



Ottawa MG Club

Newsletter
November 2002
Volume: 2 Issue: 6

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

The November 21st meeting at Louis' Restaurant is the AGM, but don't worry, it's not all stuffy and full of rules. It's always a good time and a chance to look ahead into the 2003 driving season calendar.

Monthly Meetings Held On 3rd Thursdays

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In This Issue:

- 1) A Word About The Fall Colour Run
(80 miles of real MGing)
- 2) Notes About The Annual Meeting
(be sure to join us for this one)
- 3) NAMGBR 2002 Report
(day 3 through 6 of the adventure)
- 4) Bits And Pieces From All About
(to keep you up to date)
- 5) A Very Small Events Calendar
(not much left in 2002)

IMPORTANT NEWS ABOUT NOVEMBER & DECEMBER MEETINGS

November 21st at Louis' Steakhouse, 7 pm.

Come on out for this annual meeting event. There will be a bit of "business" to attend to but I can assure you, however, there won't be any stuffy rules and regulations to deal with. We will peek at the proposed 2003 driving events calendar. The Hugh Leech trophy will be awarded.

December 7th at the Evenchick residence, 7 pm

This is always a great Christmas Party event. Food, friends, songs, stories, music and MGs! It just couldn't get any better. You all know it's a BYOB but the club takes care of the food. Be sure to wear festive apparel. Bring a non-perishable food donation for The Food Bank.

Welcome to new members:

Joan Graves	Ottawa	77 MGB
Joey & Joni Glover	Port Hope	73 MGB GT
Charlie & Lynne King	Orleans	62 MGA / 52 MGTD
John Shrives	Nepean	

[Note to MGers: I have a 5-page article titled: "Everything You Wanted To Know About Engine Oil And More". Want an e-mail or snail mail copy??? Just let me know! Len]

The OMGC Fall Colour Run – Edition 2002

It was another fine Sunday in October, just as it has been on so many of our previous Fall Colour Runs. Perhaps Mother Nature holds MGs and Mgers close to her heart when she takes care of sending the weather out to this planet. It was a day to be remembered for a long while, and I shall.

No matter how you look at it, the whole day was a success. From the Tim Horton starting location (I love their coffee and donuts) to the last bun and beer at Heather & Jordan's place (I like buns and beer too!). And each of the 80 miles in between held some great roads and scenery. I'd like to do this run again anytime – even with the bit'o' gravel! It just felt good.

Correct me if I'm wrong but I think we broke the record for the number of MGs on the lawn. An outstanding 29 British cars were involved this year and if you include Bert & Jens VW then we can call it an even 30!!

Many thanks to Heather and Jordan their efforts - for the route, for the hospitality and for the lawn! MG folks like this event so much! It has become a standard tradition with us all.

Shipping Items From The USA

A lot of club members are buying items for their MGs from US sources like Victoria British or Moss Motors. Some of us are bidding on items on Ebay. Coming home to a box of goodies behind the screen door adds to the fun of owning and tinkering with our cars. Unfortunately, it also adds to the expense. The main culprits are the courier companies used by many of the US parts suppliers. They charge a brokerage fee to get your order over the border. Brokerage fees are not the same as duty; that's calculated separately. The brokerage fee is calculated on the value of the items. So even if you've ordered a small, light item, the brokerage fee can be outrageous. It's even worse if it's a big, heavy item. If you're buying through Ebay, there is an additional problem: many US sellers won't deliver to Canada. One way to get around these obstacles is to have your order delivered to a US address. Many Canadians are already doing this, as are some car clubs (the Ottawa Miata club, for instance). Here's how it works: Have your items delivered to a parcel service in a US border town. Maybe team up with another club member to do this. When your parcel arrives, drive over the border and collect it. Tell the US customs agent you're going to pick up a parcel for personal use. When you pick up your parcel, the parcel service will typically charge you \$5.00 for receiving and storing it. Make sure you have a little US cash for this.

