



Ottawa MG Club

Newsletter

November 2001

Volume: 1 Issue: 6

MG FOLKS

At the Annual General Meeting you will see our President elect, Jordan Jones, "sworn" into office.

It's not too early to think about a Christmas party. Can you help us this year?

The Ottawa MG Club event calendar, technical information and event photos can be found on the internet at: <http://www.omgc.net>
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Monthly Meetings Held On 3rd Thursdays

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(lend a hand, mates!)
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(put it on the fridge to remind you!)

IMPORTANT NEWS ABOUT NOVEMBER & DECEMBER MEETINGS

Nov. 15: Annual General Meeting at Louis' Steakhouse !! 7pm. Be sure to join us for this annual "business" meeting. I can assure you, however, there won't be too much business to deal with. You know we MGers do a lot better job at meetings if we steer clear of business and stick to driving and other automotive topics. The Hugh Leech trophy will be awarded.

Dec. 8: Christmas Party! 6pm at the Evenchick's home
The date is chosen. The time has been determined. The location is a great one. You all know it's a BYOB. Now all we need are a couple of volunteers to organize the food aspect. Be sure to wear festive apparel. Speak to Debi or Len if you can help with the food aspects of this always-great get-together.

Welcome to new members:

Frank & Renza Volpi

Ottawa

'79 MGB

Note: Jordan is the one to talk to if you want to be on the list of folks that are interested in taking part in the 2002 Ottawa MG Club trip to the UK (Cheapo-Cheapo style) Get on the list so you will get updates as they come about!

Trying to perk up MG

Michael Harvey questions the rationale behind the company's advertising drive

"Full fat, high caffeine, maximum strength," proclaims the MG Cars advertising campaign. You can hardly have missed it in newspapers, on billboards and on television. But what does it all mean?

Assuming that MG is not actually intending to target its range of new-ish cars at strung-out Starbucks addicts with high levels of cholesterol, blood sugar and other, artificial, stimulants, it does seem an odd characterisation of the MG brand.

The ads, it must be surmised, are supposed to suggest that owning an MG will give you membership of a counter-culture that rejects such hopelessly nannyish ideas that carmakers might want to build cars that are "safe". Buy an MG and, overnight, you're mad, bad and dangerous to know, the campaign seems to imply.

Forgetting about the MGF, the still appealing, but rapidly ageing roadster, there are three MGs – one hatchback and two saloons. The smallest, the hatchback, is the ZR. Then there's a slightly bigger saloon, the ZS, and finally the biggest car, the ZT. (The "Z" nomenclature, by the way, is out of the MG history books, having been attached to the Magnette sports saloon in the 1950s. It sounds contemporary and sexy, or is meant to.)

That's the easy bit. Each car is available with a choice of engine, so to add to the four letters of its name (MG Z-whatever) each new car gets three numerals to denote the engine's output. So, for a mere £9,995, you can own a new MG – a ZR 105 – and if you have as much as £21,095, you can choose the range's flagship, the MG ZT 190. There are another 30 models in between if you're interested.

There's another way of looking at it. The MG ZR is a Rover 25, what we used to call a 200 and the ZS the unloved 45, or 400. The ZT, meanwhile, and the ZT-T are the Rover 75 and its recently launched station wagon derivative. Rover has done this before, of course, only the products then were the unloved and unlovely MG Metro, Maestro and Montego. In the 1980s, however, MG was the icing on what was still a fairly large cake.

Today, MG is part of a much

smaller cake, market share having crumbled from close to 20 per cent to a little over 2 in less than two decades. Nor can MG afford to be the icing on the cake. Rover is looking for MG to account for as much as 20 per cent of its annual sales. Small wonder a lot more effort has gone into the MG-ification of the new range than ever was shown in the old.

Each new MG has been given a heavy makeover with all kinds of stick-on bits on the outside. The upgrades are not all cosmetic. All new MGs have what's generically called an up-rated chassis when compared with their Rover mutations.

The re-engineering is extensive and includes quicker steering (fewer turns lock to lock), stiffer

There was not much wrong with the Rover 75 that better steering, stiffer springs and a decent communications strategy could not have put right. MG engineers have, by all reports, done the job with the hardware and, like all the new MGs, it's nothing if not value for money. This means it's pretty much down to the image to decide whether this project succeeds and that brings us back to "full fat, high caffeine, maximum strength".

