



OTTAWA MG CLUB

NEWSLETTER

SEPTEMBER 1999

volume: 9 issue: 5

* **Monthly Meetings - 3rd Thursdays** *
* **Louis' Restaurant, Cyrville Road** *
* *
* **Debi Fortin 821-3140** *
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* **Mark Evenchick 521-3097** *
* **et1@netcom.ca** *
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* **John Dallaire 725-1536** *
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IN THIS ISSUE:

- 1) **The White Lake Splash Report**
(another great day, another great event)
- 2) **OK Croquet!**
(a croquet report, the VW way)
- 3) **The Monte Carleton Report**
(with notes about the Boot'n'Bonnet)
- 4) **Laws For British Sports Cars**
(some funny, most true)
- 5) **Preparing For The New Year**
(y2k is on the way)
- 6) **More On The Drive Clean Program**
* (important information)
- 7) **Eric & Terri's August Adventure**
(no relation to Bill & Ted!)
- 8) **Events Calendar**
(its getting shorter by the month)

Upcoming events:

Bronte Park
Car Show
September 18-19
meet @
Richmond Bakery
Sat. Sept 18, 10am
(rooms available,
contact:
Paul Williams)

Fall Colour Run
Sunday, Oct. 3rd
meet @
Tim Hortons
4060 Carling Ave at
March Road,
Kanata
9:30am

here are a couple of **For Sale** items - many more are listed on the back page:
Factory Hardtop for an MGB in good condition \$150 obo. Intake and exhaust manifold for '80 MGB with Zenith Stromberg carburettor and air pump. Real cheap - make me an offer. Dennis 247-9446
* * *

----- **News Briefs About Recent Events** -----

August monthly meeting "Pit Stop Rally" trophy winners:

1st place: Dick & Doug, 2nd place: Gilles & Troy, 3rd place: Bert & Jennifer

The North American MGA Register Convention in Grand Bend, Ontario, July 21-23:

Len & Debi Fortin were there in their 1960 MGA. What was so great about it? Over 100 MGA's to look at and lots of people to meet and lots of places to go a lots of things to do. More news about this trip in subsequent newsletters.

The North American MGB Register Convention in Vancouver, British Columbia, July 7-10:

Len & Debi Fortin were there in their 1973 MGB. What was so great about it? They got to see their grandchildren in Victoria (oh, ya, there were a bunch of cars and some things to do too) More news about this trip and the grandkids in a subsequent newsletter.

The 1999 White Lake Splash

In many situations, the phrase "better late than never" applies. It certainly did when it came to our participation in this year's White Lake Splash event.

We got there late, but we were sure glad we got there! We were delayed because of some other events that had to happen on the Sunday morning, so we were unable to join the others at either meeting place (Bayshore Shopping Center at 9 am and / or the General Store in Pakenham at 10:30 am). So I can't tell you much about the first couple of hours of "the splash". Except, perhaps, that the weather was superb (because the sun shone brightly all day), and the food was great (because it was almost all eaten by the time we got there) and the company was wonderful (as it always is with such great hosts as John & Janet Dallaire and such fine folks as MGers!).

It was around 3 o'clock when we got there with the "A" (me driving and Emmett navigating) and the "B" (Debi driving and Connie navigating). With a warm welcome all around we joined right into an "already in progress" fine afternoon on the dock. Besides us, as the latecomers, and our wonderful hosts John & Janet, the "splashers" included Ihor & Heather; Karl & Penny; Tom & Dianne; Dave & Helen; Jim & Louise; Ivan & Katie; Dalton & Chris; and John & Betty. The lake swim was refreshing although the annual, usual Dave Moore "curb service" to the floating platform was not operating after 3 o'clock. The boating was a blast as John zipped around the lake a number of times with a variety of MG passengers.

As the evening hours started sneaking up on us, most folks headed for home. Then, when the sun started heading for the horizon, the few remaining of us took another boat run to watch it set across the water. The sunset was spectacular even though it was the indicator telling us to head back to town too. A great "splash" with a record crowd turnout! Thanks to Janet & John! This is a summer event that we could consider holding a couple of weeks earlier in August to take advantage of longer hours of sunshine.

