



# Ottawa MG Club

## Newsletter

May 2003

Volume: 3 Issue: 3

The Ottawa MG Club event calendar, technical information, event photos and web forum can be found on the Internet at [www.omgc.net](http://www.omgc.net) Site hosting and support is provided by:



OMGC gratefully acknowledges the kind support of:  
**British Automotive** **Redshaw Motors**  
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### MG Folks

My humble apologies for the delay in getting this newsletter to you. Thanks for being very patient. I hope your entire 2003 driving season is warm, worry free and wonderful.

Safety Fast!

Have you renewed your membership yet?

See Len Fortin.

### Monthly Meetings Held On 3<sup>rd</sup> Thursdays

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Ken Duff (Webmaster)	kduff@magma.ca	729-6976
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Mark Evenchick (Past President)	mheven@sympatico.ca	521-3097

### In This Issue:

- 1) Whatever Happened To...  
(Little British Sports Cars)
- 2) New Regular Meeting Place  
(the Swan Pub near Manotick)
- 3) Spring Tune Up @ British Automotive  
(a report of another success)
- 4) Some "For Sale" Stuff  
(an MGA for sale)
- 5) A Note Of Thanks To Mark Evenchick  
(Electroplating 101 was a success!)
- 6) Folding Your Soft Top  
(from the MGB Experience web site)
- 7) An Apology For A Late Newsletter  
(OMGCers are very patient)
- 8) Motorsport Club Of Ottawa News  
(a charity rally in October)
- 9) The 2003 Run To North Lancaster  
(a report on a wonderful event)
- 10) An Event Calendar  
(with cruise night information)

### IMPORTANT NEWS ABOUT MAY & JUNE MEETINGS

#### May 15<sup>th</sup>, Louis' Steakhouse, 7pm

Well, because this newsletter is late, the meeting is already over and done with, so don't go to Louis' in June! This was the first time ever, at Louis', where we met in the "fancy" part of the restaurant. It was really quite nice. At this meeting, Karl Leclerc took a test 'sit' in Debi's "A" - as part of his quest to find an MGA for himself. I spoke with him recently and he has a couple of leads on MGAs that may be worthy as he continues his search.

#### June 19<sup>th</sup>, The Swan Pub, 7pm

Hey, we are back at The Swan! It's been a long, long time since we held meetings at The Swan. So our monthly meetings will now alternate between Louis' Steakhouse and The Swan Pub. You all know where Louis' is but if you don't know where The Swan is, follow county road 19 (River Road) south out of Manotick till you come to county road 6. Need more instructions? Call me! And a special note to Norm... the meeting is on Thursday June 19<sup>th</sup>.

### Welcome to new members:

Terry & Janet Haines	Ottawa	'66 B
Andrew & Monica Penny	Kanata	'68 B
Ernie & Marie Jacob	Kanata	'75 B
Bill Pickthorne	Ottawa	
Rob & Cheryl Smith	Gloucester	'74 B



Note: the MG Octagon inside the British flag comes to us courtesy of club member Graham Ayers

# A Great Big **Thank You** To Mark Evenchick

For The "ELECTROPLATING 101" Seminar That Was Held On Saturday, March 22<sup>nd</sup>

The session was a wonderful demonstration and explanation of what is involved in the electroplating process, especially restoration plating. Bob Stark and Dalton Begin were among the folks that attended, and they were very happy they did so. There were about 20 attendees in all. Great information! And great demonstrations on Silver Soldering and all the processes that Mark and his staff go through to do electroplating work and the creation of the many and various products that are manufactured in his shop. Thanks Mark!

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## **Motorsport Club of Ottawa - Charity Rally**

This note confirms the Motorsport Club of Ottawa is hosting a charity rally this fall, on Saturday, October 4<sup>th</sup>, starting in Perth, at the Lions Club, Perth Fair Grounds.

This rally will be a time-speed-distance type competition, but it will be a laid back event, with several rest stops, and a short car show in Westport. You will NOT need to do ANY calculations, however a digital watch or a stopwatch will certainly help. We will NOT, repeat NOT, try to get you lost. It should be very difficult to get lost on this event. The route is actually quite simple. I'm quite sure you will enjoy the drive.