For a brand built on the twin pillars of Rover engineering and MG heritage it is a questionable interpretation, and one necessarily based on MG's own idea of what it might one day become. Really old MGs were fun, but they never had edge.



Top of the range: MG's ZT 190

springs and appropriate dampers (for quicker changes of direction), changes to suspension geometry (for extra response) and even changes to the engine mounts (for much the same reasons). In the case of the ZR 160 and the ZT 190, the engines themselves have been extensively reworked to provide extra power and torque and these two cars also get bigger brakes for obvious reasons.

Press reaction has been mixed but generally favourable. In the case of the ZR and ZS, there's no disguising that these cars are part of a family tree that can be traced back to the Honda-based Rover 200s and 400s from the 1980s. That being the case, to lose out to contemporary hot hatches such as the Renaultsport Clio 172 and the Peugeot 206 is no disgrace.

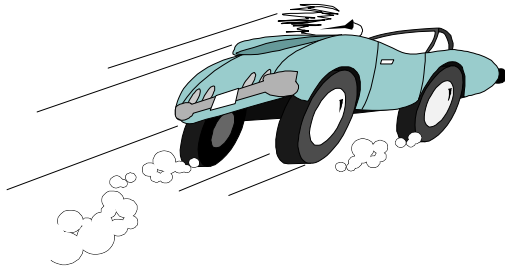
The bigger ZT was always going to be a winner, however.

Maybe one day they will. Next year MG will launch a rear-wheel drive ZT (the existing car is front-drive) with a Ford-sourced V8-engine, and a £40,000-plus supercar.

To have seen the company's strikingly different, lightweight Le Mans car race up through the field to third overall this June before gradually succumbing to new car teething troubles was to witness real proof that its race concept can work. If MG road cars can, one day, be as clever as the EX275 racer then maybe the marque can be reinvented.

For now it hasn't – and the sad fact is that the ZR, ZS and ZT are all, transparently, Rovers. If you think that drinking too much coffee and, by association, driving too fast makes you more interesting then maybe "new MG" is for you. If you don't, stick with something German. Or maybe give MG a couple of years.

Cheepo CheepOh 2



Hi MG'ers! Again, here's an annual club drive that has met with great success in the past. Berny and I are planning for "Cheepo CheepOh 2" with great anticipation. The dates to remember and mark on your calendar are: May 11 & 12, 2002. We are planning for a scenic drive in the Outaouais along the "Raftsmen Route" (La Route Des Draveurs) with an overnight package at new four season / four star resort. A group rate is being negotiated for twenty couples. Hope to have more information by the November 15th meeting. See you there, Bob Stark

OMGC FALL COLOUR RUN – 2001

This was another great day. This was another great run. This was another great get-together for Ottawa MG Club folks. And this was a record breaker in a number of ways.

Jordan has surely set a record for the number of times he and Heather have hosted the annual Ottawa MG Club Fall Colour Run. I can't tell you for sure how many times it has been, but I **can** tell you for sure that there is no shortage of club members who enjoy this event year after year. There were 27 cars that participated in this event at one point or another during the day.

The route was a pleasant one that was enjoyed by us all and it included a wee ferry ride across the Ottawa River to Quyon. And we set a record for the number of cars on the Quyon ferry. We had 13, including one large North American car. The previous record was 7! And if my memory serves me correctly, Norbert Peters claimed we could have fit one more on-board if we had turned Andrea Harasek's Midget on it's side and slid it on to the ferry.

There was almost a record set as we were just leaving the Ontario side of the ferry run. Jim Inglis, quite anxious to get a photo of the ferry loaded with cars, forgot that he was supposed to be ON the ferry – so he made quite a brisk hustle and a long jump to get aboard as the ferry left. The record would have been the largest number of OMGCers dumped into the river on a Fall Colour Run. (The current record still remains at 0)

The weather was another record breaker. I'm sure Jordan has some inside connections with Mother Nature – or if it's not him who has the connection, perhaps it is his granny in the UK who made the call. But anyway you view it; I'll take weather like that for any event, especially the Fall Colour Run.

Although a couple of cars dropped from the pack by the time we got to Jordan's place (not due to problems, just due to other commitments) a total of 25 cars were spread around the lawn. Another record. The former record was 23 as I recall.

And a potential record that may be broken (although I cannot confirm it at this time) is the record for the amount of money spent AFTER a Fall Colour Run by an MGer on house and home upgrades – having seen some of the wonderful things that Jordan and Heather have done to their home [I did clearly hear Katie say to Ivan after she had a brief tour of the place, "Ivan, come and see this and bring your cheque book!"]

