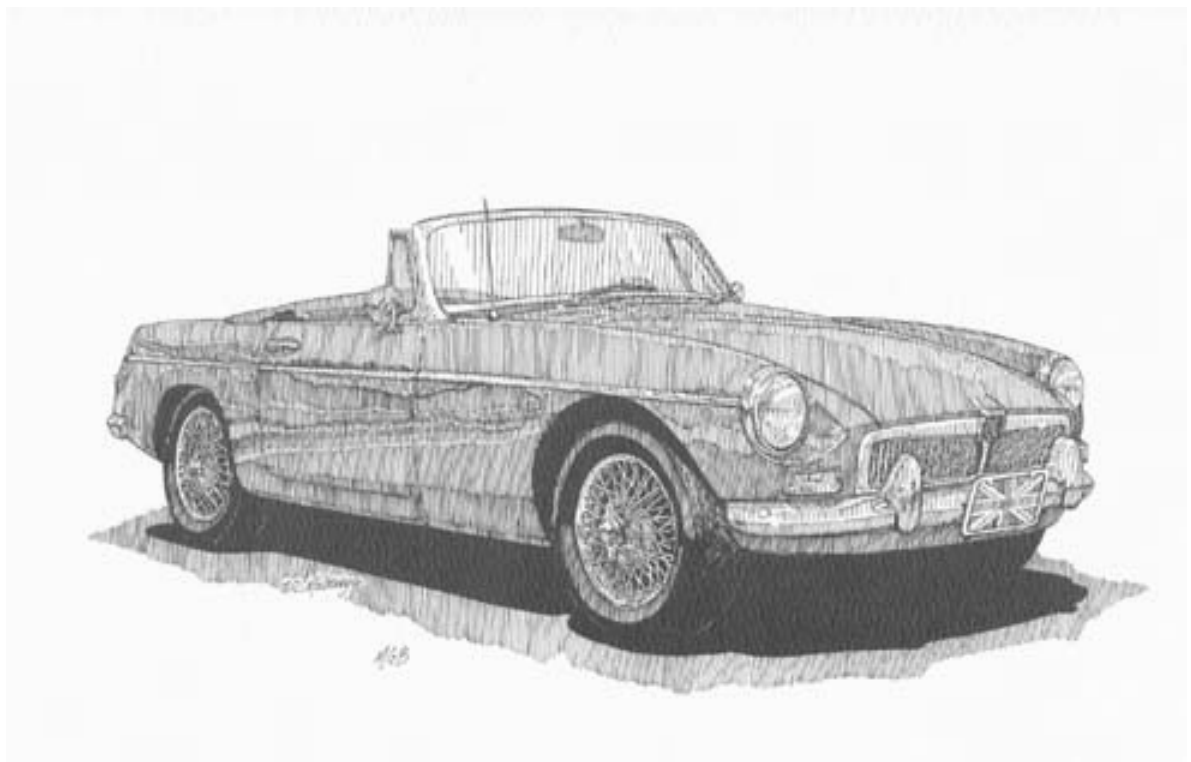




The Dashpot

Spring 2005



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

The driving season is fast approaching. I have already done a few things to my car to ready her for the season. This years event calendar is bursting at the seams with activities, I hope to attend almost every event, I hope you all do the same.

We have already had a terrific Tech session at Bill and Joy Curnoe's house, we ripped apart a couple of cylinder heads and worked on a convertible top, I just have to figure out how to convince my wife to let me build a garage like Bill's! I would like to take this opportunity to thank Bill and Joy for hosting us, and especially for that great lunch!

Cya on the road,
Frank.



President's Message

by Len Fortin

Good Signs

There are often indicators that tell us if a particular circumstance or situation is a good thing or not. The indicators are 'signs' and you have to watch for them. Sometimes you can see an indicator; to know it's a good sign and sometimes you can't see an indicator; to know it's a good sign. For example... with diligent work in the garden (and a bit of help from Mother Nature) your flowers and vegetables blossomed – that's something you DID see, and it's a good sign. And, for example, if you did some plumbing around the house, then after completing the work, no water came spitting out of your newly soldered supply-pipe connection – that's something you DIDN'T see, but it is a good sign.

There are, of course, exceptions to the rule. This entire situation with Groundhog Day in general and the most recent one in particular. I understand both Weirton Willie and Puxatawnie Pete DID see their shadows – however, that is not a good sign. But for the most part, the rule applies.

Several members of the Ottawa MG Club achieved the necessary mileage, during the 2004-driving season, to be awarded a British Car Council Long Distance Award. Our club annually participates in this BCCI offering and every year we have many winners. You can see the odometer readings; we like to drive our MGs. This is a good sign.

Our Event Calendar for 2005 is full of things to do. Some tried and true events and some brand new events. The OMGC executive group has some new folks onboard and more folks are choosing to help out with events. You can see the participation; we like to get together. This is a good sign.

The new club treasurer has confirmed our financial position to be solid. Our newsletter is a sought after document. Our web site is visited often. Our membership grows. These are good signs!

I am really looking forward to this 2005-driving season where the signs are all good.

Safety Fast!

Len

Me Humble Bea

by Graham Ayers

The exhilaration of having Bea home was short lived. She'd only been home five days and she wouldn't start. There was power everywhere except at the starter. Turning the key did not even produce the infamous Lucas 'Click'.

The reason for turning the key in the first place was a beautiful sunny top-down day begging for attention just outside the garage door. Instead of spending it motoring I spent it muttering. After some searching the problem manifested itself as an inoperative starter relay.

Jumping it with a small test lead allowed me to start the car and take it out for a short drive, just to rotate the tires and salvage a small part of the day. Upon our return I noticed a lot of fluid dripping from underneath the car. A rather serious leak emanated from the water pump.

While under the car waiting for the radiator to drain I perused the underside, and found that the left rear spring had neither shackle plate nor outer bushings. If the car had been driven for any long period of time this could have caused a major problem or even an accident.