The event is open to all classic cars (such as MG's) and modern sports cars. The route is approx 200 km, and will take you on several STUPENDOUS driving roads. This is an ALL TARMAC event. No gravel. Estimated driving time is 3.5 hours, plus breaks, plus a short car show. This is your full day, but I'm hoping that the breaks will keep it fun, social and not just lots of driving. You can choose a route book in either kilometres or miles.

We will have HAM radio on the route for communications, and a "sweep" crew, who will try to assist any driver that needs help in case of a break down.

Craig Hamm  
Organiser  
Knot Racing Rally Team  
<http://www3.sympatico.ca/kchamm/rally.html>

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## **British Cruise Night @ Kemptville CTC**

You may remember a special cruise night at a place called Buster's Snack Shack in Kemptville. The cruise nights were Tuesdays. And there was a special Tuesday in June for British cars. And for the last couple of years there were a number of OMGCers that made it to the special British car cruise night. There was always lots of cars to look at – British and otherwise – and the food was pretty decent, too. Well, Buster's is no longer in business (I don't think it was because of the food), but the cruise night tradition is being carried on at the Canadian Tire in Kemptville, on Tuesday evenings. So OMGCers must continue the British car theme in June by gathering on Tuesday night, June 10<sup>th</sup> at the Canadian Tire in Kemptville. Cruise on over to the Canadian Tire in Kemptville on highway 43 and join us! Need more directions??? Call Dalton Begin or Len Fortin.

# **Whatever Happened To Those Little British Sports Cars?**

By Mike Cook

Remember MG, Triumph, Austin-Healey, Morgan, Sunbeam? There were thousands of them scooting along our streets and highways in the '50s, '60s and '70s. A whole generation had discovered that we didn't have to drive dull domestic cars when we could have a spunky two-seater with the social cachet of an import.

What was it that made sports cars so exciting? Were they fast? Some were – nobody tried to win a stoplight grand prix against a Jaguar XK 120. But speed wasn't it. The MG TC and TD were very popular, but your everyday '55 Chevy was much faster.

## **A Sensual Appeal**

It wasn't the power nor even their capable handling. Sports cars were sensual. It began with the looks (it wasn't called "styling" in those days). Somehow, the combination of small size, swoopy curves and chrome trim was exactly what we wanted, now, and no other kind of car could give it to us.

Climbing into a British two-seater was like putting on a custom-made suit. The seat enclosed you. The wheel and shifter were close at hand. The instruments were eager to tell their stories. Even before you started the engine, you were wrapped in sensation.

Next, vitally important, was smell. Go to a collector car show today and persuade someone to let you sit in an MG or Triumph. Close your eyes and breathe in. Remember? It's that rich scent of oil and polish and varnish and hot metal, all overlaid with the aroma of Connolly hide, a satisfying smell unmatched by leather from any other country. You could sit in that car with your eyes closed and know that it was made in Britain.

And then, you switched on the key and pushed the starter button (this was a long time ago) and your hearing took over. Sometimes hoarse, often mellow, the exhaust throbbed its music in your ears, an overture to adventure down the nearest road. Into gear, clutch engaged, you were off to faraway places at max revs, even if you were just going around the block for ice cream.

## **Opportunities Await You**

Remember? No? Well, maybe you were buried in the books, working overtime or perhaps born a few years too late. The red MG, the British Racing Green TR, the brilliant blue Austin-Healey and that magnificent XK 120 passed you by. If you missed it when it was happening, is the opportunity gone or can you still enjoy the thrill of a British two-seater on a winding country lane?

Absolutely! Not surprisingly, many of those Triumph and MG and Jaguar sports cars are alive and well all over North America. Kept shiny and in top mechanical condition, they aren't everyday cars any more. They sit patiently garaged until the weekend when they are brought out with pride for a relaxing drive or to take to a show. Collector clubs offer advice, magazines list cars for sale and parts suppliers can still come up with virtually everything needed to keep these 30- or 50-year-old cars running at their best.

Of course, when these preserved, restored, coddled cars come on the market, they bring premium prices. So, what about the sports car enthusiast on a budget? First, check your local Want Ad Press or Community Shopper. You'll be surprised how many MGs, Triumphs and other premium two-seaters are listed.

