



OTTAWA MG CLUB

NEWSLETTER

NOVEMBER 2000

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MG FOLKS

November's meeting is at Louis' Steakhouse

It's the Annual General Meeting!

We need you to be there!

The Ottawa MG Club event calendar, technical information and event photos can be found on the internet at: <http://www.omgc.net>

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Monthly Meetings 3rd Thursday

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IMPORTANT NEWS ABOUT NOVEMBER & DECEMBER MEETINGS

November 16: at Louis Steakhouse !!!!! 7pm

It's time for the Annual General Meeting. That once a year event where you might expect long speeches and boring financial reports and tedious votes. Not here! You know very well OMGC folks have better things to do with meeting time. We'll get the business out of the way fast and get on with more important things like MG stories and MG events and such. Come on out and be part of this unusual 'business' event. I dare you to bring your MG. There could be a prize in it for those that do!

December 9: Christmas Party at the Evenchick's !! 6pm

This is the one month of the year that we don't meet on the third Thursday, 'cause it's gettin' close to Christmas and so we get together on a Saturday evening to wish all MG drivers, navigators and friends the very best of the holiday season. Just bring along your favourite beverage. The club takes care of the food. Wear some seasonal casual duds and be prepared to have a grand evening of fun and entertainment.

Welcome to new members:

Ron Murfitt

Nepean

1980 MGB

A NOTE TO ALL e-Connected MG FOLKS: Please review the new OMGC web site and send feedback to our Webmaster Ken Duff

MG - The Father of Sports Cars in America

By Bob Kennon, President, Auto Quest Investment Cars, Inc.

MG automobiles have a very long rich history. In England during the 1920's, Morris Garages (hence MG) produced an inexpensive car called the Bullnose Morris. It was called this due to the distinctive shape of the radiator. William Morris's intention of providing a small reliable car for ordinary people at low cost continued throughout the history of the company. The "M" series Midgets were the forerunners of the "T" series cars that most people in North America are familiar with. The "TC" was the first MG widely imported into the United States immediately following WWII. This car is credited with changing the North American world of automobiles. This was the first post war "sports car" and most people today believe it began the trend to sports cars that many people are now caught up in..

It was mostly the way an MG handled that excited the North American public Here was a car that went where you pointed it, and did not roll sickeningly at every bend. The driver was the boss with this vehicle, not the car. Since the MG looked racy and handled well on corners, their owners immediately formed or joined sports car clubs and went touring and racing. This car was primarily responsible for the renaissance of road racing in America.

The TC evolved into the TD in 1949, correcting many of the shortcomings of the TC. The TD was fatter looking, had stronger disc wheels, an independent front suspension and for export to the US, left-hand wheel drive. This was the finest "modern" sports car, as it could safely maintain US highway speeds in comfort. I particularly have respect and fond memories of the TD, as this was my very first car. The TD was replaced with an even more modern TF. However, the days of the "T" series were numbered. In 1953, the sleek MGA was introduced. This was a totally new design for the MG. The silver radiator and running board trademarks of the past 30 years were eliminated. This car was larger, heavier and lower, with a smooth envelope body. The engine displacement was increased significantly to 1489cc and later to 1622 cc. This car was very popular with over 100,000 units being sold in the seven years it was produced.

The MGB was the replacement to the MGA. This car had a 1789 cc engine producing 98 HP. The 0 to 60 MPH time is about 10 seconds. This car was a very modern car with disc brakes and unitized body chassis. The MGB had chrome bumpers until federal regulations required the much less aesthetic black rubber bumpers in 1975. MGB's are available today, some at very reasonable prices. They are reasonably easy restoration projects for beginners due to the straightforward construction and easy availability of almost any part from a variety of suppliers.

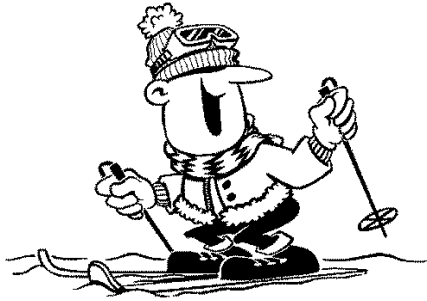
All models of the post war MG are good investments when purchased at the current market prices. They have the criteria of continued appreciation. They are landmark cars, fun to drive, easy to repair and restore, and some older models are still available. If you want to have fun while making an investment, an MG may be in your future!