Having discovered these horrific oversights it seemed prudent to go over the entire car and make sure that nothing else important had been omitted or left undone.

A good thing too. I also found two left front shock absorber bolts were missing and one side of the front suspension cross-member was loose.

Previous experience with British cars had led me to expect to need a few things, but not quite so soon. In less than a week I needed a water pump, starter relay, spring bushings, shackle plate and front shock absorber bolts.

The closest purveyor of parts for British cars [Christian Hollum Imports ~ 2200 Victoria Ave. ~ Lachine ~ P.Q. ~ H8S 1Z3 (514) 639-4639] is an hour and a half drive away, traffic permitting. Fortunately his stock is extremely good and he supplied everything I needed.

Removing the radiator and the old water pump was straightforward, but not so the installation. The new pump casing was a different shape and the bolts were now too long. Murphy's Law: I would only discover this *after* the sealant and gasket had been applied. I carefully measured the too-long bolts and cut them shorter, dressed the threads and ran a die down them to make sure they wouldn't bind in the engine block.

The sports car season here is not very long and by the time I'd painted and installed the water pump, reinstalled the radiator and hoses, installed the new starter relay, run the engine to check for leaks, back-flushed the cooling system, put in new antifreeze mix, rechecked for leaks and put the suspension pieces on it was three weeks shorter.

I had my heart set on driving Bea to work before the season ended. If I were to achieve this goal it would have to be soon. The weather was starting to turn cool, I had no top for the car and the heater controls had yet to be crossed off the 'To Do' list.

The drive consisted of 50 kilometres of paved country roads and the rest on a four-lane highway. Some 90 kilometres in total, the trip usually took an hour and fifteen minutes unless I was unfortunate enough to get stuck behind a monstrous combine during harvest season.

I added a good hour to my usual departure time, 'just in case' and set off armed with a breakdown kit and enough tools to do a small roadside overhaul. And new batteries in my flashlight.

In spite of one's best efforts sometimes the smallest details can be overlooked. Since the drive would be at night I had double-checked all the lights to make sure they all lit which they did. With one small exception. As soon as I set off I discovered that

the dash lights were too dim to see the instruments properly. I dialled up more light and got less. Turning back was not an option but having to resort to a flashlight to read the gauges did detract somewhat from the pleasure of the drive.

I did get to work with lots of time to spare and since the parking lot is quite empty at night I carefully selected a spot where it would be visible by Security and stood the least chance of damage from some clod door-dinger. The spot also happened to be by the fence so I could see it also!

On the midnight shift mealtime is at 03:00. Generally I don't bother going out for lunch, although there are restaurants open at that hour. Tonight I made an exception.

I wanted to drive through a long tunnel that goes underneath the runways of the airport, something we used to do with our previous sports cars.

It was marvellous! The sound from the exhaust reverberating off the walls. A cacophony of noise and another flashback to my previous MG.

A beautiful sunny morning dawned, the shift finally ended and I was free!!

It was a tad chilly as we set off for home but I had allowed for that and was dressed accordingly. The eastbound lanes on the highway were congested, as they are every morning with those poor souls heading into the city. Traffic heading in the opposite direction was relatively light and once on the country road it was virtually non-existent.

Daylight made the drive home more relaxing, as I no longer had to worry about a deer or some other wild creature leaping into my path from out of the darkness. More so that I could also see the instruments.

We arrived home without incident and were greeted with a mug of hot tea, just the thing to take away the chills, though I must admit that the exhilaration of the drive surpassed any feelings of discomfort I may have felt.

This is how I remembered my first MG. A pleasant little sport scar that puts the driving back into motoring.



Library Video Review

by Roger White

Several months ago, a request poured in to the OMGC Library for "more videos". In an effort to respond to this request, following is a review of a motoring film feature, the first of several being made available to club members.

Grand Prix (MGM 1966, VHS, 2 hrs. 50 mins.)

Directed by John Frankenheimer, this film follows the fortunes and failures of a group of Formula 1 race drivers during a season on the European Grand Prix circuit.

Predating Le Mans, the other essential feature film capturing the sights and sounds of motor racing, by a full five years, Grand Prix used split-screen effects and on-board cameras at the actual courses. The film won Oscars for Best Film Editing, Sound and Sound Effects. Certainly the split-screen effects add novelty, but seem a bit overdone when you end up with multiple images of a spanner tightening a nut, for example.

Nonetheless, you're effectively placed in the driver's seat for much of the movie to the accompaniment of a compelling albeit repetitive soundtrack by Maurice Jarre.

The film's main protagonist is Pete Arron, played by James Garner. Pete has his problems. Previously a driver for Ferrari, Pete screws up royally during the Monaco race early in the film by crashing his BRM and ending up arse over teakettle in the harbor. Although not really Pete's fault, this multiple vehicle crash seriously injures BRM teammate Scott Stoddard, played by Brian Bedford looking in this film to be about 13 years old. Meanwhile veteran French ace Jean-Pierre Sarti (Yves Montand) is having a good season for Ferrari, but there is some pretty heavy-handed foreshadowing about his future. The other main character is Nino Barlini (Antonio Sabato), a brash Sicilian former motorcycle champion who has switched to four wheels for Ferrari but is preoccupied with après race pursuits.

Pete is fired by the nasty flat-capped BRM team manager, has a short not-so-great stint as a race commentator, then is taken on as a driver by Izo Yamura (Toshiro Mifune) owner of the Yamura (representing Honda?) Formula 1 team. Yamura is determined to win a Grand Prix, and picks good old Pete to do it for him. Meanwhile, Scott Stoddard struggles to overcome his impossibly crippling injuries and drive again, risking health and marriage. Then the suave and debonair Sarti starts an affair with American magazine feature writer Louise Frederickton (Eva Marie Saint) and you just know that this will lead to trouble.