And the final records that were broken were the food records. The chili and the beans were consumed in record time along with a record breaking 120 buns! The previous year's record was a mere 80 buns. Also as I understand it, there was some extra "frisking" done to some certain club members by some other club members, searching for hidden buns – but I was not present at the incident so I shouldn't offer club apologies to Cathy McClure for Heather frisking Doug on the way out or hidden buns.

Many thanks to all who participated and made this a record breaker for OMGC.

MG2001 Part 2 of 2

[continued from the September 2001 issue]

Dear Jeremy,

But we did go on a special bus to the Mall of the Americas. This mall was a huge place. I mean really huge. Probably more than 300 stores – just like the West Edmonton Mall in Canada. In the middle of the mall there was a huge play park for kids and adults. Roller coasters. Kids rides. Play areas. A water slide ride. And dozens of other things for kids to do. There was even a place where Lego structure pieces were put together to form a huge castle for kids to play in. I have never seen anything like this mall before. We waked all about and visited as many stores as we could, before we had to be back to the bus station so we could get back to the car show. And the car show that was held on Wednesday was a good one. About 800 cars on display – from very, very old MGs to very, very new MGs. There were 2 new MGs that were on display – the MG TZ coupe and the MGTZ station wagon. And there were about a dozen MG racecars on display also. I did a bit of walking and saw most of them and Grandma Debi got some pictures too.

On Thursday there was a special photograph taken of all the cars at the show. A very special panoramic camera took the picture. I will be getting a copy of the picture in a few weeks. You should be able to see both of us beside the MGB because we were pretty close to the front of the car lineup. Unfortunately the MGA will not be in the picture as it was still in the repair shop.

It was only on Friday evening, during the closing banquet that the MGA was returned from the repair shop. It was good to have it back, but it was a disappointment that we did not get to use it during the entire week of events. After the banquet on Friday night we got prepared to drive home on Saturday morning. (We wouldn't be taking the ferry back home because we didn't want to go through the seasickness again. We'd take the northern route through Sault Ste Marie)

Now, the trip back home, as I said before, would be accomplished through Sault Ste. Marie – not on the ferry over Lake Michigan. Mary had left on Friday night as she wanted to travel home with some other MGers who lived in the London, Ontario area, not too far from her parent's cottage. Mary thought she would stay at her parent's cottage for a few days. But before we could leave on the Saturday morning, we had to get a photo of Grandma Debi's MGA at the fair grounds in the spot it should have been in as if it were at the car show on Wednesday. [Later, we could try to take the photograph and make it look like the MGA was at the show with some computer software] So, once that was done and we were on our way, we had to do one more stop for Connie. Connie wanted to actually stand in some part of the Mississippi River – so we had to find an appropriate spot and drive there so we could take a picture of the event. It wasn't very far out of our way, and we did all get to puddle around in the Mississippi. With those things out of the way, we were heading for Canada – via Sault Ste. Marie!

It's not a long drive from St. Paul to the state border between Minnesota and Wisconsin and we had no problems along the way. But once we were in Wisconsin and heading for Sault Ste. Marie a problem cropped up in a wee village called Tripoli. We had just stopped for a gas fill-up and we were pulling out of the fill up stalls and heading for the edge of the highway. I stopped in the 'B' at the road's edge and felt there wasn't enough time for me to make it onto the highway. Debi, in the 'A', judged that I would be going to get on to the road and so she accelerated and couldn't avoid running into the back of the 'B'. It was a low speed crash, but it was a crash nonetheless. The front driver's side of the 'A' dinged into the rear passenger's side of the 'B'. After just a moment or two, I pulled to the shoulder and walked back to Debi in the 'A', to be certain she was all right. She was OK. A little startled and wishing she could turn back the clock just 5 minutes. Close inspection showed that the 'B' was drivable. There was no more signal light on the right side rear but the brake lamp worked, even though the lens and the fittings had been destroyed. And a goodly amount of the fender had been crumpled but the trunk lid appeared to have been spared. The 'A' was not so "lucky"! In order to make the 'A' drivable, we had to bash out the bent fender from jamming against the front wheel. The signal lamp and the cover had already been smashed beyond recognition so the work with the hammer and crowbar went quite quickly. The fender had quite a serious fold in it directly over the wheel. Astonishingly, the headlamp still worked, although it was mostly

pointing down at the ground – and not straight ahead as it normally does. A few tears were shed as the hammer did it's dirty work to make the 'A' drivable.

