



OTTAWA MG CLUB

NEWSLETTER

SEPTEMBER 2000

Volume:0 Issue:5

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>

<http://www.hr-dept.com/omgc>

old site, and

new site for your review and comments

MG FOLKS

Please note
September's
meeting is at
Louis' as
usual - but
October's
meeting is at
the Cock &
Bull Eatery in
Bells Corners.
This is a 'west
end' meeting!
BE THERE!

Monthly Meetings 3rd Thursday

@ Louis' Steakhouse, Cyrville

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IMPORTANT NEWS ABOUT SEPTEMBER & OCTOBER MEETINGS

September 21: at Louis Steakhouse as usual!!!!

This month is the final Tire Kicker meeting of the year, so bring your MG and join everyone to share a boot and / or a bonnet. It may be the last monthly meeting where the weather will permit such things outdoors. If the skies are poor, there will be lots of time for stories and pictures inside. Trust me on this one!

October 19: at the Cock & Bull Eatery in Bells Corners!!

The 2nd Annual Indoor Rally will be conducted at the October meeting. No "special" skills needed for this. Just a map and a sense of direction. Oh, oh, this may leave some of you out... well, come along for the fun of it anyway. It's never too late to learn and MG people can be very forgiving I understand. Yah, right!

Welcome to new members:

Chris & Kate Waitman
Dan & Louise Brien
Kep & Lou Phillips

Metcalf
Ottawa
Green Pond, NJ

' 58 A

' 76 B

T types

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

The Buster's Snack Shack Get-Together - A Rainy Evening With Dalton

The title says it all here, and I could just let this one go at that, but there are a few things to be said about this event. Debi and I were to meet Ivan and Katie at the Swan for dinner before heading to this Kemptville get-together. But Ivan arrived at the Swan in a non-MG with bad news of a crack in the exhaust manifold of his 'A' so he was out for at least the next few days. Then, on the way to the Snack Shack site, Mrs. Weather dealt us more rain (like she had been doing most of the season) Upon our arrival, Buster's was ghost-townish. Not the usual 60 - 70 antique and specialty cars but barely a handful. Dalton was there waiting for other MGers, dressed for the rain occasion, with his 'B' holding down the British Car row. And when we arrived, now we were two MGs. Debi and I were going to stay till about 8pm, then we were to head for Cleveland, Ohio and the NAMGBR Convention. Tom Hollington-Sawyer showed up a few minutes later with his two boys in the GT - and when he saw me there (and he knowing he had not sent his membership renewal) he joked, "Guess I'll have to pay my club dues now, eh, Len? You must show up at all these events just to collect from us delinquents!" It was a pleasant surprise to see Tim Haxton and Liz, although they were driving a non-MG, as they had moved recently from the Pembroke area to the Oxford Station area. After a brief walk-about and a raffle draw the evening was over for us and we were on our way to Cleveland. And well, as I understand it, the rest of the evening can be best described in one word - WET !

The NAMGBR Convention in Cleveland - Wonderful (in between the rain) In Ohio

It was a dark and stormy night when we left this part of the world for Cleveland, Ohio. (Perhaps you read about it in the newsletter article titled "The Buster's Snack Shack Get-Together - A Rainy Evening With Dalton") We knew we could do the trip in about 10 hours but figured we'd get a head start by leaving early in the evening, drive to Watertown and stay there the night. Mother Nature did not give us her nicest sendoff effort and the cold, damp weather followed us all the way as we headed south. Lady Luck didn't do a thing for us either. When we got to the Watertown area, there were no rooms available anywhere in the vicinity. The closest spot was about 40 minutes away in Polaski, and so we braved the bad weather and headed there. Turns out there was some sort of National Guard all week get-together in the area in Fort Drum and just about everybody in the USA had booked just about every room in just about every motel. Finally, we located a room in a 'less-than-multi-star' motel, (The Redwood Inn) but it's clean and dry and has a bar next door. Lady Luck does her worst again and the bar turns out to be a 'redneck' style palace with two barkeeps and only one patron in the whole place. They don't have any Rickards Red beer. They serve their wine from a box they keep on the top of an old local demolition derby trophy. However, it was quiet and we were still stinging from a long drive with the roof up and the rain coming down. After a couple of sips of our drinks and a few words on the day's events, we called Tuesday night a write-off.