And so it goes from Monaco, to Belgium, the Dutch Grand Prix, Germany, and Monza for the climax. Stoddard battles back to the BRM cockpit gradually losing most of his bandages, Pete shows the right stuff, Sarti gets more and more tired of "zee drivingggg" and Barlini gets dumped by his girlfriend.

All in all, the film is enjoyable with lots of drama, some truly great driving sequences for the viewer and if you somehow missed the film or haven't seen it in nearly 40 years, worth a look especially on a rotten late winter day when the sleet is slamming into the windows and the MG is still waiting for spring in the garage.

Speaking of MGs, are there any visible in the film? You'll just have to watch it to find out.

Contact Roger White to arrange to borrow this film or other Library items, a list of which is attached to the Library page on the OMGC website.

Watkins Glen Vintage Grand Prix

by Mike Price

The second weekend in September can be cold and wet in Watkins Glen. This I know from experience. So Friday night found me debating as to whether I really wanted to do the approximately 10 hour round trip in my MG and suffer whatever border delays might await me. But Saturday dawned bright and sunny so my hesitation of the night before was outweighed by the simple minded exuberance that can overcome an MG owner on such a day.

The border turned out to be a piece of cake, unless one was driving a truck. The weather held all the way to the Glen and for the whole weekend. My experience is that the weather at Watkins Glen is either miserable or superb. As I pulled into the camping area beside the circuit I was immediately reminded of why I had originally planned to make this trek to the land of the multilateral coalition. A 1929 MG 18/80 lumbered by followed by a gaggle of pre-war Midgets, Midgettes and Magnas. I had seen pictures of an 18/80 but had never expected to see one racing, albeit sedately, on these shores.

This was the 50th anniversary of the first running of the Collier Cup. This race for MG's has taken place in Watkins Glen since 1954, in honor of the Collier brothers, early pioneers of MG and sports car racing in America. I had attended the 40th anniversary and had been rewarded with a starting grid of 65 MG's for the Collier Cup. This year the number was doubled with rare pre-war racing MG's from Britain and a host of competition prepared Octagons from all over the U.S. The most notable to me were two K3 Midgettes, the same models that had won the team prize at the Mille Miglia in the mid 1930's, a lovely streamlined P series, as well as a magnificent assortment of racing specials. I could have quite happily spent the whole weekend in the MG paddock. So numerous were these rare MG's that the Collier Cup race on Sunday was conducted in two heats for pre-war and post-war cars.

Needless to say such a unique collection attracted road going MG's from far and wide, perhaps 500 or so. As I walked between my camp and the paddock I became quite blasé - oh no, not another TC. I met up with Mike Daniels and we watched the magnificent sight of all these racing MG's parading around the circuit in bright sunshine. I should go to church some year to pay for all this bounty.

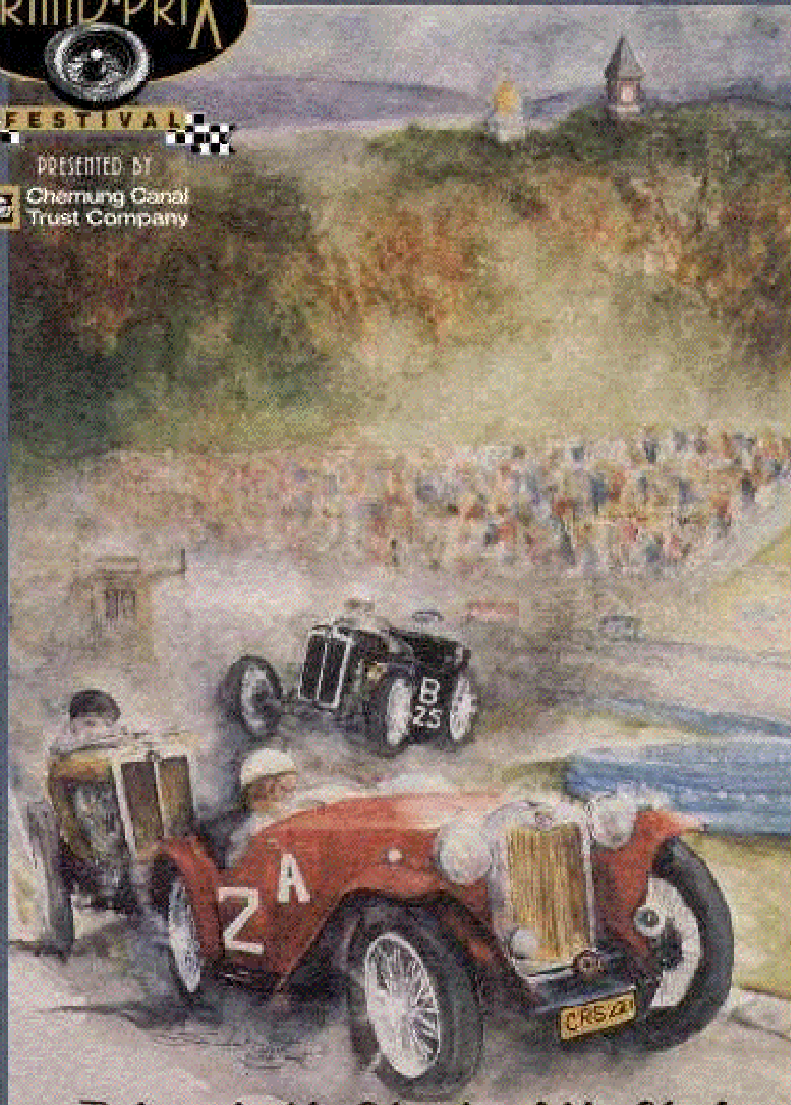
A panoramic picture was taken of all the Collier Cup competitors. This, as well as other pictures, are available on the web site of the MG Vintage Racers. Go to www.varac.ca and then links, and then MGVR. So then, the diamond anniversary of the Collier Cup is less than 10 years away. Put it on your forward agenda.