Then drive back over the border and declare the value of your parcel. You'll be given a piece of paper with that amount on it, which you take inside. You pay tax on that amount, unfortunately, even if it's a private sale. You should bring a receipt with you to confirm what you paid for the item, or a printout of the "end of auction" page if it's an Ebay item. Of course, your parcel may have a packing slip attached to it, so you can use that as well. What about duty? It's the country of origin and the type of commodity that determines if an item is dutiable, and what percentage it attracts. Just remember, if the country of origin is the US, there's no duty. If the country of origin is other than the US, there may be duty. That applies even for British parts sourced in the US. Auto parts from the UK, for instance, attract 6% duty. Sometimes you'll get a bill for this after the package has arrived. Contrary to popular belief, there is no Canada Customs code for "car parts for antique cars," or "car parts for car over 25 years old." Nor is there a code for used parts, so identifying your parcel as such does nothing to affect the duty. The key is the country of origin. If you're asked, and you're unsure, go with the US. I've done this several times and it's a piece of cake. Drive to the US, pick up your parcel, pay tax, go home. In practice, that's about it. Effectively, you're your own broker. One more thing, if a courier service is used, the exact cost of shipping the item from one zip code to another can be calculated online at the courier's website. Simply key in the zip codes, the approximate weight, size and value of the parcel, and you'll get an amount (sometimes it's surprisingly low within the US, especially using a basic service like UPS ground). Here's a parcel service commonly used by Ottawa residents:

Roethel's Parcel Service 1801 Ford Street Ogdensburg, NY 13669 1-315-393-4770

Ogdensburg is a 40-minute drive down the 416 from Ottawa. Once over the border, turn right at the first intersection, then turn right at Ford Street. Roethel's is the local UPS drop-off, as well as the local Japanese motorcycle dealer. A courtesy is to call before your parcel arrives, to let them know it's coming. Don't forget, though, that Eric at British Automotive in Stittsville continues to offer competitive prices on parts, and if you have a problem with an item, you can take it back to him directly. Returning an item to the US can be a bother. If only Eric would deliver parts behind our screen doors!

Paul Williams Automotive Journalist Ottawa Citizen

THE 11th ANNUAL NORTH AMERICAN MGB REGISTER CONVENTION

An account of the travel to Grapevine, Texas and the convention itself and the return trip home
Day 3 through 6

Most of you MGers know that I would travel a long, long, long way to get a dash plaque. Well that is simply one of the several reasons why Deb and I just “had” to attend the NAMGBR this summer in Grapevine, Texas. The other reasons are just as important: a) we have attended every NAMGBR since the first one was held in Peterborough, Ontario back in 1992 and couldn’t risk messing up our record, and, b). it’s there, and we are not, but we should be. And so it was, upon strong suggestion by Art Zeist of Dallas, Texas, that I improved the cooling system of our 1973 MGB during the early part of 2002 to be sure it could withstand the test of Texas. New radiator, new hoses, new water pump, the works! Art, if you don’t know, is an MG friend we met at the NAMGBR in St. Louis in 1993 where our B suffered some engine difficulties. Art, very knowledgeable in MGs, fiddled with the ‘whatzit’ and faddled with the ‘gulp-valve’ and installed spark plug number 5 in our B to overcome the difficulties. The vehicle continues to run quite successfully on 5 spark plugs to this day. But as the departure day came nearer and nearer another MGB came up for sale and we took the opportunity to add this other MGB to our family. Now the 1973 MGB was reclassified to “2nd” choice and we decided to take the newer ’77 B to the Texas challenge. And we’ll never know if the ’73 would have made it or not. Oh well.

The first two days of this adventure have been recorded in the September 2002 issue of the newsletter. Debi and I were now embarking upon the start of day 3 and we were ready to leave Lancaster, Ohio behind. But before I take you on the road to the next “situation”, I must first go back to the original departure from Greely on day number 1 and inform you of a special event that plays a part in the story...

