **linguistics** part which led to the **comedy** for these folks – which led to the vehicle incident – that led to the copper tube repair – which led to the arrival of Dr. Doug Patella and his assistant, to fix Mark's sore knee. Is that clear? No?

And for others, it started as we were gathering for cocktails before dinner, and the story of the cane, and the story of the 'Italian' village spread among us. We laughed all the way through a wonderful dinner, at the **comedy** of the day – which led to the tall tales about the vehicle trouble – that led to the arrival of Dr. Doug Patella and his assistant, to fix Mark's sore knee. Is that clear? No? Well, the best was yet to come.

After dinner, Dr. Doug Patella's famous assistant Igor, all dressed in his hospital smock and mask, entered the room and announced the arrival of the good doctor. With a round of applause, the doctor specialist, dressed in his special white smock and gloves, entered the room with his **medicine** bag that was apparently full of tricks to cure Mark's "sorry" knee. And after the assistant Igor (a.k.a Karl) got the patient Mark, up onto the operating table (a.k.a dining table), the good Doctor Doug Patella (a.k.a Doug) went to work. The patient's pant-legs were pulled up to the thigh and fixed into place with duct tape. A stick was inserted into the patient's mouth so he could bear the pain that might come about. Several shots of special **medicine** were administered to dull the nerves; some were even given to the patient. A bouquet of flowers was placed into the patient's hands, just in case things did not go well. Preparation for surgery was conducted on the knees with a couple of magic markers, identifying the exact spots to insert the special surgical tools. And as the good doctor was uncertain which knee was the real problem... he did them both! The resultant markings looked strangely like happy faces with both red and black magic marker. And then, as the patient laid as still as he could, the famous Dr. Doug Patella appeared to make his final adjustments to the patient's knees – using a special squeeze package of McDonalds ketchup as the proof that surgery was successfully completed. And the effort really did the trick! Mark could both walk and talk after the surgery. Although he did speak with a wonderful laugh choking up his voice and he did walk with the assistance of a cane. Is that clear? No? Well that's **art!**

"DUCK RACE" CAR DISPLAY

SATURDAY - MAY 11, 2002

COLONEL BY DRIVEWAY

TO SUPPORT THE CHILDREN'S HOSPITAL OF EASTERN ONTARIO (CHEO)

DISPLAY WILL BE FROM 11:00 (am) TO 2:00 (pm)

**CHEO WILL PROVIDE ON-SITE WASHROOMS,
COMMERCIAL FOOD VENDORS and ASSOCIATED RADIO ADVERTISING**

GATHER AT PARKING LOT # 6, CARLETON UNIVERSITY AT 10:30 (am)

USE BRONSON AVE. ENTRANCE

MOVE TO COLONEL BY DISPLAY LOCATION AT 11:00 (am)

CONTACT: Wayne Ellwood - 990-3087 (W) - 741-2879 (H)

.....
The All British Car Club

AUTOJUMBLE

Sunday April 7, 2002

10 am till 4 pm

Portsmouth Olympic Harbour – Kingston Ontario

All Facilities Are Indoors

Admission \$2 per person

Refreshments available

Booth Info Contact: Richard Woodley (613) 967-0267

General Information Contact: Wes Meyer (613) 386-3797

OTTAWA MG CLUB EVENTS CALENDAR 2002

→ MG Club Highlight and Feature Events ←

→	Month	Date	Day	Event	Time	Contact
	Mar	21	Thr	OMGC Meeting @ RCAF Officer's Mess Special dinner meeting - 158 Gloucester St. Ottawa Notify Mary Attwell of your meal selection A photo evening is planned. Bring your favourites	6pm	Jordan and Mary
	Apr	7	Sun	OVTC Darts Match / CANCELLED		
		7	Sun	All British Car Club Auto-jumble in Kingston	10am	B'n'B
		18	Thr	Ottawa MG Club Meet @ Cock&Bull Eatery (Tire kicker topic not yet confirmed)	7pm	Jordan
		27	Sat	OMGC Spring Tune Up / location to be announced	9am	David
	May	11	Sat	Duck Race for CHEO @ Hartwell Locks	10:30am	Len
		11-12	Sat-Sun	Cheepo-CheepOh 2		Bob
		16	Thr	Ottawa MG Club Meet @ Louis' Restaurant (Tire kicker topic not yet confirmed)	7pm	Jordan
		26	Sun	OMGC Run To North Lancaster	9am	OMGC
	Jun	2	Sun	Byward Market Auto Classic Car Show	9am	Shannon
		9	Sun	OMGC Croquet Match in Greely	2pm	Debi
		11	Tue	Brit Cruise Night @ Snack Shack / to be confirmed	7pm	Dalton
		15	Sat	Gumball Rally 2002	9am	Joy
		20	Thr	Ottawa MG Club Meet @ Cock&Bull Eatery (Tire kicker topic not yet confirmed)	7pm	Jordan
		23	Sun	Sporting Classics Richmond Car Show	9am	OVTC
		28-30	Fri-Sun	Boot'n'Bonnet Prince Edward County Tour		B'n'B
	Jul	1	Mon	Canada Day Car Show in Arnprior	10am	?
		2-5	Tue-Fri	NEMGTR GOF in Nova Scotia		Mark
		3-6	Wed-Sat	NAMGBR 2002 in Grapevine Texas		Len
		7	Sun	Evolution of Wheels @ Science & Tech Museum	9am	Shannon
		14	Sun	OMGC Route 66 Run	1pm	David
		17-21	Wed-Sun	NAMGAR 2002 in Charlottesville VA		Len
		18	Thr	Ottawa MG Club Meet @ Louis' Restaurant (Tire kicker topic not yet confirmed)	7pm	Jordan
		27or28	Sat-Sun	White Lake Splash		J&J
		27&28	Sat-Sun	Grande Island, NY Sesquicentennial – Auto Event MGCC WNY www.isledegrande.com/2002/		Len
	Aug	4	Sun	VWfest in Embrun	10am	VW
		15	Thr	Ottawa MG Club Meet @ Cock&Bull Eatery (Pit Stop Rally IV)	7pm	Jordan
		18	Sun	B'n'B All Brit Car Day @ Kingston	10am	?
		18	Sun	OMGC Monte Carleton Run	9am	?
	Sep	7-8	Sat-Sun	Watkins Glen Racing		?
		19	Thr	Ottawa MG Club Meet @ Louis' Restaurant (Tire kicker topic not yet confirmed)	7pm	Jordan
		20-23	Fri-Sun	British Invasion @ Stowe, VT		?
	Oct	6	Sun	OMGC Fall Colour Run	9am	Jordan
		17	Thr	Ottawa MG Club Meet @ Cock&Bull Eatery	7pm	Jordan
	Nov	21	Thr	Ottawa MG Club Meet @ Louis' Restaurant (Annual General Meeting)	7pm	Jordan
	Dec	7	Sat	OMGC Christmas Party	6pm	?