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Origins of the SU Carburetter

The S.U carburetter was the brainchild of the late George Herbert Skinner. He was born at Ealing in April 1872, the son of William Banks Skinner, a director of the well-known Lilly & Skinner footwear distributors. Despite following his father into the footwear business, Herbert's real passion lay with the motorcar. Herbert was educated at Castlebar School in Ealing, and although as far as is known he had no technical training, by 1900 he had submitted three provisional patents covering his ideas.

In 1903 he is reported to have traveled to France to learn how to drive a car. The following year he and his younger brother Thomas Carlisle Skinner decided to put some of his ideas into practice and improve the carburation on a Star motor-car they owned at this time. The vehicle's massive old carburetter was fitted with a glass top through which they could watch the flow of fuel from the jet.

It was clear that the suction (depression) on the jet varied in accordance with the demands made by the engine, and it seemed to them that a big improvement would be made if the jet could be located in an air channel of a size varied to suit different engine speeds, so ensuring a constant depression and air velocity.

A crude mechanism was evolved to bring this about, but it was then found that it lacked overall performance because if a jet orifice was chosen that was suitable for full throttle running, then this would result in an over-rich mixture for slow running and vice versa. The answer to this problem was a tapered needle; this varied the size of the jet orifice according to engine demands.

A full patent was applied for by Herbert in February 1905 and granted in January 1906. Herbert's application describes his occupation as "Boot and Shoe Manufacturer".

The First Carbs

If Herbert was the inventive genius, his brother Carl was the practical "engineer". Carl was born at Ealing in June 1882 and educated at the Leys School in Cambridge. Again it is not known where or even if he received any technical training. Carl also joined the family business but by 1906 he had teamed up with R.P. Wailes to manufacture and fit carburetters. There was also a third brother by the name of John, of whose involvement little is known other than that he appears to have been a director of the Company by about 1913.

It is not clear when the first experimental carbs were produced, but they were almost certainly made at George Wailes & Co.'s works at 258 Euston Road. When George Wailes sold the works and premises in 1906, Carl became a partner with George's son and they took temporary premises in Euston Buildings while new works at 386-388 Euston Road were being built.

For some years carburettors were fitted and tuned to individual cars. The new works had an 8 ft by 16 ft, 30 cwt capacity lift which served all four floors as well as the roof and basement. Surprisingly, the top floor was used to fit and tune while the carburettors themselves were manufactured in the works below from working drawings prepared by the Chief Draughtsman, Mr J.O. Gardner, to Herbert's sketches.

Herbert's main responsibility appears to have been one of design and improvement, which he pursued with vigor and also protection by way of patents of his ideas; a full patent covering the constant depression idea was granted in England in 1906, and additional patents were taken out in Belgium, France, Germany, Italy and the USA. Herbert's inventive genius was not confined to the S.U; he took out patents in 1907 and 1908 on a hydraulic variable speed gear and a detachable strap for ladies' court shoes and slippers, and later for a paraffin carburetter, an aero-carburetter and a supplementary fuel supply valve for cold starting.

There is some evidence to suggest that the carburetter was originally branded "The Union Carburetter" but this was soon superseded by "The S.U Carburetter", being the abbreviation of "Skinner's Union".

The S.U Company Ltd

In 1910 the company moved to premises at 154 Prince of Wales Road, Kentish Town, North London, an old horse stable, the structure of which had to be converted to allow production to take place, and a Limited Company was registered in the name of The S.U Company Ltd on the 2nd of August 1910: Reg. No 111416.

The earliest financial information appears in the Company's ledger dated April 30th 1911. It is not specific as to who the directors were at this time, but an entry in the accounts of 28th January 1913 shows director's fees of £25 each to W.B. Skinner, G.H. Skinner and J.H. Skinner. By this time the accounts also show that Wolesley and Rover were regular customers of S.U.

These early carburettors were fitted with leather bellows in place of the now familiar dashpot, and they appeared to have worked quite well. To maintain the leather bellows's suppleness a regular application of glycerin was recommended. The bellows themselves were made from glaze kid by Herbert's wife Mabel at their home and sales to the company from Mrs. Skinner for bellows-making are recorded in the accounts right through to 1928; presumably by this time for spares, not production.

The First World War

With the outbreak of war in 1914, carburettor production virtually ceased, the factory being busily occupied on Government contracts making machine-gun parts and tripods, bombs and aircraft carburettors. At this time there were about 250 employees. Carburettor production resumed after the war, but progress was slow. There was a general recession within the motor industry due to inefficiency and high costs, and the Company resorted to making wireless parts, windscreens, water cocks and other similar engineering work.

Some car manufacturers appreciated the qualities of the S.U, however, and they were fitted to a number of quality cars such as Bentley, Napier and Invicta. During this time, the leather bellows were replaced by a brass piston (e.g. in the 1927 Sloper).

Takeover

By the mid-twenties, after some initial problems, William Morris was fitting more and more S.U's to his cars and in his usual style acquired the by now struggling company in December 1926. The takeover appears to have been quite generous to the Skinner family shareholders (£100,000) who must have been quite relieved after keeping the company afloat for so many years. Carl however is known to have not been too delighted at the time although he did stay with the company.

The Company was immediately moved to the Midlands and installed in the works of another of Morris's new acquisitions, the Wolesley factory at Adderley Park, Birmingham. Carl came as part of the package, being made Managing Director.

This was the real turning-point for S.U, and with all the cars in the Morris empire to service, S.U production increased rapidly. According to Wilf Webster, who joined the company in 1929 as Assistant Draughtsman, money for expansion and development was no problem: "We could have more or less whatever we wanted," he said, and so new products now started to arrive thick and fast.

1929 saw the introduction of the HV type carburettor with bottom feed float chamber and also the Petrolift which was the very successful forerunner of the electric pump. The Petrolift replaced the gravity feed petrol tanks or vacuum tanks which were the norm for this period.