By late afternoon on Wednesday, as we reached our destination, Cleveland greeted us with a humongous, torrential downpour. We were on the eastern side of the city part of the interstate (kind of like being at the hwy 417 / hwy 17 interchange near Ritchie's Feed & Seed), and it was raining so hard, we had to pull over to the side of the road. I couldn't see any of the other traffic in either direction at all. The wipers could not keep up with the rain water. I couldn't see the front of the 'B' at all for about the next 5 minutes. Good thing I brought those towels to mop up the mess and keep our laps dry.

As NAMGBR Conventions go, this was a pretty good one. Lots of MG's! A nice host hotel location. Some parts and regalia vendors. Several tourist opportunity things to see. A good site for the main car show. And lots of nice places to eat, drink and relax. Mary Attwell met us in Cleveland as she drove down a day later. I think there was about 800 cars altogether. We didn't get to see the famous Cleveland Zoo because of the rain, but we did see the famous Rock and Roll Hall of Fame. That was a real treat, although one needs to spend the entire day there to see, hear and read it all. We did enjoy some nice places to eat like Hornblowers (right at the waters edge near the car show) and The Winking Lizard Tavern. And, to my surprise, over 100 Delorean automobiles were having their car show just a wee walk from the MG show. Mary was invited to have her 'B' (Tundra colour and all) right front and center in the show day photograph. And it was good to see Dave and Helene Moore at the show too. They

dropped in for a visit as they were in Cleveland to be with family.

The return trip was mostly uneventful. No breakdowns. We did it in one long driving day, as a convoy with Mary. And we did a usual stop at the duty free. And of course the drizzle and the cold followed us all the way. Weather we liked it or not!

The OMGC Monte Carleton Rally and The Boot' n' Bonnet All British Car Day - All Wrapped Into One Day

If you knew the answer to the Monte Carleton Rally puzzle was "ABINGDON", in the first place, do you think it might have made a difference in the results? Probably not, eh! But for sure, it was an advantage if you had a navigator who knew what to look for from the clues and who could think "on the fly"! For the more than 20 cars that participated in this year's event I think it is safe to say that it was a very good one! Very good route! Very good "make you think" clues! A very good challenge! Ron, my navigator on this run in the 'A', and I took 3rd place. Rick and Marion Beaudry in the 'B' took 2nd place. Penny & Karl Koch, in the 'TD' took top spot and thus their names go onto the Redshaw Trophy. Many thanks to all who turned out to take up the Doug & Kathy McClure "Monte Carleton Rally" challenge. Many thanks to the McClure's for making this year's event a great one. Thanks to the Evenchicks, Mark and Heather and Andy for helping in the pre and post run organization. And thanks to Dalton and Chris for bringing the club tent and sign down to the Kingston City Park finish line in advance of the rally. And thanks to whoever was responsible for the good weather. This is a club of enthusiastic participators and helpers!

This year, Y2K, marks the 9th running of the Monte Carleton Rally and the plaque engraving plates are now full. It has been suggested that the Monte Carleton Rally continue annually with the Redshaw Trophy as the top individual car award, but the focus on multi-club participation change to something else. Hey folks, what would you like to see on this whole issue? You'll get to think about it for a bit and then we'll chat about it at one of our next meetings. We're looking for feedback!

OMGC 10th Anniversary Picnic - Good Weather, Good Food, Good Fun

Folks, this event was another fine and rare example of Mother Nature taking the day off from her usual bad weather offerings and instead, a pretty darn fair day presented itself. Just right for a picnic in the park! Vincent Massey Park was a good central site for this 10th anniversary celebration and lots of folks came out to take part. Many even in their MG's - especially Emmett & Connie Hicks, as this was the first club event in their newly acquired 1980 MGB. Mary Attwell was there. Gilles & Lorraine brought along their bikes on the back of their 'B'. Ken brought his daughter Stephanie in the 'B'. Jordan brought wee Samantha in the 'B' as Heather and the new baby unfortunately had to stay at home. Doug & Kathy brought a bunch of their youngsters and friends. And Rory & Susan brought their tribe. Heather brought kids Andy and Erin as Mark was working in Toronto that weekend. Martin & Andrea brought chocolate chip cookies. Karl & Penny Koch were there and Karl ended up as overall champion of the beanbag toss. Not only did we do the usual picnic things, like chuck frisbee and play croquet; we even did some extra nifty events, like toss tranny parts into buckets, remove and replace spark plugs, toss beanbags through the whirling doors and test our skill with the electronic buzzer game. And we even had a tech session in the parking lot as we gathered to investigate why Emmett's 'B' was overheating. We fiddled with this and jiggled with that and came to the conclusion that it was likely a stuck thermostat and was best left alone for the time being and replace it when parts were available. No one wanted to get too greasy at a picnic event. Besides, it was lunch time! It was a bring your own food and drink event and as MGers, we kept the tradition of having lots and lots to share. Picnics are for fun and this was a fun picnic! Perhaps it should be an annual event where we can celebrate each and every year of the club's history and chat about the future. Lets put our order for good weather into Mother Nature early!