It was early in the morning on June 28th when we were leaving our driveway in Greely. As we slowly drove up the street past our very good friend and neighbour’s house, our very good friend and neighbour, Anne Lavoie, ran from her front door and waved frantically at us – motioning us to stop. She had elected herself to be the neighbourhood ‘Good Wishes’ departure committee and she just wanted to offer us words of encouragement and blessings for a safe journey. We accepted them graciously. And furthermore, she gave us a wonderful bottle of homemade wine to take along with us and drink at the car show in Grapevine. The wine was previously made by her husband, Bob, for their daughter’s wedding and Deb and I had sampled it as guests at that occasion earlier in the year – it was a wonderful wine! As we sat in the car in the Lavoie’s laneway, we were made to promise that the wine would be consumed on some romantic evening at the convention hotel in Grapevine, Texas. We accepted this condition and stored the wine safely for the journey. Then we zipped out of Greely and were on our way as described in the September 2002 issue of the newsletter. Now back to day 3:

You may remember from the previous newsletter issue story that both day 1 and day 2 were days of many, many miles travelled and several events to never be forgotten. Day 3 was another “many miler” – about 300 miles if the records we kept are to be believed. The sunshine was with us for the entire day as we headed further south and west. Our target for the end of day 3 was Elizabethtown, Kentucky. With a zip and a zap on some pretty good secondary roads we were able to avoid the city of Lexington, Kentucky. And by remaining off the major interstate highways and trying to run only on well kept state highways we felt we would be able to cope with the heat of the day. A couple of water bottles kept us company and we filled them at every opportunity.

About 100 miles or more out of Lancaster, Ohio, just as you cross into the fine state of Kentucky, is a small place called Maysville. And it was almost time for gas and water and lunch. And it has always been our practice to have lunch in a place where there was a shopping mall with a restaurant so we could relax and cool off and do a bit of a walk-about before taking on the afternoon heat of the highway. But Maysville has no shopping centres. No shopping malls at all, and almost no store-fronts either. The place looked big enough on the map, but it sure was not the same in ‘real-life’. Most of the businesses were boarded up. The houses were run-down shacks on streets that had grass and weeds growing all about. There were not too many people around, except at

the big old barn in the middle of town. And when you could see some local folks out-and-about, their appearance was kinda creepy. Half closed right eyes. Missing teeth. Scraggly hair. Dusty shirts and coveralls. This was mainly the guys that drove the pick-up trucks. I couldn't see their passengers too well because of the noon-day sun on the windshields and I really didn't care about them as we were watching for a lunch stop. I suppose it was best that we never did find a spot in Maysville as I'm sure I would have had some concern about what would be on the "specials" lunch menu. We had to go a bit further before we could break for lunch. And all the while, I'm thinking of the end of the day - and the martini and the dinner that awaits us in Elizabethtown.

Well, the end of the driving day did meet up with us in Elizabethtown but the martini was nowhere to be found. It was late on Sunday afternoon and the Red Roof Inn did not have a bar. So we walked to a nice looking restaurant just down the road called "The Texas Outlaw". Surely here we could get a big shot of gin or a glass of wine or a pitcher of beer. Nope! No chance! It was Sunday in a dry county. There wasn't a drink to be had inside a 25-mile radius. No way! Nothing! Our hunger for dinner told us to stay and eat at this place and the food was quite good, even though we had to drink water and soda pop with it.

But what would we do for a nightcap back at the hotel?? More water, I guess!! Then when we got back to the hotel room we remembered the Lavoie's gift of home-made wine. Then we remembered the Fortin's promise to consume it only on a romantic evening in Grapevine, Texas. Then we discussed the pro's and con's of having no nightcap and the pro's and con's of breaking a promise. The discussion between us was lively and direct and worthy. And we came to a final decision. We would make the evening romantic, we would pretend it was the convention hotel in Grapevine, Texas and we would consume the wine. Done!

Day 4 was a carbon copy of day 3 in terms of weather. Sunny! Hot! Not many clouds! Not much breeze except when we were on the road. But with water-bottles by our sides and by staying off the interstate as much as possible, we managed to cover about 375 miles and we found ourselves in West Memphis, Arkansas. It was July 1st but the folks in this area of the USA were only thinking of their July 4th celebrations that were coming up soon and even some of the people we chatted with were quite unsure of where Canada was on the map. One of the people who did at least know where Canada was asked me if I knew his former brother-in-law in Montreal?? I pretended to have met him once at a party but I did not get into specifics. The guy seemed pleased. Go figure! We stayed at a Holiday Inn in West Memphis but we were disappointed at the look of the restaurant facilities when we peeked in to check it out. It looked like a lunch-bar with sandwiches and self serve ice crème and it did not appear to have a 'martini' machine. As good fortune would have it, there was a Sheraton hotel real close by with a nice looking restaurant called "Ciboney's" so we strolled across the road. This was not a dry county. There were linen tablecloths and it was dinnertime. The universe was unfolding much better now than it had over the last few days.