In 1930 the HV was modified to take the top feed float chamber, followed by the OM and D type in 1931, the latter standing for "down-draught", a design which required a spring in the suction chamber to return the piston to the idle position. 1931 was also the year that Herbert, the inventive "genius", died, sadly never to see the heyday of his protégée. In 1932 the first aero carburettor was developed and from this beginning a number were produced for both military and civil aircraft during the mid-to late-1930's, including the Rolls Royce Merlin engine.

The following year the L type petrol pump was introduced. This replaced the Petrolift and is still in production today in its original form.

S.U Carburetters Ltd

The thirties were a time of almost frenetic development; S.U would and did make almost anything for anybody requiring a fuel system and the growth in output in both production and designs was quite incredible.

In 1936 the name of the company changed to S.U Carburetters Ltd. In 1937 the thermostatic automatic choke and the ubiquitous H Type was introduced - a series of carbs with choke bores ranging from 11/8 th to 2 inches in 1/8th increments which were to be the standard right through to the end of the 1950s. In 1938 the hydraulic piston damper was introduced to provide acceleration enrichment.

Various new pump designs had also appeared by now including the HP, LCS and double ended high capacity models. By 1939 nearly all Morris and MG vehicles as well as Riley, Woleseley, Alvis, Bentley, SS etc were equipped with either an S.U pump or an S.U carburetter or both. S.U was thriving.

In March 1939, according to a contemporary report, the S.U factory covered 81,000 square feet and employed between 400 and 450 people making some 4,000 carburetters and 4,000 pumps a week plus quantities of aero-engine components. This year the zinc die-cast piston was replaced by brass, since zinc distorted or grew with age resulting in loose piston rods, and the HV type carburetter was phased out.

The Second World War

The second world war increased S.U operations significantly - by the outbreak of hostilities the works employed some 700 people, an increase of 300 in about six months, supplying all the aero-carburetters for Rolls Royce Merlin, Vulture and Peregrine as well as Napier for their Sabre and Dagger engines. The company was also manufacturing its fuel pumps for many military applications.

The dangers of this one factory supplying the entire aero-carburetter requirements of the RAF Spitfires, Hurricanes and bombers was realized in late 1939 and it was decided to set up a duplicate plant in the Riley works in Coventry.

Air raids in November 1940 caused damage to the works. In the first air raid the factory was set on fire, but this was contained and extinguished by the work's fire brigade, and although three high explosives scored direct hits, two in the machine shop, the carburetter production line plant survived intact. In the second raid no bombs fell on the S.U works itself but girders and other debris from surrounding buildings came through the S.U roof and the Ministry for Aircraft Production decided to evacuate the factory. After only twelve hours' notice the first of many RAF trucks arrived to remove the plant to a modern, newly-constructed factory at Highlands Road, Shirley, recently requisitioned from the Co-op. Production continued non-stop during the move, however, any gaps being filled by the Riley shadow factory.

After the move the number of workers quickly rose to 1,500. The weekly output of carburetters was doubled after Dunkirk to 200 a week, with a normal working day of 8am to 7pm. This working day was voluntarily stretched quite often with the workers sometimes sleeping on the floor next to their machines.

A second shadow factory was set up in the Wharf Valley in Yorkshire in 1941, in the village of Barwell, a boot factory requisitioned for the purpose. As well as the S.U, this factory made the Rolls Royce Bendix Stromberg type carburetter.

In 1942 the petrol injection pump was developed for the aero-engines, first fitted on Mosquito aircraft. Two S.U technical staff had taken out a patent in 1939 but the firm could not get anyone interested in it at that time. After three years of neglect, the S.U design was adopted and the new British petrol injection pump came into general use in the last year of the war. It was later built under license by an American company and called The Simmonds Injector Pump.

Growth and Decline

In 1945 the production of carburetters and fuel pumps for motor vehicles was resumed and a move to the present site at Wood Lane, Erdington, Birmingham took place in July 1947.

The Skinner connection was finally severed this year when Morris (Lord Nuffield) called a meeting with Carl, along with eight other directors from various parts of the Nuffield Empire, and announced their retirement. Carl was aged 63 by now but it was never the less a rather sad end to a career dedicated to the development of his brother's ingenious invention.

The following year saw the introduction of aluminum die castings replacing zinc and brass, a direct result of experience gained during the war years and making good use of the plentiful supplies of aluminum left over from aircraft production.

After the war, developments and new introductions came almost on a yearly basis. In 1950 suction chamber dust proofing was introduced, in 1952 the formation of the British Motor Corporation widened the market for S.U carburetters and pumps still further, and in 1954 were introduced both the part-throttle weakener for single car applications on 6-cyl engines (e.g. Rover P4) and the HD type carburetter.

1958, the year Carl Skinner died, saw the introduction of the HS type carburetter and new high pressure electric pumps. In 1962 the delrin float needle was introduced and the following year the nylon float on HS carburetters. 1967 saw the development and marketing of a mechanical fuel pump and shortly after an automatic enrichment device (AED).

In 1969 the spring-loaded metering needle and throttle overrun valve were introduced, in 1971 jet temperature compensation on HS8 carburetters, and in 1972 the HIF type. Jet temperature compensation was expanded to HS4 and HS6 carburetters in 1975; the following year the ball-bearing suction chamber was introduced and the part throttle weakener further developed.

By 1976 S.U's position, that of a small plant in a rapidly declining car manufacturer known as British Leyland Motor Holdings, changed once again when it became part of a division of Service and Parts known as S.U/Butec.

With the demise of S.U/Butec a few years later, the S.U identity was subjugated and became Austin Rover Fuel Systems, the beginning of a long period of drift and decline with S.U parts becoming more and more difficult to service. Some development continued however and in the 1980's the HIF range of carburettors was introduced which featured an electronic cold start option, idle speed control and overrun fuel cut off.