## **Roadside Beauties**

Also, you can't go wrong just driving down the road and looking! Running an errand one day, I passed a house that I had seen hundreds of times but, this time, the garage door was open. Inside, peeking out from under a pile of old blankets and boxes was a Triumph TR3. I have since had a look at it. It is bodily and mechanically sound and may be for sale at a reasonable figure. On vacation a couple of years ago, driving down a back road in

Virginia, we came upon a small auto repair shop with at least 10 TR7 and TR8 convertibles parked out front. None were licensed, all were clean and looked complete, and all were available.

My daughter came home from school last week and said she had passed a house with an old sports car parked at one side. She said, "It looks like one of those Jaguar 120s you like." Yes, it had a "For Sale" sign on it and we're going to drop by and check it out.

Last winter, out on our Christmas tree expedition, we passed a gas station with a bunch of junk American cars parked around it. Just visible behind the building was a grille with a familiar shape. Stopping for a quick look, we found a Jaguar XK 150 coupe with peeling paint but a sound body, just waiting for someone to adopt it. In the same group was a decent, restorable, MGB roadster.

### Figuring Your Investment

You are not going to be able to buy one of these cars or other "finds" for \$50 and a smile. However, they should be considerably less expensive than the super shiny show cars we mentioned. Your investment of a few hundred to a couple of thousand dollars can pay off if you are at all mechanically handy. These fun cars are often quite simple to work on. The average backyard mechanic with decent tools and a service manual can fix almost anything on the car. Parts prices are usually reasonable. Some folks think that fixing/restoring is part of the fun, but even if repairs aren't your hobby, doing it yourself certainly helps the budget.

A few years ago, a friend saw a Jaguar XK 140, which had been stashed in a barn for years. Dragged out into the sunlight it was a sorry-looking machine, but it was all there and he bought it quite reasonably. Since bringing it home, he has done everything from welding in new body metal to rebuilding and tuning the carburetors. Recently, still needing paint but running strong, it carried him and his wife to a Jaguar meet over a thousand miles from home and got them back again. When completed, the car will be worth much more than his investment.

### The Road To Adventure

If the thought of owning a vintage British two-seater makes your eyes light up, do some back-road driving and see what you come up with. You can also try the Internet. The Vintage Triumph Register, Jaguar Clubs of North America and the North American Council of MG Registers are all on the web.

It won't be long before you and your personal two-seater are headed down that road to adventure. Enjoy!

[Michael L. Cook, who retired from Jaguar Cars in 1991, is the editor of Jaguar Journal and Vintage Triumph as well as the author of several books about collecting cars. He also writes for British Car magazine and Special Interest Autos from his home in New Jersey.]

### **FOR SALE - 1962 MGA 1600 MKII**

High compression. Factory installed oil cooler. Engine all original. Twin SUs. Colour: green (originally black). Owned since 1974. 82,000 original miles. All original gauges working except water temp. Brand new white top still in the box. Also have workshop manual & comprehensive MGA rebuild/restore illustrated reference book.

Overview of major stuff done over the years:

- some bodywork pre paint (incl new rocker panels)
- new clutch & rebuilt slave cylinder (1,000 miles ago)
- valve job (6,000 miles ago)
- new gas tank
- new rad core
- new grill and steering wheel (both are original design and rather rare)

Car was last on the road in the fall of 1990 and was regularly serviced at Redshaw's.

Stored inside for all but the last 2 years. For additional details and to arrange to view the car please contact:

Ian McNaughton e-mail: [mcnaughton.ian@ic.gc.ca](mailto:mcnaughton.ian@ic.gc.ca) work phone: 941-3576 home (cell): 371-6190

# The Spring Tune Up At British Automotive Was Right On

I don't know about you folks, but the Spring Tune Up is the start of the OMGC season for me. Now, there is a lot that goes on before actually driving to the British Automotive location for this event – like, the cars have to be woken up from the long winter nap and several engine, radiator and battery things have to happen to bring them back to life – but the Tune Up is the place where that big breath of “new driving season air” really comes to my lungs. I get my tools all packed up. Instruction books ready. Drop cloths set. Parts box filled. And when I get there, it's clear to see that several others have done the same preparation work. With a cup of coffee and a donut in hand – it's time to get down to the business of tune-up! This year I wanted to focus on the brakes of the '73 B as I have been plagued with a squeaky sound all last season. And once I had put on my coveralls and had the first blob of grease on my hands, I felt just wonderful. I'm sure you know just what I mean.