The next task was to call the insurance company to find out what to do. I was pretty sure I had to inform them, but I was not certain if I had to have a police report from the local sheriff's office. One call to a 1-800 number got me in touch with my insurance company's 24-hour hot line. The lady I spoke with seemed to understand the whole issue, and led me through a series of questions to gather the right information for the report. She instructed me to have the local police force complete an accident report to be sure there would be no questions asked about the insurance claim later, so I called the local sheriff's office (Lincoln County, in Wisconsin) and they promised to send a constable right away. While we waited, we sat around or paced back and forth – which ever was most relaxing for us. And when the police cruiser pulled up, out stepped Lieutenant Ken Schneider. Although his business card stated that he was a Sergeant, he explained that he was recently promoted. I asked why someone of his high rank was doing the crash report, to which he replied, "I was the only guy in the office on this fine Saturday afternoon." Just his luck to have to respond to an accident where a couple of Canadians ran into each other in their sports car in the middle of Wisconsin. He kept saying, "This happens all the time". I didn't believe a word! But he was polite, thorough and wrapped things up quickly. We were on our way.

When we approached the USA/Canadian border at Sault Ste. Marie we stopped at the duty free shop. We needed to stock up on gin so we'd have enough to get through till our next trip to the USA (which would probably be the British Invasion at Stowe, VT) After the purchases were completed, we got back in the cars and proceeded to the customs lineup. With almost no hesitation, the agent instructed me to pull the 'B' over for a full inspection. And Debi also in the 'A'. And also Emmett & Connie in their 'B'. Together we were being given the very close review. Not sure why. Lord knows one cannot hide much in an MG. Just one more delay on this trip that has been plagued with problems.

When we pulled into Sudbury on Sunday night, we decided to stay at a pretty nice looking Howard Johnson's hotel. It would be our last night on this adventure (if we could trust lady luck to get us all the way through the next day) so we planned to splurge with a cool dip in their pool and a really nice meal in their fine restaurant. But almost before we could even get out of our cars, we were intercepted by a white 1967 MGB in the parking lot. The couple driving the car were excited to see three MGs in the Sudbury area, and they had to pull in to welcome us and see if we needed any help – anything at all – parts, service, directions – they were really excited to see us. They explained that there are not many MGs in the city and when there are three together in a convoy, that became a big event. After exchanging business cards and e-mail addresses and a few words about our adventure, we parted company and we headed for the hotel pool – and then to dinner. The evening passed too quickly. The pool was refreshing. The martinis before dinner were good. The meal and service in the restaurant was fine. We enjoyed ourselves.

On Monday morning we set out on the final leg of the trip. By the end of the afternoon we would be back in Ottawa. Along the way, as we got closer to North Bay, I suggested that we visit Uncle George. [You don't know Uncle George, but he is a relative who is now retired from the Canadian Air Force and lives in North Bay] With a phone call to get directions, we were headed there for just a wee visit. [If we had passed him by, and if he had found out about it, there might have been some explaining to do – so I thought it best to do our family duty and pay the visit] As we entered North Bay I got my directions mixed up (so what else is new?) and took a wrong turn. After passing several streets, looking for the proper street, I gave up and pulled into a corner store. When I asked the clerk where the street was – he said, "You're on it buddy! You couldn't get any closer". So in a just a moment or two, we were at George's home exchanging greetings. And in an hour or so, we were back on the road toward home.

After a stop for a late lunch near Arnprior, Emmett & Connie headed south towards Perth as they were planning to spend some time at a McGowan's Lake camp. Debi and I continued on to Greely and arrived safe and sound.

Winter Storage

Contributed by Rick Beaudry

Written with MG's in mind, this John Twist storage article is appropriate to all British cars.

BASIC RULES

Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator, or heater. A full tank of gasoline reduces the amount of water that can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces the etching caused by dirty, contaminated oil (which actually can become acidic). Topped off master cylinders reduce the possibility of water contamination.

Store the MG with the hood (top) up, windows and vents closed. The folding hood (or soft top) can develop nasty creases when left folded throughout the winter. Closed vents and windows make it more difficult for small furry creatures to foul or devour parts of the MG. It's always nice to clean the MG's interior prior to storage – discarded bottles and cigarette butts do not enhance the interior bouquet. Ensure that the boot (trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. The underbonnet (engine-bay) is easily protected by discharging an entire can of WD-40 or similar product on all the engine components, especially the bright metal or aluminum parts (carbs, coil, anti run-on valve, etc). Stored on a large sheet of plastic film, the effects of a damp floor can be avoided!