Final Chapter

In 1988 the company was acquired by the Holburn Eaton Group who themselves were taken over some 18 months later by the American Echlin Corporation. On the 16th August 1994 the final units, designated HIF and KIF, were produced, direct descendants of the original design by the Skinner brothers, the longest running UK carburettor in production. Yet another takeover by the Dana Corporation followed and traded as Dana Fluid Systems until closure in November 2001.

Burlen Fuel Systems

Burlen are now the sole manufacturer of genuine S.U products ranging from the late 1920's right up to the present day having acquired some of the fuel injection range just prior to S.U's closure.

The S.U Carburettor Company Ltd is now a wholly owned subsidiary of BURLIN FUEL SYSTEMS LTD.

<http://www.burlen.co.uk/>

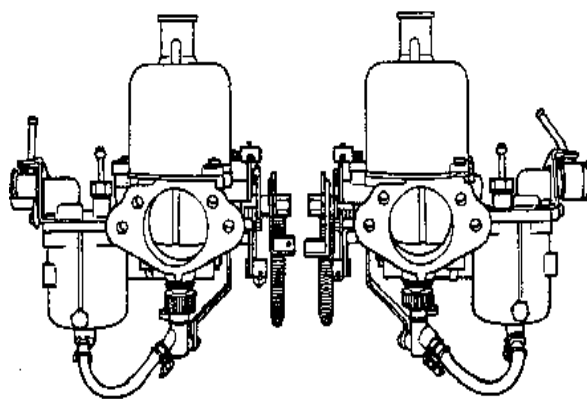


Fig. EF-32 External view of carburetors

"B" Disguised

Over the past couple of years my son Shaun (Beetle) and I have developed a rather odd way of showing our love for (and devotion to) the MG. On more than one occasion we have been inspired by the theme of the outing to give our "B" a splash of color or otherwise enhance the car's natural attributes. This, to our enjoyment and amusement, has livened up the view for the cars in front and behind.

Our first flirt with color came in the form of red Tempera paint. This inspiration was derived from the theme of the 2003 Gumball event, held the week of Canada Day. BW (Black and White) sported "Eh!" on the bonnet and ended with a Canadian flag on the boot. Bill and Joy, the event holders, started our obsession, which they have yet to live down! In addition, "Roscoe" P. Speedtrap issued citations that year, and went about catching everyone on radar doing only 55mph!

During that same season BW was entered in the Monte Carleton Rally as #53 (Herbie), a famous marque which we won't mention in this article. BW featured stripes, endorsement stickers and a driving light to boot. In keeping with the spirit of the event, as "professional" racers, we could not be seen without our racing caps, goggles, and scarves.

To carry on a tradition, the 2004 Gumball event saw BW as a "Gumball Rally Machine". The addition of 40+, flat foam circles glued to the car made for some interesting looks at stop lights between home and Kemptville. The machine really did dispense gumballs....at high speeds! This might have something to do with the fact that chaos broke out in the form of gumball fights between Karl K. and Beetle at stop signs and rest stops. No one was injured, but a few gumballs were run over or lost due to over-consumption.

In the beginning, Beetle and I were asked why we would do such a thing to our car..... but now you know us! And we know you! As a club of enthusiasts you have not only demonstrated a keen interest in the MG, but also the members. Beetle, Bailey (Judy) and I have had a great time at all the events we participated in and are looking forward to many more. Recently I made use of the Tech Q&A section of the OMGC website. This has provided me with repair tips and excellent sources of information from other members.

Sadly, BW will be in the garage for the 2005 season, waiting for some overdue TLC. But we still look forward to visiting with everyone at meetings and tech sessions over the next year. This also gives Beetle and I more time to ponder what will be in store for 2006. Thanks again for everyone's efforts in making the OMGC a fantastic club.

Safety Fast

Sparky (aka Duncan Banke)

Bill and Joy, we only have one thing to say.....GUMBALL!



Ottawa MG Club Calendar of events 2005

Apr	3	Boot'n'Bonnet Auto Jumble	10am	Mike Daniels	592-5408
	17	Ancaster British Auto Flea Market	9am		
	21	OMGC Club Meeting@SwanOnRideau	7pm	Len Fortin	283-0470
	20-24	Spring Carlisle,Pa Car Show and Market		www.carsatcarlisle.com	
	22-24	Speed-O-Rama@Landsdowne Park		www.speedoramashows.com	
	30	Spring Tune Up@British Automotive	9am	Len Fortin	283-0470
	30	Festival of the Maples Car Show Perth	9am	Dave Muir	264-0750
May	TBA	Hawkesbury Car Show		Gary Wilson	632-9883
	TBA	OMGC Spring Tech Session	9am	Len Fortin	283-0470
	15	British Auction Vehicles and Parts Caledon Creek Farms Hwy 9 East	11am	Ken Mason	519-942-1722
	19	OMGC Club Meeting@Louis	7pm	Len Fortin	283-0470
	20-22	Carlisle,Pa Import Show		www.carsatcarlisle.com	
	28-5	Annual British Car Week		www.britishcarweek.org	
	21-22	Smith Falls Car Show	9am	Jack Paul	692-3293
	29	OMGC Run to North Lancaster	9am	Len Fortin	283-0470
	TBA	British Car Show Hudson/Beaconsfield	10am		
	29	Oxford Mills Car Show	10am	Chris Bryant	989-3046
Jun	4-5	Cheepo-Cheepo "Stud"	10am	Bob Stark	258-4636
	5	Byward Market Classic Car Show	9am	Brenna Morell	562-3325
	5	Thousand Island Cruise in@Gananoque		Nick Bowles	382-8413
	12	Kars and Planes Show	9am	Peter Whitworth	692-5381
	7	British Cruise Night@Kemptville	7pm	Dalton Begin	258-3506
	11-12	Odessa Flea Market and Car Show		Donna Wheeler	389-1983
	16	OMGC Club Meeting@SwanOnRideau	7pm	Len Fortin	283-0470
	TBA	Summer Tech Session		Len Fortin	283-0470
	17-18	MGCCT 50 Years			
	19	Billings Estate Car Show	10am	Andre Audette	782-7277
	19	Car Show@W.O.Stinson, Hwy 31	9am	John Armstrong	822-7400
	24-26	VARAC Festival@Mosport		www.varac.ca	
	24-25	All British Car Show, Windsor Ontario		www.mgcars.ork.uk/wdmgcc	
Jul	1	Canada Day Car Show, Arnprior	10am	Art Smith	623-7825
	3	Evolution of Wheels@Science and Tech	9am	Tim Dunn	729-9783
	3	Gumball Rally with Bill and Joy Curnoe	9am	Joy Curnoe	258-5493
	7-10	NAMGBR 2005 Olympia WA, USA		Len Fortin	283-0470
	12-16	NAMGAR Mackinaw City MI. USA		Len Fortin	283-0470
	16	All British Car Show, Britannia Park	10am	Frank Rizzuti	225-4240
	21	OMGC Club Meeting@Louis	7pm	Len Fortin	283-0470
	30	Canadian Tire Car Show, Huntclub	9am	Frank Rizzuti	225-4240
	31	Brockville Car Show	10am	Paul Gardiner	926-2742
Aug	7	Volksfest in Embrum	9am	Bob Lyon	443-1853
	7	Aylmer Car Show@Aylmer Marina	10am	JP Sylvestre	684-9406
	10	OMGC Cars@Orleans Cruise Night	6pm	Frank Rizzuti	225-4240
	13	OMGC Corn Roast	3pm	Dave Stringer	679-1825
	13	Antique Boat Show@Long Island	9am		
	14	Upper Canada Car Show	9am	Mike Lemieux	931-2087
	18	OMGC Club Meeting@SwansonRideau	7pm	Len Fortin	283-0470
	21	All British Car Day Kingston	10am	Linda Thomas	385-1947
	21	OMGC Monte Carleton Run	9am	Gerry Neville	837-8295