There was a great turn out for this year's event and Eric had his shop at the ready for any and all incidents. Many thanks to Eric for continuing to support our club with the facilities for this event. And special thanks to Dave and Helen Moore and to Mary Attwell and to Andrea Harasek for the BBQ lunch. Superb!

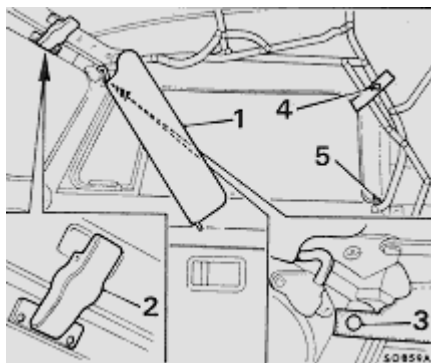
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## Folding Your Soft Top – or - Going Topless

The Brits never did quite get the hang of making a convertible top that's easy to lower and raise. Folks who own a Fiat or Volkswagen (or anything else built outside the UK) who can simply flip two toggles and throw the top back don't know how fortunate they are. Proceeding under the assumption that lowering the top on an LBC is just as easy can produce *disastrous* results. I've seen people employ countless methods of lowering an MGB hood, but I remain convinced that the hood-lowering method described in the owner's manual is the best. This is transcribed *exactly* from the driver's handbook as reprinted in the Bentley MGB repair manual, with occasional personal annotations.

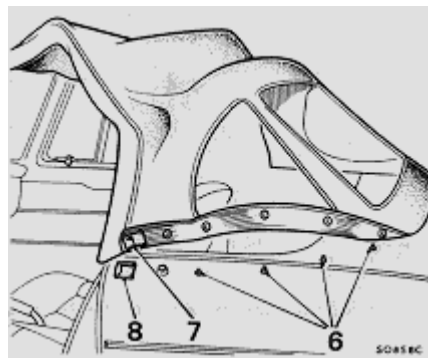
### Lowering the hood

**CAUTION: It is most important that the instructions for raising, lowering and folding the hood are followed. Do not fold when the hood is wet or damp. Always ensure that the rear window is zipped in position before attempting to lower the hood.**



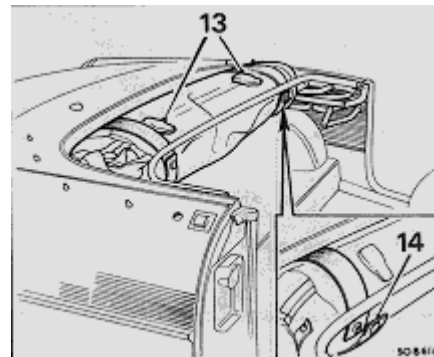
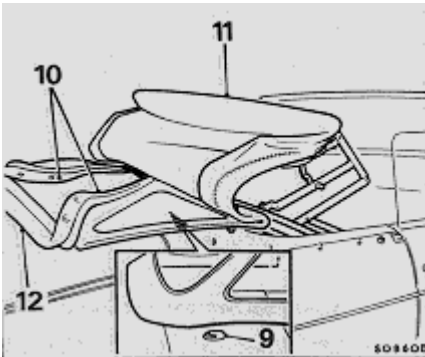
**Figure 1**

- Unclip the sun visors (1) and move them to the side.
- Release both windscreen frame toggle catches (2).
- Release the two fasteners (3) on the windscreen rails, the two fasteners (4) on the cant rails and the two fasteners (5) on the hood mounting brackets.



**Figure 2**

- Release the four fasteners from each rear quarter panel (6) and pull the hood slightly forward to disengage the hook (7) from the socket (8) on the body side panel.
- Move the seat tilt catch forward and incline the seat backs towards the front of the car.