Looking for a Copy of a Paper

Hi fellow MG people! I would like to know if anyone in the club, or elsewhere in newsletter range, gets a copy of the newspaper published by the Obsolete Automotive folks. I am specifically looking for the May / June and the July / August issue. I'd like to buy these issues from anyone who has them and wants to sell them.

Chris & Kate Waitman (613) 821-3793

Ottawa MG Club - 3rd Annual Ski Trip
February 16, 17 & 18, 2001 - Gray Rocks / Mont Tremblant



Were you among the MG folks that braved the snow and the cold and the wind last February, all in the name of a good time on the slopes? Well, if you were not part of that group, you missed a hell-of-an event. So now you have a chance to catch a bit of the Ottawa MG Club Ski Trip fever by coming along with a fine bunch of people to tackle the cold and the snow and the wind in February 2001. Sound like fun? Sure it does and sure it is!

Contact Jordan soon to set up your accommodation arrangements and then get out your skis and winter weather clothing. Oh yes, you will need your swim suit also to take advantage of the hot tub and pool facilities at the inn after the skiing is done for the day. You can start your ski weekend on Saturday morning if you wish. You can also head for the inn on Friday night and relax the evening away before heading to the slopes or the cross-country trail on Saturday morning. The Friday dinner and the Saturday dinner will be prepared and consumed in the main condo by the OMGC "chef" folks so be prepared to bring along some dinner items for this great feast plan. Looking forward to seeing you for the 3rd OMGC Ski Weekend!

Rates: 1 bdrm condo \$118 per night + taxes / per person / based on double occupancy
2 bdrm condo \$88 per night + taxes / per person / based on four occupants
3 bdrm condo \$82 per night + taxes / per person / based on six occupants
Includes breakfast in the morning, all facilities, ski lift tickets for Grey Rocks/Mont Blanc

Accommodation arrangements must be made with Jordan Jones before November 18, 2000 so be sure to see Jordan at the November meeting if you want to be part of this event. Jordan can be reached at jordan@compmore.net or 839-1821.

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All About The Year 2000 Fall Colour Run

It was a keeper of a day! Started out to be simply great and got better and better as the day went on. There were so many MGs in the parking lot of the Richmond Bakery on the morning of October 1st, that the overflow area in front was jammed too. Car after car pulled in to be part of this fine traditional final run of the driving season. If my math skills are correct, there were 27 cars involved this year - but I'm not sure if that did or did not include the McGowan minivan. Whatever. Jordan led the pack on a very nice run around the countryside with a bunch of nifty roads and a couple of very nice stops for photo opportunities. The McGowan's followed along at the end of the line in the van and I'm glad they did because the stream of MGs spread out sufficiently enough that I took a wrong turn and lost the pack. (hey, I can't navigate worth a damn and Debi knows it!) But with a chase vehicle behind and some fancy turnabouts, I didn't get lost for too long. At Jordan & Heather's place the tools and the craft stuff came out as some folks stayed outside with the "techie" part of the post drive get-together and some went inside to the "crafty" part of the post drive get-together. Then after that was all done we all dug into a great lunch of beans, chili and buns. (Note for next year: order several more dozen buns) As we sat and chatted about MG and non-MG things I realized that Jordan's lawn was quite covered with MG vehicles of all models. What a site! Each year this event is well attended and somehow has pretty good weather. Thanks to Heather & Jordan for great food. Thanks to Debi for the crafty session. Thanks to all participants for making this event the success it has been, is and will be!

Techie Tips : Hooking Up An Ammeter Gauge To Your MGB

TO PREVENT AN ELECTRICAL FIRE - USE ONLY 10 GAUGE WIRE FOR THIS HOOKUP

The wiring in your MGB, we hope, should look something like this:

At the battery	--> One thick, black cable to Starter Solenoid.
At the Starter Solenoid	--> One thick brown wire to alternator B+ , and
	--> Two thin brown wires to fuse box / ignition key.