OK CROQUET!

by Ralph and Doris Landry

Guess where Waldo, aka Ron Cashman, and some of his VW friends were the afternoon of July 18th? We were guests of the Ottawa MG Club's annual Croquet Match held on the grounds of the Fortin and Lavoie residences in Greely.

The Volkswagen Club was represented by the following highly trained sports-minded people: Waldo and his Ami de Coeur, Michelle, Micheline and Rick Lane, Bob Lyons with friend Alison, Ron and Liane Bell with daughter Allison and friend Allan, plus Shannon Lee Mannion and late-arrival Jim Robinson. Thus, Team VW.

These elite VW owners were able to pull off a coupe of the summer (by hook or by crook) by accumulating eleven points to the Triumph Club's six and the MG Club's measly two points. We will be seeking the assistance of a Specialized Consultant in order to add a unique VW touch to the overly TR and MG accented trophy. The spoils of our victory, sans emendations, will be available for public viewing at our next meeting.

The group would like to extend well-deserved thanks to Len and Debi Fortin and the Ottawa MG Club for the hospitality which included a hamburg and hotdog buffet with all the trimmings, including several choices of cake for dessert.

On our return trip home, five Volkswagen's made a pit stop at the Bank and Heron Cruise night where we re-hashed a most enjoyable sortie.

The Monte Carleton Rally to the Boot'n'Bonnet All British Car Day - August 22, 1999

Mark Evenchick told me that there were 25 cars out for this year's Monte Carleton Rally. And a huge majority of them were

MG's. I'm afraid I was a bit late at the starting gate, so I didn't get to see everyone until the end in Kingston's City Park. What a turnout! What a day! What an event! Great on all accounts!

If you have been an Ottawa MG Club member for many years, you may remember the Monte Carleton Rally as a fine annual event. A fine annual event that awarded a trophy plaque to the participating car club that did the "best" at what ever it was supposed to do for that particular Monte Carleton year event. One year it was a best time over distance challenge. One year it was a best speed over distance contest. One year it was a best route selection event. One year it was a most correct puzzle answers contest. One year it was a best pre-determined average speed rally and so on. The Jaguar Club of Ottawa often won the trophy plaque, with an occasional hit by the Ottawa MG Club. A past president, Hugo Leech, often sought ways to ensure an Ottawa MG Club win over all other clubs, but often was frustrated in his attempt and another club would be awarded the trophy plaque. I guess the MGers weren't up to the task of winning. (See the article "Preparing For The New Year" for a hint about why winning isn't of paramount importance to MGers)

This year's version of the Monte Carleton Rally, however, did result in an Ottawa MG Club win. And the top three driving teams were MG people also. The third place Bronze Cup went to Bert & Jennifer Ljungstrom with a 75% result (45 correct answers out of 60). The second place Silver Cup went to Gilles & Lorraine Leduc with 87% result (52 correct answers out of 60). The first place Gold Cup went to John & Betty Allerton with an almost unbelievable 97% result (58 correct answers out of 60). Three top notch driving teams that did well and deserved the 1st, 2nd and 3rd place awards and helped confirm the Ottawa MG Club name on the 1999 Monte Carleton trophy plaque. Congratulations folks and thanks for the effort. Hugo would be very proud of each one of you!

The criteria to win the overall trophy this year was to be the marque / club with the highest average score of the top 10 cars in the rally. MG's held only two of the top three positions, because although third place winner Bert & Jennifer are Ottawa MG Club members, they did the rally in a VW as their MG is not yet on the road. After the numbers were crunched with paper and pencil and confirmed the electronic way, MG had the overall win. The individual awards for the 1st, 2nd and 3rd place were of equal importance and were awarded on the results of a cross-word puzzle to be completed from clues given en route to the Boot'n'Bonnet All British Car Day. Results of the rally are published in this newsletter for your review.

The rally got underway from the RA Center on Riverside Drive in Ottawa around 9 am. The rally masters provided a driving plan and a series of clues and questions. Participants then headed for the Kingston City Park finish line, along the prescribed route, all the while keeping a sharp eye to locate the answers to the clues and questions on the information sheet. With the driver following the driving instructions, both the driver and the navigator keeping a watchful eye open and the navigator filling in the answers onto the crossword puzzle, it was a busy, but pleasant, run to the Boot'n'Bonnet All British Car Day.