Aug 28	Cornwall Cruisers Car Show	9am	Marcel Ravery	932-4592
Sep 3-4	Car Show @Perth Fair	9am	Dave Muir	264-0750
5	Richmond Car Show	10am	John Eagan	298-2324
9-11	Watkins Glen Vintage Racing		www.theglen.com	
15	OMGC Club Meeting@Louis	7pm	Len Fortin	283-0470
16-18	British Invasion@Stowe Vermont		www.britishinvasion.com	
18	Bronte Creek All British Car Day	10am	www.britishcarday.com	
Oct 2	OMGC Fall Color run	9am	Jordan Jones	839-1821
20	OMGC Club Meeting@SwanonRideau	7pm	Len Fortin	283-0470
TBA	Fall Tech Session, SU Carbs		Karl Leclerc	841-2353
Nov 17	OMGC Club Meeting@Louis AGM	7pm	Len Fortin	283-0470
Dec 3	OMCG Christmas Party	6pm	Len Fortin	283-0470

Please check the club website for any changes, www.omgc.info

Cruise Nights

Kemptville Tuesday evenings, starts May 3rd@Rideau Restaurant Hwy 44
 Orleans Wednesday evenings, starts May 11th@Place d'Orleans Shopping Center
 Manotick Monday evenings, starts May 2nd@Village Park
 Kanata Tuesday evenings, starts May 3rd@Hazeldean Mall
 Cornwall Wednesday evenings, starts April 27th@Nickels Restaurant
 Gananoque Wednesday evenings, starts May11th@Canadian Tire King Street
 Aylmer 3rd Fridays of the Month, starts May20th@Aylmer Galleries
 Kanata 4th Thursdays of the Month, starts May19th@Centrum Center
 Perth Monday evenings, starts May30th@Home Hardware, Hwy 7
 Nepean Thursday evenings, starts May19th@Canadian Tire, Huntclub Rd
 Ottawa Sunday evenings, starts April 24th@Canadian Tire, Heron Rd
 Hawksbury Tuesday evenings, starts May17th@Main Street East
 British Breakfast, 3rd Sundays of the Month, starts May15th, Broadways, Hwy16@Fisher

For more information about local car shows and cruise nights visit:

<http://www.ncf.carleton.ca/~ab603/page1.htm>



MG J2 Roadster (1932-1934)

Der J2 gab das typische MG-Design für die folgenden 20 Jahre vor. Der knapp 200 Pfund teure MG J2 wurde von der Fachzeitschrift „The Autocar“ mit einer Höchstgeschwindigkeit von 128 km/h gemessen.

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British Marques in the Park

All British Car / Motorcycle Show
Windsor, Ontario, June 24-25, 2005

www.mgcars.org.uk/wdmgcc

Festivities begin Friday, June 24

- **Wine tour** of Award winning Essex County wineries.
- **Funkhana** in the parking lot of the host hotel, the St Clair Residence Centre.
- **Evening BBQ** and get together at the host hotel.

On Saturday June 25

Celebrate British cars and motorcycles at the event show field in Malden Park. The show will include awards, dash plaques for the first 200 registrants, door prizes, a silent auction, and much, much more. And of course, vendors, food and beverage providers and lively entertainment will be on hand.

Event Registration

- Before June 1 2005:

\$15 for first vehicle and **\$10** for additional vehicle registered by same owner.

- After June 1 and at gate:

\$20 per vehicle.

Registrants and Vendors:

Contact Scott Turner <scott@wdmgc> for registration details and vendor space requirements.

Hotel Reservation

Our host hotel, the St Clair Residence and Conference Centre

<http://www.residenceconferencecentre.com/windsor/>

Offering a special rate to event participants who reserve by **May 1 2005**.