Care to guess what the weather was like for the entire day 5? More sun. More heat. Less clouds. And again not much breeze except what we caught on the road. Another '300 plus' miles got us all the way to Texarkana, Texas. A dinner at Garfield's Restaurant and a Best Western hotel closed this scorcher of a day. Tomorrow we would be in Grapevine, Texas after a mere 225 miles on day 6. And so it was a total of 1878 miles from door to door with a pile of "situations" and "conditions" that seem to follow us on every trip we take. Worth every inch!

SKI TRIP 2003 INFORMATION

- **Date :** February 7th - 9th, 2003 at Gray Rocks Condos
- **Prices:**
 - Two bedroom: \$93.50 per person, per night, before taxes,
 - includes: full buffet breakfast, 2 day lift ticket, access to fitness centre, pool, etc
 - One bedroom = \$122.75 per person, per night, before taxes,
 - includes: full buffet breakfast, 2 day lift ticket, access to fitness centre, pool, etc

Call Jordan to set up your reservations. Mid-winter MGers on the slopes. This event is always a great one.

ALL YOU MG FOLKS ARE INVITED
TO THE OTTAWA MG CLUB CHRISTMAS PARTY

Saturday, December 7th at 7 o'clock

Come dressed in your nice seasonal casuals!

Bring your significant other!

Bring your car if you dare!

There'll Be Food - Drink - Music - Laughter - Friendship and Good Times For All

At the home of Mark & Heather Evenchick, 2177 Braeside Avenue, Ottawa

Please bring your favourite beverage to enjoy. The club provides the food.

There Is No Charge For The Party, However, It's Become A Tradition For Each Of Us To Bring A Non-Perishable Food Item Donation For The Ottawa Food Bank!

Please RSVP before December 1st and call Len at 821-3140

MG Folks: This annual event is something I look forward to each year and I strongly encourage you to come out, join in and take part. For those who are longer time members of the club, I'm sure you would agree that the Christmas party at the Evenchicks is a classic annual event, not to be missed. And for the newer members, I want to be sure you know that this event is for **all** MG Club members. It's an event that gets all us summer-time drivers and navigators together in the Christmas season to enjoy the company of good friends. Music and song and stories fill the evening. We can raise a glass to toast the season. The food is great. You will be smiling for weeks after. Mark & Heather are the folks that let this magic happen.

JOIN US AND MAKE IT HAPPEN!

The Evenchicks live at 2177 Braeside Avenue, in the Alta Vista area of Ottawa, from Alta Vista Drive, turn east onto Kilborn Avenue then north onto Braeside Avenue. If you need more specific directions, just give me a call. Len Fortin

OTTAWA MG CLUB EVENTS CALENDAR 2002

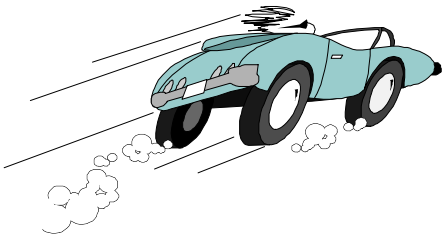
→ MG Club Highlight and Feature Events ←

	Month	Date	Day	Event	Time	Contact
	Nov	21	Thr	Ottawa MG Club Meet @ Louis' Restaurant (Annual General Meeting - Review of the Events Calendar 2003 and Presentation of the Hugo Leech Award)	7pm	Jordan
→	Dec	7	Sat	OMGC Christmas Party All MG Club drivers & navigators invited. Food provided by the club. Bring your favourite beverage & a non-perishable food donation for the Food Bank.	7pm	Jordan and Len



Ottawa MG Club Fall Colour Run – October 2002

Cheepo Cheepo 03



The cars may be parked for the season but your club is already planning for the next summer of pleasurable driving. Here's a date to mark on your new 2003 Calendar:

Cheepo Cheepo 03 June 7, 2003

More information will follow in the January Newsletter.