The weather made us all wish that there were more hours in the day. And with so many old friendships to revisit, so many cars to see and so many new faces to be introduced to, the afternoon went by like a speeding bullet. There was a quiet time around lunch when the BBQ hotdogs, potato chips and sodas were served. And there was an extra special treat, brought by Jennifer, in the form of some very tasty dessert goodies. Thanks Jennifer!

The trip back home for us was also a good one as we were able to take a dinner break in Westport. A bit of a shower did pass over while we were eating, but the deck umbrella was up to protect us and so were the tops of the cars to protect them.

The folks from the Boot'n'Bonnet Club knew that this was the best turnout yet for their All British Car Day. And both you and I know that it's a fine thing to combine club events to show support for each other.

Note: full rally results and answers will be in the November issue of the newsletter.

Preparing For The New Year

You may remember a survey being conducted a couple of years ago when the annual membership renewal process was in full swing. The club executives at the time felt it necessary to be certain that the club was doing the right things for club members. The responses received with the renewals clearly indicated a number of important points. Casual, informative, fun monthly meetings were favoured. Non-competitive rallies were favoured. One or two day driving outings were favoured. These results were renewed in my memory by the events of the last few weeks in August: the White Lake Splash of August 15; the regular monthly meeting of August 19; the Monte Carleton Rally of August 22; and the All British Car Day (conducted by the Boot'n'Bonnet Club of

Kingston) of August 22.

I saw these recent events as successful and fun and I hope you did too. I suppose it also helped that the weather was great and no one was injured (except, perhaps, for a bit too much sun) and no one experienced serious car trouble. But the success of those events and the fun experienced on those days clearly re-confirmed the favoured approach for club plans. The White Lake Splash was a record breaker! The monthly meeting was well attended. The Monte Carleton was great. The Boot'n'Bonnet All British Car Day experienced its best year yet.

If these kinds of events are NOT what you and your navigator and your MG are looking for, you should be talking to one of the club executives. Although I find it hard to believe, the fall weather is just around the corner and not too long after that the end of the year will be upon us. The club's new-year planning session takes place in January, so comments and feedback would be appreciated before that time.

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The Laws for British Sports Cars

By Don Hayward, Waterville, OH.
Reprinted, by permission, from Moss Motors' Summer 1985 Newsletter.

Most of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like "For every action there is an equal and opposite reaction" and "If you sit under a tree long enough, an apple will eventually fall on your head, provided you are sitting under an apple tree."

Isaac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large, protective hats.

Newton's Laws made sense for hundreds of years, and everybody believed them. They believed them right up until British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed.

Many distinguished scientists have worked their entire lives to try and figure out why British autos never seem to obey any scientific laws known to man.

These eminent scientists, with names like Morris, Healey, Leyland, Mowog, and Murphy, shook the scientific community when they published their new theory of mechanical behaviour called "The Laws for British Sports Cars." Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

1. Law of Peculiar Random Nomenclature

The name of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is wholly devoid of meaning. This law explains why British cars always have spectacularly bad names like 'XKE' or worse yet, 'MGBGT'.

2. Law of Cryptic Instruction

Any book, manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect. Most people are familiar with this law. Here is an excerpt from page 132 of the MGA shop manual: "Before rebushing the lower grunion banjos, you must remove the bonnet facia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of this manual have failed.

3. Love of Hardship Law

The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner. You buy a British Sports Car. You have had it a year and a half, and have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "It's like part of the family, and besides, it's so much fun to drive." British Sports Car owners often stare into space and smile a lot. This is referred to as the "Foolish Person Syndrome."

4. Law of Non-Functional Attributes

All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis. This is also known as the famous Lucas Electrics Law.

5. Recently Discovered Component Failure Law

Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail. Case in point: I have owned a rather natty MGB for six years. I never knew there was such a thing as a 'Gulp Valve' until I saw new ones offered for sale by Moss Motors. The next day, driving my MGB to work, the Gulp Valve fell off the motor and was run over by a truck. I do not know what the Gulp Valve gulps, nor do I particularly care to know, since it sounds messy and dangerous. But I figured I would buy a new Gulp Valve and install it myself. One look at the shop manual and I decided to have somebody else install it (see Law of Cryptic Instructions, above). While I'm driving the car over to the local repair establishment, I notice that the MGB is performing just as well as it ever did and that the loss of the mysterious Gulp Valve has not had any effect on its behaviour. I figure this is due to the Non-functional Attribute Law, which means that the Gulp Valve probably wasn't gulping anything anyway, so I decided not to replace it after all. Three days later the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the Love of Hardship Law, offered to take the car off my hands for \$100.00. I just smiled.