The Richmond Car Show

(also known as the car show in the rainstorm from hell)

It was obvious to me on the morning of Sunday, June 25th that there may not be a large turn out to this year's edition of the OVTC Richmond Car Show. It was wet out. Very wet out! And it was getting wetter as the minutes ticked by. But the day had been planned for a very long time and as fellow members of that big "british car drivers association" we just had to put the roof up on the "B", bring our towels and 'brollies and get out to Richmond to support the OVTC. We were off from Greely at about 9 o'clock and arrived in Richmond just a bit past 9:30am. Boy, it was a wet one! Thank goodness we were able to 'hide' in the large barn/hall when we got there, along with a few very brave OVTC folks and some Jaguar owners. The rain was coming down so hard at times that one could not hear oneself talk because of the rain crashing on the steel roof building. Folks milled about from car to car and from one end of the shelter to the other - amazed that the rain could come down so fast, so hard and for so long. It was a challenge just to make a dash for the bathroom facilities. And to think one could stroll down the street to a local restaurant for a bit of breakfast was unthinkable. You'd be washed away in a moment or two, never to be seen or heard from again.

The OVTC organizers realized that the day was likely to be a 'not-so-good-one' and decided to award prizes and dash plaques early, just before

the noon hour. This, I thought, was a good move. Of course, with the reduced field of participants, our "B" had a chance of winning more than a 'thank-you' handshake as it usually does. We took Second Place! Hey, that was a first! And First Place went to an oldy but goody TR3 with no side-curtains from New York State (I couldn't imagine driving from NY without side-curtains in this weather) But apparently it was the second time in as many weeks for such a travel event by the TR3 owner. Third place went to Hill Goldberg in his Mini. How he got it through the huge puddles outside the building, I'll never know! Now the afternoon did show some improvements, and a few more folks did arrive to participate and peek at the vehicles, but the rainstorm from hell had made it's mark on this car show day. I'm going to bet next year will be a beautiful, sunny, warm day and our "B" will be back to accepting a warm handshake for it's participation.

The Run To North Lancaster - Great Times With The McDonells

Although the skies did threaten all day, we had a wonderful run to North Lancaster this year. Our hosts, Dave & Lise McDonnell, and their boys Sammy and Gil, always go out of their way to greet club members that join in this fine event. And you can always depend on Dalton to find a new and interesting route to get to that area of the province and this year was another fine example of his route skills. Although I had broken the starter pull cable on the 'A' that very morning, we were not to be deterred and decided to take both cars. Good fortune was watching over us when we met the other MGers at the hwy 31 / hwy 43 intersection and discovered that Ivan had a hand crank for his 'A'. We tested it on our 'A' and it worked fine so starting our 'A' was a breeze. But, as most of you know by now, when there can be a technical session - there will be a technical session, and so, several pairs of hands and many tool kits got involved in the fix. There, good as new. No more hand crank needed. Thanks to all the associate Mr. T's in the bunch!

A lunch fit for royalty awaited us as we arrived at the North Lancaster destination. Lise, it was wonderful! And David always insists we drink his beer as we trade stories and experiences. Super Dave! The afternoon hours just zipped by, as they do when one has a good time, and before we headed for home we had to stop at the shopping spots for the benefit of the navigators. Lise led the way to the McIntosh center in the Healey. The navigators got a chance to peek and shop as the drivers gabbed about future events and the threatening weather. Thanks Dave and Lise! May the good crop wizard provide you only the best of farming conditions. May you live long and prosper.