\$69.95 (plus taxes) **per night for a suite** that includes:

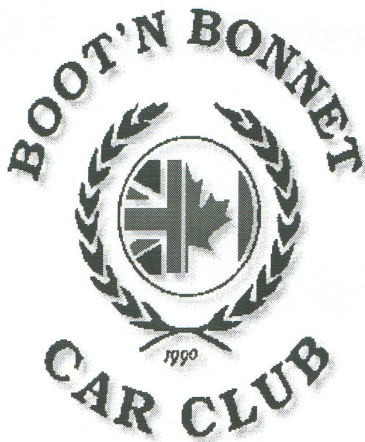
2 private bedrooms; kitchenette; full 3 piece bath; desk/workspace with data port; free local calls and voice mail; air conditioning; cable TV; continental breakfast; and ample free parking. Visit the web site for the full list of amenities.

Call toll free: 1-877-225-8664

E-mail: clcstclair@campuslivingcentres.com

Fax: 519-966-9501

When making your reservation, please quote confirmation number **014723** and mention our event to get the special rate. Special rate guaranteed if booked by May 1, 2005.



THE ALL BRITISH CAR CLUB'S

5TH ANNUAL AUTOJUMBLE

Sunday April 3, 2005

10:00 - 4:00

**Portsmouth Olympic
Harbour,
Kingston, Ontario, Canada**

Admission:

- \$2.00 per person
- under 12, no charge

Drive your British Car and get
in free!

**Vendor Booths - \$20.00 B'n B Members
- \$25.00 Non Members**

Lots of free parking

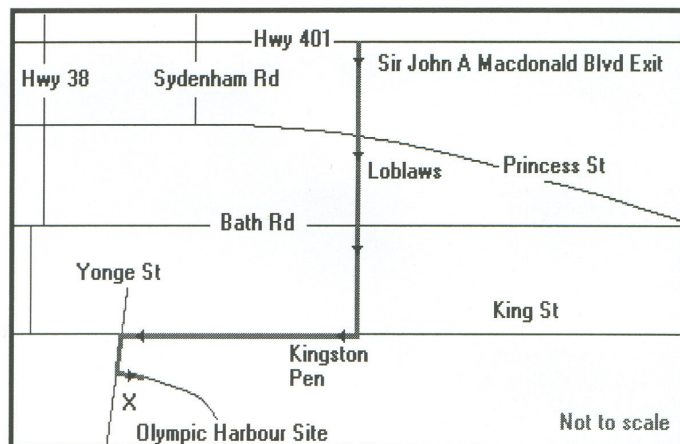
All facilities INDOORS

Contacts

VENDOR BOOTHS/CARS FOR SALE: Richard Woodley - 613 967 0267, or email rlw@magma.ca

GENERAL INFORMATION: Wes Meyer - 613 547 2872, or email: olden@kos.net

Owen Evans - 613 354 1876, or email: owenevans@ihorizons.net



1st Annual All British Car Day

Saturday, July 16th 2005 10am-4pm
Britannia Park Ottawa, Ontario

Entrance \$20, includes BBQ lunch for two.

www.britishcarday.ca



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
Touque	\$16
Hat	\$15
Pins	\$10
Crests	\$8
Club jackets (available in a variety of colors and sizes)	\$170

Your favourite item of clothing can be embroidered by special order.
For all your regalia needs see Doug McClure, miatamcclure@hotmail.com or 824-0168.



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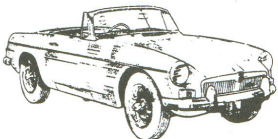
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OTTAWA MG CLUB
2005 / 2006 MEMBERSHIP & RENEWAL FORM
Membership Number_____

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: Mike Daniels, 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:

MG on The Net

Web Links

Suppliers:

<http://www.precisionsportscar.com>
<http://www.daytonwirewheels.com>
<http://www.lbcarco.com>
<http://www.mgocaccessories.co.uk/acatalog/>
<http://www.triple-c.com>
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<http://www.macgregorukcarparts.com/index.html>
<http://www.performancebritish.com/>
<http://www.victoriabritish.com>
<http://www.brittek.com/>

Clubs:

<http://www.bootnbonnet.org>
<http://www.cornwalloldecарclub.com>
<http://www.victoriamgclub.com>
<http://www.svmgcc.org/index.html>
<http://www.namgbr.org/index.html>
<http://www.mgcars.org.uk/mgcouncil/>
<http://www.mgdriversclub.com>
<http://www.mgcarclubdc.com/index.html>

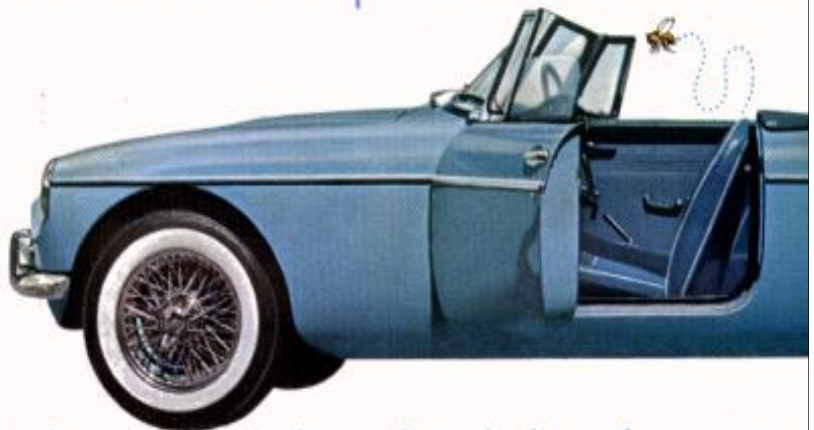
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<http://www.britishcarforum.com>
<http://www.theautoist.com>
<http://www.mgbexperience.com>
<http://www.canadiandriver.com/index.htm>
<http://www.canplates.com/index.html>
<http://www.ncf.carleton.ca/~ab603/page1.htm> (local car show listings)
<http://www.britishpathe.com/index.cfm>
<http://www.britishtoolbox.com>
<http://www.burlen.co.uk>
<http://www.chpltd.com/mgworld/index.html>
<http://www.cruisinshow.com>
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Her windows wind up. And down



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