Eric & Terri's August Outing

By Eric & Terri Stephen

What is one to do? August is here, the kid is away, and we have some time off and an MGA Roadster just begging to be driven! Niagara we think. Land of love and wine. I got on the Internet and started browsing for information on wine tasting in the Niagara region. After deciding on what we wanted to see and where we wanted to go, I made a call to Vineland Estates Winery. The web page mentioned that they had a cottage to rent, on their estate (complete with pictures). I was looking, I explained, for a couple of night's accommodation in mid-August in the Vineland area, and their site seemed perfect! As serendipity would have it, they had just received a two-night cancellation for the 17/18 of August! Accommodations being secured we loaded up the suitcase, strapped it onto the car and headed out on the 16th. The trip down was uneventful, save for the rain we hit between Peterborough and Markham, which was quickly solved by erecting the top (under suitable cover, of course). On arriving at the estate, we found we were somewhat early and that the cottage was just being set up for us. Niagara Falls, it was mentioned, was a scant 20 minutes down the QEW and since we had neither been to the Falls for in excess of 30+ years the prospect sounded intriguing. The staff at the cottage kindly took the suitcase and we headed out to the "City of Love".

It was brutally hot that day and after securing parking just a 50-step walk from the falls we started our tour. The mist rolling across the falls was refreshing, the gardens were perfection (almost exactly as I had remembered them) and the falls were magnificent. We decided, since Terri had never been, to take a trip on the Maid of the Mist. I don't remember the Maid getting so close to the base of the falls and the sound of the water thundering into the basin was deafening; however, we had a great time and came out somewhat soggy. Since it was late in the afternoon, we decided that we should head back to the cottage. On our arrival, we found some beautiful roses and a plate of cheese, crackers, fruit and paté along with a fine bottle of wine. After a quick shower I made late dinner reservations at the Estate restaurant and we settled in on the veranda with our treats and watched the sun set. Dinner was fabulous (although somewhat expensive) and the staff attentive. So much so, that at the end of our meal, they broke out a bottle of their ice wine for a treat (on the house). On exiting we noticed, once again, the huge tree in front of the restaurant along with what seemed to be a collection of very intricate outhouses.

Replete and tired, we retired to our cottage for a well-deserved sleep. I fully intended to check out the tree and "houses" the next day.

Dawn struck about 10 am. And we put together a hardy breakfast from the supplies provided in the cottage and decided to head out onto the "Wine Route". We carefully chose our route to ensure that by late afternoon we would be close to our home away from home. As you are likely aware, the Niagara wine region is broken into two distinct areas: the Vineland/Beamsville area, and the Niagara-on-the-Lake region. Somewhat farther afield is the Pelee Island region. For this trip we chose the Vineland region. We started at Cave Spring Cellars and headed west taking in Stoney Ridge Cellars, Willow Heights Estate Winery and Magnotta Cellars. Turning and coming back east we took in Thirty Bench Wines, EastDell Estates, De Sousa Wine Cellars, Lakeview Cellars Estate Winery and ended up back at Vineland Estates Winery. We sampled some not so good and some extremely fine wines. Those chosen for purchase were not available through the LCBO. Most impressive from our point of view were the wines produced at Magnotta, Stoney Ridge, Cave Springs and Vineland Estates. We found the Chardonnay (Stoney Ridge Reserve and Magnotta), Vidal and burgundy style reds, especially the Magnotta Cabernet Sauvignon and Vineland Merlot Cabernet Sauvignon to be the real finds.