Canada Day In Greely - Good Times In Greely

This was a fine Y2K event. Even the weather co-operated. Considering how Mother Nature treated most of the other events on our calendar, I was very pleasantly surprised to see decent skies and temperature with just the right amount of a breeze. The turnout was pretty good and the Greely Canada Day organizers welcomed us with announcements of our 10th anniversary as a club. Debi and I brought both the 'A' and the 'B' with Emmett and Connie Hicks navigating. Paul & Lorraine Pronovost brought their 'B'. Martin and Andrea Harasek brought the TR6 and the Midget. Dalton Begin came with his V6 'B'. Paul and Kathy MacDonald brought their TR8 (Paul said the 'B' wasn't able to keep up). Paul Williams brought his TR8 ('cause that was what he had at the time). Dick Crouch joined us in his 'B' for a short time too, as he was zipping about from place to place on this pretty good driving day. The main attractions for the Canada Day were kite flying teams from Ontario and Quebec. Very impressive kite flying skills of soaring, zooming and dipsi-doodling in the air. And there were a couple of other antique and nostalgic automobiles for viewing and chatting about. Paul Williams told us all the "We're a small shop" story of his adventure to find a new roof for his vehicle. Paul, you must tell that one again at a winter meeting for the benefit of those that didn't make it to Greely. Thanks to all who participated. I've been told the dash plaques are to be mailed to each participant in September. Perhaps that's a local government approach to timeliness?!

A Report On Y2K Croquet

(if the weather in this report sounds a lot like the weather in the Richmond Car Show report, you must be paying attention to what you're reading)

The day before the Sunday Y2K Croquet (Saturday, July 8) was great. And the day after the Sunday Y2K Croquet (Monday, July 10) was pretty good also. But the day of the Sunday Y2K Croquet (Sunday, July 9) was crappy! The fields were ready. The mallets were ready. The lawn chairs were ready. But it rained and rained and rained and rained. A few VW Club people showed up, including Michael Hickman, with a limited amount of confidence in the weather, and Micheline & Rick Lane returned that awful trophy to us. There was at least one team that could be counted among the Triumph Club ranks - that would be Martin and Andrea Harasek. A few MG folks came out, Mary Attwell; Dave and Helene Moore;

Tom & Diane Smith; Emmett Hicks; and also Dale and Lise Brown from the London, Ontario MG Club (they were visiting family in the area for a couple of weeks and wanted to see what this Croquet Match thing was all about). But the rain didn't let even a single croquet round take place. Still, we filled in most of the afternoon with some photograph album viewing and a lot of chit-chat. Michael Hickman told many a tale of his travels around the world in his VW with the UN. Several of us told tales of historical croquet matches. Some even went outside in the rain to peek in the boots and the bonnets of some cars. So, the result of it all is that the Ottawa MG Club gets to hold the trophy 'till next year. It's a task we have to tackle as we were the hosts, after all. We didn't really "win" it this year, but if we were counting cars in the laneway - there were more MGs than any other marque (and that doesn't include the Fortin "B" and "A" - which normally rest there in Greely) And in keeping with the spirit of the trophy, the OMGC should attempt to add something special to out-do the VW Club insignia that they added from their victory in 1999. We have almost a year to conjure up a nifty gizmo for it. Tom... how about you and Dave "Mr. T" work on that for a while. The sky is the limit. And now that I mentioned "sky" - lets hope for a blue one at next years Croquet Match.

The White Lake Splash Y2K Version - One Hot "B", One Cool Lake, One Grand Day

Somehow, John and Janet Dallaire were again willing to put up with a bunch of MGers again and open their cottage on the lake for a Y2K version of the 'White Lake Splash'. It has become an annual tradition I wouldn't miss for anything. A good day greeted us, weather wise, but a small glitch caught up with Debi and I in the 'B' just outside of Pakenham. Thank goodness we were being followed by Dave (Mr. T) & Helene Moore in their 'B'.