**Figure 3**

- Raise the hood header rail (11) until it's poised about midway over the door aperture.
- Disengage the hood rear rail from the anchor plates (9) on the tonneau panel.
- Fold each quarter-light (10) onto the backlight and continue the fold in the material forward to the header rail (11). **ENSURE THAT THE FOLD IS MADE IN THE HOOD MATERIAL BETWEEN THE QUARTER-LIGHT AND THE BACKLIGHT. FAILURE TO DO THIS MAY CAUSE PERMANENT DAMAGE TO THE BACKLIGHT MATERIAL.**
- Push the header rail (11) rearwards, and at the same time draw the backlight and hood material (12) out over the luggage compartment lid ensuring that the hood material does not become trapped between the hood sticks.

**Figure 4**

- Fully lower the hood. Fold the two windscreen frame toggle catches (13) rearwards to prevent them from damaging the backlight.
- Roll the rear window and hood material forward over the folded hood. Position and secure the two retaining straps (14).
- Replace the sun visors and return the seat backrests to their original positions.
- Fit the hood cover or tonneau cover.

Reference:

Transcribed from *The Complete Official MGB 1975-1977*; Robert Bentley, Inc.; Cambridge, Massachusetts; pp. 14-15.

Figures and text copyright British Leyland Motor Corp., 1975, 1977

Notes:

- The pivoting of the sun visor identifies the car in the figure as a pre-1977 model.
- Tilting the seats is really only necessary if you have them rather far back on the rails.
- That bar running in front of the folded top is the tonneau bow, which is fitted before the half-tonneau. If you didn't recognize it, you don't have one -- probably lost by a previous owner. It's not a terribly important piece.
- Folks like to lay a clean towel over the folded hood first as insurance against scratching up the windows.
- The straps are really more trouble than they're worth. And many cars don't have the straps anymore.

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## **The Run To North Lancaster – 2003 Version**

For several days before this annual event I was watching the weather reports to help determine how many people might show up for the run. As you know, if you've been on this run, there is often a good bunch of OMGCers that join together to go and see club members Dave & Lise McDonell in North Lancaster. I had failed to remember that many of our new members had no idea what the "Run To North Lancaster" was all about and so I did some e-mail explanations. And with a change in the date from a Sunday to a Saturday – it was a bit more confusing. But when the weather gnomes provided decent skies and with a couple of reminders, we had 15 vehicles out for the trip. At the McDonell's, we even got to meet their new friends, The Walshes, who also own an MG (as reported in a previous issue about how to get new members for the club). Dave & Lise

and their kids Sam and Gil were ready and raring to see us when we pulled in at about noon. And food, well, Lise put on a spread that was second to none! Our technical session on brush replacement in alternators was fun as most of the work was done by Sam McDonnell... hey, why not get the up and coming members to do all the work, right? As usual, time passed by with way too much haste and with a threat of showers in the evening we said our thank-you's and our good-byes. And last, but not least, David paid his membership renewal and I provided him with his membership card. This has become a tradition with this club – we have a wonderful drive to North Lancaster, we let Lise feed us with all kinds of great food, we “ooh” and “aah” over David's Austin-Healy and his “DAM MGB”, we quaff a couple of David's beers, we run a tech session in their garage and when we leave, **we** charge **him** the price of the membership renewal. Go figure! Dave & Lise, you are marvellous folks. May your crops always be successful. We're proud to have you consider OMGCers as your friends.