On our return to Vineland Estates we decided to check out the tree and accompanying (as it turned out) "houses". The tree turned out to be the "Canada Tree". The tree had been assembled, from tree stock collected across the country. The roots came from an old growth oak from PEI and the tree proper was assembled from large chunks of wood collected from across Canada, which were lovingly carved and assembled. It stands 30-40 feet high, is transported in four sections, and has approximately 1,200 wooded artifacts imbedded in it. Each artifact had been donated, along with a story associated with the specific artifact. Together, the tree is becoming a repository of Canadian oral history and folklore. The "outhouses" turned out to be display cases containing even more artifacts that had yet to be mounted in the tree. We had an opportunity to speak with the artist who dreamed up the concept and brought it to fruition. Tyler gave us a history of the tree and was able to relate the story associated with each artifact we inquired about. The topper was a piece of floorboard donated and signed by the Woodlock sisters of Pugwash, N.S. Both Terri and I had grown up with Maureen, one of the five sisters!

We retired once again to our little cottage, and cooked up a dinner that knocked our collective socks off. Of course we had yet another offering from the Estate to wash it all down. I'll publish this in the electronic version of the Newsletter, at a later date. After a solid nights sleep we loaded up the car and headed home. As an aside, until one goes on such as an extensive drive as ours (700+ miles), you don't truly realize how many of your tax dollars are being "spent for you" on road reconstruction in this Province (but that's another story).

Ontario's Drive Clean Program

by Gilles Leduc

Some members of the Club may be confused by the Drive Clean Program of the Ontario Government, because of advertising on Toronto stations which broadcasts into Eastern Ontario. This has prompted me to do an article on this subject after researching the Ministry of Environment Web Site.

First, Eastern Ontario is mostly exempted from this program. The program applies to owners of passenger and light-duty vehicles in the Greater Toronto Area (City of Toronto, the Regions of Halton, Peel, Durham and York) and in the Hamilton-Wentworth Region. Enforcement of the emissions tests through vehicle registration and ownership transfers begins April 1, 1999. The first Drive Clean facilities will begin official testing of vehicles affected by the program in January 1999.

In 2001, the program area for passenger cars and light-duty trucks will expand to 13 urban areas and commuter zones in southern Ontario between Peterborough and Windsor. **Not in the Ottawa area.** Ontario plans to require every heavy-duty truck and bus in the province to pass an annual Drive Clean emissions test starting by summer 1999. **(Including Ottawa)** To complement the annual testing, Ontario's Smog Patrol will be conducting random roadside testing of suspected polluting vehicles. Any vehicle in Ontario with excessive, visible emissions could receive tickets **(Including Ottawa)**.

Why does Ontario include only cars more than 3 years old and less than 20 years old? Light duty vehicles 0 to 3 years old represent about 22% of the vehicles. Newer cars, usually well maintained, are covered by a warranty, and usually have very clean emissions as a result. Light duty vehicles of 20 years or older represent only about 3% of vehicles on the road, and in most cases are collectors that are cared

for by their owners. The effectiveness of the program would not be increased by much if these model years were included. Program effectiveness would be reduced if more model years were removed from the program. The program includes the majority of vehicles, and these are the vehicles most likely to be excessive polluters.

Which vehicles are required to pass the test? If you own a passenger car or light-duty truck **in the Drive Clean program area**, it will have to pass a Drive Clean test every two years prior to renewing the sticker on the licence plate. This applies to vehicles that are more than three years old and less than 20 years old (based on the model year of the vehicle). You will be notified up to 90 days before the deadline for renewing your vehicle licence plate. As well, the test applies at change of ownership. If your vehicle is less than 20 years old, and if the ownership change must have a safety certificate to be effective (eg. at resale), it must also pass a Drive Clean test. Vehicles 20 years or older, light-duty commercial farm vehicles and motorcycles are exempt.

OTTAWA MG CLUB EVENTS CALENDAR 1999

-----> MG Club Highlight and Feature Events <-----				
date		event	time	contact/info
September 16	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Third Tirekicker and Walkabout - MGB's/ waterless car wash)	7:30 pm	Debi
17-19	Fri-Sun	British Invasion at Stowe, Vermont		
-----> 19	Sun	Bronte Creek British Car Day (travel Sat. Sept 18 - meet @ Richmond Bakery 10am - rooms available contact Paul)	10:00 am	Paul
23-26	Thr-Sun	Alex Bay Race Around The Houses (NEMGTR - GOF MK 68)		Len
-----> October 03	Sun	Fall Colour Run (tech & craft) (meet @ Tim Hortons 4060 Carling at March Road, Kanata)	9:30 am	Jordan / Debi
21	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Indoor Rally - Len)	7:30 pm	Debi
November 18	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Annual General Meeting)	7:30 pm	Debi
-----> December 11	Sat	Ottawa MG Club CHRISTMAS PARTY	7:00 pm	Debi