I suppose I had not put the rad cap on solid enough when I checked the 'B' in the early morning at the house. In the middle of nowhere, between Pakenham and White Lake, the steam started to pour out from the hood. I pulled over and Dave right behind me. The others in the convoy, in front, didn't see the event and went along their way. After reviewing the situation it was obvious nothing was damaged but I needed water so Dave and I zipped back towards Pakenham in his 'B' to get a bucket of H2O, while the ladies were left by the side of the road in our 'B'. Barely a mile back there was a house on the right where we pulled in, hoping to get a watering can full of the cool stuff, but there was no such container to be found. Dave located an old plastic pail beside the outdoor pool and with a quick flick of the wrist, he filled the pail half way. I took hold of the handle and, thinking that I didn't want to make a second trip if this amount of water was not enough, I ducked the pail under again and filled it to the brim. "Won't it spill all over the car floor!", asked Dave. "Don't worry," I said. "I'll carry it outside the car as we drive back to the scene of the crime." So as we returned back to the disabled 'B', Debi and Helene saw Mr. T driving lickety split and me holding the precious cargo in a pail outside the passenger side of the car. In no time we were road worthy and on our way again - just in time to see John coming towards us in his search for the lost sheep of the White Lake convoy. We made it and were able to join in the afternoon fun. But, damn it, the afternoon passed by with such typical good-time lakefront speed, we all barely realized it was gone. John took a bunch for a leisurely trip about the lake in the boat. A few of us took a swim to the raft. Janet had arranged for some wonderful food and we each brought our own drink. Some was delivered to the raft by special delivery. And stories and tales, as are the usual complement to all MG events, surrounded the afternoon. Thanks ever so much Janet & John. Superb!

CHEEPO-CHEEPO 2000 - Superb And Under Budget In Gananoque

They don't get much better than this! Great MG vehicles of all models! Wonderful MG people of all kinds! Superb accommodation location! Unique grille badge souvenir! A nifty boat ride! And all below original budget cost, to boot!

As you may remember, we met at the Broadway Bar & Grill and headed out for the first leg of the journey towards Mike and Diane McKinnon's place outside of Carleton Place. Their home was packed with MGs and MG people enjoying the early morning, while sipping coffee and juice and munching on all kinds of goodies. It was here that several folks remarked on Norm Beauvais' MG fan that continued to run for quite some time after the car was shut off. And it was here that several other folks remarked on Dave Gregory's MG shocks and springs that didn't appear to be holding the vehicle very far from the ground. But that was just tech talk and there was more road to cover before the end of the day. Remember the stop on the Thousand Islands Parkway for the picnic lunch? What an outpouring and sharing of food and soda and cookies and goodies! And for several MGers, it was time for roofs up as the weather took a bit of a turn for the worse.

The Gananoque Inn was a fine place for this event. The dinner meal was a bit late, but I suppose it would be quite a challenge for any kitchen to put together 40 fine meals in a timely fashion, so that aside, they still get my approval.

I'm sure it was with a bit of a sneaky grin and a bit of a tongue in the cheek, that the organizers put together the "guard schedule"

for the over-night hours. Remember how each participant's package had pre-recorded times when the driver would take a 30 minute guard shift to watch over the cars as they sat in the parking lot across the street. Most of us figured out the joke early on, but then there was Mary Attwell and some others who were busy preparing for a 3 am shift of careful watching. I think they finally figured it out when they overheard a few others chatting about the ruse.

The boat cruise was a good one. Although it was quite windy and a jacket was a necessity. If I remember correctly, the bar ran out of beer far too quickly - or that's what I heard from Martin and others. And if I remember correctly, the bar only served a white chardonnay wine - or that's what Debi told me. But overall it was an enjoyable cruise. A wonderful planning effort by Gilles and the other folks who supported him for this event. Special thanks to Mike & Diane for their hospitality. The Cheep-o-Cheep-o theme continues to be alive and well and down right inexpensive!

The NAMGAR Convention in Morgantown West Virginia - Driving Roads At Their Best

Would you like me to tell you about the weather in the Ottawa area as we left for Morgantown this summer? Or can you guess? Yeh, it was cloudy and cool and rainy. Good thing Debi and I had finished the repairs to the 'A' roof and to the side-curtains. Or so we thought! As we were heading south along the 416, just after leaving Greely, the side-curtains kept popping out of place. They would hold their position on the door, but they wouldn't hold tight to the top of the windscreen. So with a couple of Canadian Tire hand clamps from the tool box we secured the side-curtains to the windscreen for the balance of the inclement weather. We drove all the way to Williamsport, mid way through Pennsylvania, on that first day. We tempted the fates again by not pre-reserving an overnight spot, but this time it worked out OK as there was space for us at a Holiday Inn. Day 2 of the trek saw us arrive at the Lakeview Resort where the convention was being held. It was a mighty fine spot. There were over 100 MGAs at the show all week and many of them were very, very nice. We confirmed that our front and rear bumper guards were in fact installed upside down. We confirmed that our oval shaped muffler was quite unique among all the other entrants round mufflers. And we learned that our windshield wipers parked on the opposite side, when compared to all others in the show. Our wipers parked toward the passenger side whereas all the other car's wipers parked toward the drivers side - go figure? Maybe this was a car made for Australia, eh mate??