OTTAWA MG CLUB EVENTS CALENDAR 2003						
→ = MG Club Highlight Feature Event				T = Technical Sessions		
	Month	Date	Day	Event	Time	Information Contact
→	Jun	7 - 8	Sat – Sun	Cheepo-CheepOh 3 “SLC”	10am	Bob Stark 258-4636
		8	Sun	Kars and Planes Show	9am	Peter Whitworth 692-5381
		10	Tue	British Cruise Night @ Kemptville CTC	7pm	Dalton Begin 258-3506
		14	Sun	Odessa Annual Flea Market and Car Show		Wes Meyer 613-386-3797
		14	Sun	Zed Car Show @ Royal Military College Kingston		Gordon Garrard 826-0547
		15	Sun	Billings Estate Fathers Day Show – AACO	10am	Andre Audette 782-7277
		19	Thr	Ottawa MG Club Meeting @ Swan Pub	7pm	Jordan Jones 839-1821
		?	?	Driving Slalom Activities (not yet confirmed) (yet to confirm with OttawaMotorsportClub)		Paul Williams 233-6982 Mike Daniels 592-5408
		19–22	Thr – Sun	NAMGBR in St. Louis, MO USA		Len Fortin 821-3140
		22	Sun	Sporting Classics Richmond Car Show	9am	Andre Rousseau 590-7365
		22	Sun	Car Show @ W.O Stinson - Hwy 31/Leitrim Rd	9am	John Armstrong 822-7400
T		25	Wed	Tech Session @ British Automotive Carburetors / SU Balancing & Tuning / Throttle Shaft Wear Air Leaks / Zenith / Stromberg / Weber / K&N Air Filters	6pm	Frank Rizzuti 225-4240
		27–29	Fri – Sun	VARAC Vintage Festive at Mosport		Ron Wanless 359-1013
→		28	Sat	Gumball Rally with Bill and Joy Curnoe	9am	Joy Curnoe 258-5493
	Jul	1	Tue	Canada Day Car Show in Arnprior	10am	Karl Leclerc 841-2353
		6	Sun	Evolution of Wheels @ Science & Tech Museum	9am	Tim Dunn 729-9783
		6	Sun	Boot'n'Bonnet Rally Day In Kingston	9am	Peter Young 549-4968
→		13	Sun	OMGC Route 66 Run with Dave and Helen Moore	9am	Dave Moore 836-1381
		16–20	Wed – Sun	NAMGAR in Oregon USA		Len Fortin 821-3140
		17	Thr	Ottawa MG Club Meeting @ Louis' Restaurant	7pm	Jordan Jones 839-1821
→		19	Sat	2003 Edition of Canadian Tire Car Day Rolling Tech Session with Eric “Twist”	9am	Frank Rizzuti 225-4240
		25–27	Fri-Sun	Summer Carlisle, PA Car Show & Market		www.carsatcarlisle.com
		27	Sun	MG Car Club of Toronto Auto Show	9am	www.mgtoronto.com
T		30	Wed	Tech Session @ British Automotive Tires & Wheels / Selection / Pressure vs Performance / Checking Wires & Splines / Tightening Knockoffs	6pm	Frank Rizzuti 225-4240
	Aug	3	Sun	Brockville Car Show, Blockhouse Island	10am	Paul Gardiner 926-27443
		8-10	Fri-Sun	Roadster Factory Summer Party in Armagh, PA		TRFmail@aol.com
		9	Sat	Antique Boat Show at Manotick Marina	9am	Don Loken 692-0730
		10	Sun	Volksfest at Embrun	9am	Bob Lyon 443-1853