Finally, take the MG on the last run of the season allowing it to heat up fully. A half hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not see the MG until spring, it's necessary to remove the battery to prevent freezing. Should the battery burst, sulfuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

STORAGE CONSIDERATIONS

Consider the following questions and make your own storage plan from these concerns:

- 1) Location - Will the MG be stored close to home or in a barn forty miles away? Will it be stored inside or outside?
- 2) Access - Will the MG be locked in a building to which you will have little or no access, or will it be available every day? Will it be possible to drive the MG during the winter or will it be positioned in the corner of the garage?
- 3) Traffic - Will the MG be isolated from movement, or will energetic, careless children open doors against it?
- 4) Humidity - Will the storage area be very dry or will there be a puddle of melting snow swilling under the MG?
- 5) Temperature - Will the storage temperatures be room temp, just above freezing, or dead cold?
- 6) Animals - Will the family cat use the soft top as a springboard, will Fido jump against it, and are there furry rodents that may use the MG as a hotel or find the leather seats tasty at mealtime?
- 7) Owner Maintenance - Will you really have the opportunity, inclination, time, and resolve to visit every week?

INSURANCE

Insurance, even on your stored MG, is a MUST! Always keep a theft/damage/vandalism/fire policy in effect on your MG. MGs are still stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your MG and fire is always a possibility. This type of insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your MG with the insurance agent before the loss!

SYSTEMS PROTECTION

1) ENGINE: Fresh oil is usually adequate protection for several months of relatively dry storage. If the MG is going to be stored longer, or if the humidity is high, then the engine should be started at regular intervals and allowed to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Before replacing the plugs, turn the engine over slowly - by the crank in the earlier models, or pushing while in fourth gear - as this will move the oil throughout the head, pistons, and valves. Covering the tailpipe outlet with duct tape prevents moisture from entering the exhaust system, as tape over the air cleaner inlets keeps moisture from the carb internals and the cylinder head.

- 2) **IGNITION:** Normally there are no preventive measures, but if the MG is going to be stored for several years, the distributor cam should be oiled.
- 3) **COOLING:** The 50/50 solution of glycol antifreeze and water is usually all the attention the cooling system receives. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.
- 4) **FUEL:** If the MG will be in storage for just the winter, then the full tank of gasoline perhaps with the addition of a can of "dry-gas" will be satisfactory. If the storage will be longer than a year, then draining the float bowls to prevent a buildup of varnish would be wise. Here we have a predicament: gasoline purchased years ago seems to last forever; gasoline purchased today goes bad after a year or so - therefore, if you do leave the tank full, it may be necessary to completely drain it if the storage time is longer than a year.
- 5) **CLUTCH:** Two problems can occur in long-term storage: the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis can help these situations from happening. Damp storage is a real problem with the clutch and can aggravate this rusting. If the MG can be started, then a short fore and aft movement, using the clutch, is just super.
- 6) **SUSPENSION:** Winter storage causes no problems with the suspension. Very few MG owners place their MGs on jacks for the winter - but if it is done, place the stands under the outer portion of the front A Arms and under the leaf springs where the U bolts surround the axle and spring. This is to keep the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If the MG is placed on stands, then reduce tire pressure to 10-15lbs. Whether on stands or on the ground, be certain to move the MG once or more during storage - as little as a foot - just to keep the bearings from rusting.
- 7) **BRAKES:** Rolling the MG back and forth will prevent the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Pumping the brake pedal on a regular basis will keep the cylinders from freezing up. Some owners back off the adjustment on the brake drums so that there is no change of the shoes rusting to the drums - and so that the cylinders move further while the pedal is exercised. The handbrake should be exercised too. Rapidly working the handle up and down can prevent the cable or linkages from freezing in position. Be certain to store the MG with the handbrake OFF!
- 8) **BATTERIES:** No battery will hold its charge forever. Further, when the charge of the battery is reduced far enough, the electrolyte can freeze, cracking the case and ruining the unit. If the MG is stored in freezing temperatures, then it must be started as frequently as every two weeks (at least once a month, please) or the batteries must be removed. Battery removal can be avoided by an occasional trickle charge but the alternator should be disconnected before charging. On the MGBs 1977 and newer with the electric clock, remove the bottom fuse in the fuse box that will stop the clock from working and eliminate that drain (albeit very small) on the electrical system. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.
- 9) **BODY:** To prevent oxidation or scratching, the MG should be covered with a cloth cover. Plastic is NOT suitable. Plastic does not allow the MG to breathe, hence allowing condensation and rusting. If the MG is stored in a heavy traffic zone (the family garage, for example), then some additional protection is in order. Thick cardboard, a suitable supported piece of wood, or even an old mattress suspended from the ceiling will prevent damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Every effort must be made to keep water from under the MG. If the storage is outside, then snow must be kept from piling up against the sides, preventing the flow of fresh air to the undercarriage. Some owners have found that by parking the MG on a large sheet of plastic the humidity from the cement or earth does not reach the underside of the MG. Now, huge plastic envelopes are available into which you may drive your MG, then close and seal - a hermetically closed environment.
- 10) **INTERIOR:** Extreme dryness can cause leather seats to contract and crack. It is wise to prepare the leather with a compound to keep the hide supple. If there is a chance of rodents getting into the MG, they will nest in the seats, eat the carpeting, they'll event eat the insulation from the wiring! Close off access to the interior by keeping the vents tightly closed and the top up, windows closed. If there are small spaces through which Mr. Mouse can gain access, close them off with tape. Some owners remove their seats prior to storage. A dish with mothball flakes or pellets usually dissuades the mice. Use either the old fashioned tried and tested naphthalene or the new paradichlorobenzene.