First, disconnect the battery! The ammeter should have two wires, one marked B+ and one marked L+. The ammeter needs to be "in-line" or "in series" with the entire electric circuit, and should be installed as far "back" in the circuit (ie: on the main feed to everything else) as possible, in order to read the net current flow, positive or negative, for the whole car. You want to have the ammeter between the starter solenoid and any other wiring. You accomplish this by disconnecting those three brown wires (one thick and two thin) from the starter solenoid and reconnecting all of them to one side of your ammeter, and then connecting the other side of your ammeter to the solenoid where the three cables were disconnected. Now the current has to pass through the ammeter on its way from the battery to everything else (when the flow is negative) and from everything else to the battery (when the flow is positive because the system is charging). Connect the battery and confirm the operation of the ammeter.

Fuel's Gold

A precis, by Eric Stephen, of an Electronic Telegraph article that appeared Saturday April 3, 1999.

Those with heads without hardened valve seats might want to check out this URL, which describes tests performed by a well respected British research organisation on lead substitutes. The test was performed on an 'A' series engine. The lead ban hit the UK on January 1, 2000.

Tests have been carried out at the Motor Industry Research Association (MIRA) to see if additives or devices that claim to allow cars to run on unleaded petrol actually work. Cynics expected all the products tested to fail - but the Federation of British Historic Vehicle Clubs(FBHVC), which organised the tests, announced that four have passed: Millers VSP Plus, Red Line Lead Substitute, Superblend Zero Lead 2000 and Valvemaster. Millers VSP Plus is the only one of the approved valve seat protectors that's also an octane booster. If you want to look after your engine without restricting your driving, the article suggests using one of the four additives that have been approved by the FBHVC. The additives can only be used with premium unleaded (95 Octane). Combined with the existing residue of lead, the valve seats, the article argues, should last for 40,000 miles or more. Surprisingly, the four successful additives do not all use the same chemical formula. Millers VSP Plus is manganese-based, and is the only one currently to double as an octane booster. Redline Lead Substitute is sodium-based and has been used in America for 15 years. Superblend Zero Lead 2000 is potassium-based, a formula used in Europe for several years. Valvemaster is phosphorus-based; it has been widely used for the last five years in New Zealand and is the only substitute to have passed the Australian Standard. Approved products carry the FBHVC approval crest, and the Federation will police products by sampling to ensure the chemical composition/concentration are not changed from test batches. The FBHVC can be contacted at: P.O. Box 2506, Henfield, West Sussex BN5 9QW. The article can be read at <http://www.telegraph.co.uk>

The British Car Council (BCCI) Long Distance Awards

The Ottawa MG Club is a member of the BCCI, and as such, club members have the opportunity to participate in the BCCI annual Long Distance Awards program. The purpose of the program is to encourage British car owners to drive their vehicles. As long as you do **not** use your British car to travel to and from work each day, you can participate in the program. The annual target is a minimum of 3000 miles - starting around April 1 and ending around November 1 each year. There is no cost to participate as the annual membership fee that the club pays to the BCCI covers the cost of the dash plaques that are awarded each year to successful participants.

In 1999, although there was a bit of a delay in receiving the dash plaque awards, there were 8 Ottawa MG Club members who achieved the necessary driving distance. Jordan Jones, Len Fortin, Gilles Leduc, Dave Moore, Mark Evenchick, Eric Stephen, Dick Crouch and Karl Koch (who, I might add, travelled over 8000 miles in 1999) These awards were given out at the October 2000 meeting. The BCCI was somewhat delayed in providing these 1999 awards due to some difficulty in getting other provincial clubs to submit their participation forms in a timely fashion. The OMGC was not among those tardy clubs.

For 2000, there should be another "good crop" of OMGC drivers who met the annual driving distance minimum. They should receive their awards in early Spring 2001. If you have your year 2000 Long Distance Award Certification Form ready for approval, be sure to bring it to the November meeting. The forms have to be submitted to the BCCI before December 1st annually.

The Long Distance Award Certification Form for 2001 is available on the OMGC web site. Information, program details and paper copies of the form are available from Len Fortin. Lets get out and drive our cars! Safety Fast!