		10	Sun	Aylmer Auto Show at The Aylmer Marina		J.P. Sylvestre 684-9406
		13	Wed	OMGC British Cars @ Orleans Cruise Night	6pm	Jordan Jones 839-1821
		16	Sat	Corn Roast with Dave and Michele (rain date Sunday August 17 <sup>th</sup> )	1pm	Dave Stringer Michele Carmichael 679-1825
		17	Sun	Cornwall Car Club @ Upper Canada Village	9am	Mike Lemieux 931-2087
		21	Thr	Ottawa MG Club Meeting @ Swan Pub	7pm	Jordan Jones 839-1821
		24	Sun	B'n'B All British Car Day @ Kingston	10am	Len Fortin 821-3140
→		24	Sun	OMGC Monte Carleton Run to Kingston	9am	Len Fortin 821-3140
T		27	Wed	Tech Session @ British Automotive What To Look For When Buying / Rust / Repairs / Critical Parts	6pm	Frank Rizzuti 225-4240
		30	Sat	Car Show @ Perth Fair	9am	Dave Muir 264-0750
	Sep	1	Mon	Richmond Motor Classic at Richmond Plaza	10am	John Eagen 298-2324
		6-7	Sat – Sun	Watkins Glen Racing		Mike Daniels 592-5408
		7	Sun	Good Time Cruisers 3 <sup>rd</sup> Annual Car Show Lamoureux Park, Cornwall, Ontario		www.goodtimecruisers.ca
		18	Thr	Ottawa MG Club Meeting @ Louis' Restaurant	7pm	Jordan Jones 839-1821
→		19-21	Fri – Sun	British Invasion @ Stowe, VT		Jordan Jones 839-1821
		21	Sun	Bronte Creek British Car Show		Paul Williams 233-6982 Mike Daniels 592-5408
T		24	Wed	Tech Session @ British Automotive MoreTuneUp/ValveAdjust/CompressionTest/ ReadPlugs	6pm	Frank Rizzuti 225-4240
	Oct	4	Sat	MCO - Vintage Car 200k Charity Rally	9am	C. Hamm OttawaMotorsportClub
→		5	Sun	OMGC Fall Colour Run	9am	Jordan Jones 839-1821
		3 – 5	Fri – Sun	Fall Carlisle, PA Car Show & Market		www.carsatcarlisle.com
		23	Thr	Ottawa MG Club Meeting @ Swan Pub	7pm	Jordan Jones 839-1821
T		29	Wed	Tech Session @ British Automotive Winter Storage Tips / Fall "Tune Down"	6pm	Frank Rizzuti 225-4240
	Nov	20	Thr	Ottawa MG Club Meeting @ Louis' Restaurant Annual General Meeting	7pm	Jordan Jones 839-1821
T		26	Wed	Tech Session @ British Automotive Interior Upgrades / Door Panels / Carpets / Seats	6pm	Frank Rizzuti 225-4240
	Dec	6	Sat	OMGC Christmas Party	6pm	Mary Attwell 836-3133

#### **Special Notes and Information:**

- Kemptville Cruise Night: Tuesday evenings (start May 13<sup>th</sup>) @ Canadian Tire in Kemptville
- Orleans Cruise Night: Wednesday evenings (start May 14<sup>th</sup>) @ Place d'Orleans \* Graham Maciness 830-5207
- Manotick Cruise Night: Monday evenings (start May 5<sup>th</sup>) @ Manotick \* Hil Goldberg 692-5381
- Kanata Hazeldean Cruises: Tuesday evenings (start May 6<sup>th</sup>) @ Hazeldean Mall \* Roger Thomas 836-3647
- Old Cornwall Cruise Night: Wednesday evenings (start May 7<sup>th</sup>) @ A&W Massey Dr. \* Mike Seguin 931-2087
- Gananoque Cruise Night: Wednesday evenings (start May 14<sup>th</sup>) @ CTC King Street \* Nick Bowles 382-8413
- Aylmer Cruise Night: 3<sup>rd</sup> Fridays (start May 16<sup>th</sup>) @ Aylmer Galleries \* J.P. Sylvestre 819-684-9406
- British Breakfast: Sunday mornings (start May 18<sup>th</sup>) @ Broadway Grill [Hwy 16] \* Hil Goldberg 692-5381
- Kanata Centrum Cruises: 4<sup>th</sup> Thursdays (start May 22<sup>nd</sup>) @ Centrum Centre \* Richard Rutkowski 591-6955
- Perth Cruise Night: Monday evenings (start May 26<sup>th</sup>) @ Home Hardware [Hwy 7] \* Dave Muir 264-0750
- Crusin' To Crysler: 2<sup>nd</sup> Thursdays (start May 8<sup>th</sup>) @ Crysler, Ontario \* Doug Stroud 987-2299
- CTC Cruise Night: Sunday evenings (start April 6<sup>th</sup>) @ CTC Bank & Heron Road \*
- Hawksbury Cruise Night: Tuesday evenings (start May 20<sup>th</sup>) @ Main Street East \* Gary Wilson 632-9883

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If you have not yet renewed your annual membership in the OMGC, you will receive a gentle reminder to do so. For the folks that get a paper copy of the newsletter, there will be a note enclosed with the newsletter and for the folks that get an electronic newsletter; there will be a separate e-mail to remind you. Renewals are only \$25 and can be sent to the Treasurer – Mike Daniels 57 Tiffany Place Kanata Ontario K2K 1W5. As Mike is out of town for several weeks in late May and early June, you may have sent your renewal to him and he has not yet communicated the information to me. If you get a notice and have already sent your renewal, forgive us, as our records will soon be updated.