These hints will allow you to safely store your precious MG without great worry for it will be without great harm during the winter months!

OTTAWA MG CLUB EVENTS CALENDAR 2001

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

	November	15	Thr	OMGC Meeting @ Louis' Restaurant - Annual	7 pm	Debi
--	December	8	Sat	OMGC Christmas Party	6 pm	OMGC

1975 MG MIDGET FOR SALE



Excellent – Restored in 1996 (Body, carpets, brakes)	Engine modified, oversized pistons, high-speed cam
Total Mileage – 62,000 miles	Single HS-4 SU Carb K&N Air filter
Petronix Electronic Ignition & 40K Volt coil (2000)	New Alternator (1999), New Starter (2001)
New Battery (2001), New custom muffler (2001)	New Driver's Seat Foam (1999)
JVC Cassette Player & dual speakers (2000)	Electric Fuel Pump (1999)
New Master Brake Cylinder (2001)	New Cooper 155 Tires (1999)
Limited edition Rostyle wheels with chrome rims	Luggage rack
New roof (tan)	Tonneau
Wire headlight covers	Well maintained, (service records available)
Runs well and is fun to drive	Numerous spare parts and full sets of manuals
Asking \$6200	Selling to take on a new project car
Contact Mike McKinnon: 613-257-1913 or 613-596-7413 or e-mail mike.mckinnon@cdott.com	

1977 Jaguar Red MGB V8 For Sale



Rebuilt 10.5 cr Buick 215 aluminum engine with Carter 400 cfm 4-barrel carb on Offenhauser manifold. Jacobs electronic ignition and anti-theft system. Ron Hopkinson replacement telescopic shock front suspension system and heavy-duty sway bars. MGB overdrive gearbox and MGC 3.07 rear axle with Towersey track bars. Body is impeccable with a really excellent paint job. Vintage Cosmic rims with new Cooper Cobra 195-65 x 14 H rated tires. The car looks stock and has no identifying V8 badges. This summer, it received a new clutch master cylinder and slave. The photos show the car equipped with a set of Minator rims, which are negotiable. Asking price is \$15,000 Canadian. Martyn Harvey. Waterloo, Ontario. 519-725-2895

Information Requested 1958 MGA Twin Cam Roadster: I'm interested in hearing from anyone who knows of a 1958 MGA Twin Cam Roadster. I lived in Ottawa and owned one of the few in the city until I sold it in 1969 and moved away shortly thereafter. It would be nice to know that it is still on the road. Contact me through your club executive if you know of this vehicle. Mike Luscombe - Burlington, Ontario

Information Requested MGB Imported From Canada: I have owned an MGB Tourer from Canada (1974) for about a month. The car was imported in 1996 to Germany. Now I would be interested to find out where the car came from. The Identification / Commission numbers are GHN5UE362602G / G23N109246Z. Any help would be appreciated. Karlheinz Luck, St. Ingbert, Germany / Saarland

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