The Ottawa MG Club event calendar and event photos can be found on the internet at: <http://www.geocities.com/motorcity/downloads/7189/omgc.html>

Basement full of Midget parts and a few MGB parts. Name a Midget part, I have a handful of 'em. Also for sale, a Rover V8 engine. The engine that the MGB-V8 uses and is a popular and fairly straightforward conversion for MGBs. All the stuff is itemized on my web site.
Trevor Boicey, tboicey@brit.ca <http://www.brit.ca/~tboicey/>

MGB FOR SALE 1977 with lots of extra parts Call Gwen at 224-2415

1960 MGA, red exterior , black interior, whitewall tires, 70,000 miles on the odometer, engine rebuilt 2 years ago with only 1,300 miles on the rebuild, has been babied all its 20 years with me, won best of show in '88 locally. Wayne Heuber (613) 646-2788 - Price \$10,000

Like new blue tonneau cover for a pre 1969 MGB as it has no pocket for headrests. There are no tears and zippers are rust free. Price \$100. Steve Calder 902-462-8108

Email with wants! Could make a whole car with the good used parts available for 70-80 MGB's.
Bryce Mack, Classic Auto Restoration Services
Main page: <http://members.home.net/bmack99/paneldocor/>

1979 MGB For Sale - The engine has been totally rebuilt with the following performance parts: Kent Cam, duel timing chain, new lifters, valves, pistons, rings and bearings. The head was shaved and tuned and hardened valve seats added. The engine and engine compartment have also been detailed including an cast aluminum valve cover. The exhaust is stainless steel from the exhaust header all the way to the back. The exhaust header is tuned for the car and is wrapped to help keep the engine compartment cool. The cooling system features a new (original part) radiator and new hoses. The ignition system has been upgraded to the Lucas Sport Coil and Crane Cams XR700 photo electric ignition system. New plug leads and other hoses. The fuel system has a new fuel pump and a Weber DVG carburetor has been installed. The net result is a '79 B that performs better than most of the late sixty and early 70 Bs. The standard five gear transmission is original and in good shape as is the rear differential though the differential will need overhaul soon. The suspension system has been overhauled with new valves in the front and SPAX Gas Shock conversion kit added to the rear. The result is a smooth ride with little of the body sway normally found with the Bs. There is a SPAX Gas Shock conversion kit available for the front end and this modification would further enhance the cars performance. The wheels (all five) have been sand blasted and refinished. The car is riding on new (less than 5,000 km) Yokohama SX707 summer radials, the spare tire was also replaced with the same. The brakes have also been recently overhauled. The body has been totally rebuild with all metal parts, no fibreglass or filling compounds used. The car has not been driven in the winter since that time and has been rust treated prior to storage since '91. The finish was recently

refreshed by professionals by wet sanding and polishing. The engine compartment and trunk are detailed. A front air dam has been added as well as a trunk rack. The roof is new. The interior carpet has been replaced with new (original part) carpet and custom made walnut door rails have been added. The gear shift knob is also walnut. All the instruments work as does the heating system. The windshield was replaced in '91 and is still in very good condition. The doors have been overhauled with new fittings and rubber for all windows. The extras include tonneau cover and custom fitted car cover. Also the car will come with a number of MGB books as well as several work shop manuals. All past maintenance receipts are available. This car's detailing is near completion and could easily be a concourse car with a little more work. The performance of this car is excellent and it is a pleasure to drive!

Asking \$9,500 includes shipping - or - \$8,000 you transport it. For more information contact Ian Hughes at:

Phone: (306) 345-2896 Fax: (306) 345-2166 Email: sihughes@dlcwest.com

George Merryweather Sale continues through September 24, 1999. Convertible Tops, Tonneaus, Car Covers, Side Curtain Covers and a few assorted bits like top anchors, wing bolts, and some top frames. Classic Restorations will discount the Moss sale price by 15% and include free UPS ground shipping.