Parts For Sale And Other Similar Stuff

MGA Parts

MGA 1600 Grille Vents (2) - Moss 471-010 - \$22.50
MGA "1600" emblem (3) - Moss 408-420 - \$30.00
"MG" emblem, boot set (3 piece) - Moss 470-698 - \$12.00
Body rubber set - Moss 281-728 - \$200.00
Main carpet set - Moss 242-705 (black) - \$200.00
Rear cockpit carpet set - Moss 242-835 (black) - \$90.00
Black rubber carpet protector with MG logo (set of 2)

Contact: Eric Stephen 825-1091

Seeking An "A" Coupe

If any of you MG folks ever hear of an MGA Coupe for sale, I would love to hear about it. The 'B' roadster we have is fine for us now, but we have a hankering for an MGA coupe. As we live on a dirt road, we don't want anything in concours shape by any means, but a bit better than a basket case would be nice! As all you MG folks travel about on your excursions, would you please keep us in mind if you see anything.

Tim Dyer
OMGC



OTTAWA MG CLUB EVENTS CALENDAR 2000

-----> MG Club Highlight and Feature Events <-----

	date			event	time	contact/info
	November	16	Thr	OMGC Meeting @ Louis' Restaurant (Annual General Meeting)	7:00 pm	Debi
---->	December	9	Sat	Ottawa MG Club Christmas Party at the home of Mark & Heather Evenchick 2177 Braeside Avenue, Ottawa 521-3097 (head towards Alta Vista Dr. from Smyth Rd on the north or Walkley Rd. on the south, once on Alta Vista Dr., turn east onto Kilborn Ave (right if heading north / left if heading south), then 2 nd left is Braeside)	6:00 pm	Debi
	January	18	Thr	OMGC Meeting @ Louis' Restaurant (meeting topic not yet determined)	7:00 pm	
	February	15	Thr	OMGC Meeting @ Cock & Bull, Bells Corners (meeting topic not yet determined)	7:00 pm	
----->		16 - 18	Fri - Sun	OMGC SKI TRIP III at Gray Rocks (Make your arrangements before November 18th)		Jordan
	March	15	Thr	OMGC Meeting @ Louis' Restaurant (Photo and Video Night)	7:00 pm	

NOTE: The British Breakfast is a fun gathering of British car owners to chat about cars and products and events - and have a great breakfast! It is held on the first Sunday of each month (8:30am) at Capital City Diner (Hunt Club @ Merivale) For info: call Hill @ (613) 724-3725

Some Tire Information For The MGB

I recently purchased four new Michelin MX4 175R70x14 tires to replace the 12+ year old Michelin X's which were on the MGB when I bought it back in 1991. The treads were fine but their age and bead condition always left me suspicious and uncomfortable when driving on the highway. In the event other OMGC members are interested, I believe this is the correct replacement size for the original equipment 155 / R14's. Same rolling diameter, no impact on speedometer and same speed for rpm. Best of all, you can buy them at the Frisby Tire Center (Somerset & Preston) for about \$100 each, installed and balanced!!!

Jim Blattman

The "KEY" to the "BEE"

My Sunday spin a weekend or so ago was very delayed because I locked my house keys and (more importantly) my MGB keys in the house. I've had premonitions about this sort of thing for ages, and always promised to send my original keys off to some U.S. address to have them duplicated. Perhaps in winter, I thought, I could take care of this situation; for in summer I couldn't forego driving for weeks just to have keys made. Luckily, I paid only a tiny price for this oversight. And wouldn't you know, there is a source only 5 minutes from my home.

CITY LOCKSMITH

954 St. Laurent Blvd

(west side, across from Surgenor Pontiac/Buick)

phone: 746-KEYS (5397)

e-mail: info@citylock.com

web: www.citylock.com

The manager is Shawn Balaa. The business was started moons ago by his father who amassed a treasure trove of car keys. He cut new keys for me in less than 5 minutes, using original Canadian-made blanks for my '73 B. He also has new blanks for some wildly eccentric old beasts. So now I'm set up with keys, and wanted to pass along the news. Safety Fast!

Rick Crouch

A follow-up note from Karl Koch:

A locksmith in the Glebe area has many odd keys for a "B" also. Call me for details.