Car show day, Wednesday, greeted us with a light rain that got heavier and heavier as the day went on. Debi and I spent most of the day in the bar, snuggling martinis, chatting about all kinds of things and hoping for better weather.

A road rally was conducted on Thursday and it was a great opportunity to experience some of the most fun driving roads I have ever been on. Long, winding and hilly country roads. Some with stretches of shady trees that seemed to go on for a mile. Some with 180 degree turns that twisted up and back and up again all at the same time. Most with superb curves for driving an 'A'. Debi often complained that she didn't get to drive enough. We made a stop at a spot called "The Hole In The Wall". It was just that. A huge hole in the side of the mountain that must have been a mine entrance used many years ago. And there was a shop or two along the way for souvenirs. The entire route was a great run.

In and about Morgantown there were a number of sites to see and places to shop and we took advantage of them when the weather let us. Meals at Archies on the lake. Shopping downtown. Touring all about. But the best part of our trip, as we saw it, was our visit to Fallingwater and to Kentuck Knob. These are two wonderful homes designed by Frank Lloyd Wright, the famous architect. They were built in the 1930's and although they do show their age a bit, they are superior examples of Frank Lloyd Wright's work. We were able to tour the homes and get a tour-guide's review of the interior, exterior and grounds of both places. We have a few photos of them and will share them during one of our winter monthly meeting (Oh boy, home photo shows. I can hardly wait! Can't you?)

The drive home had an odd twist of fate added to it. As we were passing through Syracuse late in the afternoon, with Debi at the wheel, we passed by the exact location where our MGB had let us down a couple of years ago coming back from a NAMGBR Convention. (See that fuel pump fiasco story in a previous issue of the OMGC Newsletter) I didn't say anything to Debi at the time, but I could see the exit ramp we were forced to take when the car failed, and I could see the shopping center we had to stop in, and I could see the gas station where we got CAA/AAA help to tow the car home. (Mary Attwell will remember these places!)

Anyway, it was only 500 yards or so down the highway when the 'A' started to act up and cough and choke, then smoothed out again. We decided to get some fuel in case the gauge wasn't quite accurate and got off at the next exit. While filling up the tank, a passerby noted that gas was dropping out from under the car. A quick check confirmed a leak in the line from the tank to the pump - a big leak. With some tools and a knife and a prayer and a bit of luck I was able to cut the leak out of the line, which now barely reached from the tank to the pump. I was covered in fuel for my efforts but the temporary fix would hold for a short while. After a call to a Best Western motel, located a few exits back, we were headed for a shower, dinner, an overnight stay and a proper fix in the morning. And when morning did arrive, I still wasn't sure where to get a replacement hose. Not until I remembered the overflow hoses I had installed on the carbs of the 'A' a few weeks back (at the insistence of club member Doug McClure) I had my solution! A swap of the longer carb overflow hose for the shorter temporarily fixed hose rendered the 'A' ready to take the last day of the trip home. We were ready to get home without further incident, and somehow did it!. It's always an adventure, driving an MG. We all know it. We all do it. And we will continue to do it, and live to tell about it!

OTTAWA MG CLUB EVENTS CALENDAR 2000

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

date				event	time	contact/info
----> September	16 - 17	Sat - Sun		Bronte Creek British Car Day (Saturday travel?)	0?:00 am	Dalton
	15 - 17	Fri - Sun		British Invasion @ Stowe, Vermont		Len
	21	Thr		OMGC Meeting @ Louis' Restaurant (Tire kicker and story telling - bring an MG and a whopper!)	7:30 pm	Jordan
----> October	1	Sun		Fall Colour Run (Technical & Craft)	10:30 am	Jordan / Debi
	19	Thr		OMGC Meeting @ Cock & Bull Eatery, Bells Corners (Indoor Rally II)	7:30 pm	Debi
November	16	Thr		OMGC Meeting @ Louis Restaurant (Annual General Meeting)	7:30 pm	Debi
----> December	9	Sat		Ottawa MG Club Christmas Party	7:00 pm	Debi

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

ANOTHER NOTE:

Our club treasurer, Gilles Leduc, is getting very, very busy with extra work and evening classes. He has done a wonderful job as Treasurer for more than 3 years but now needs to pass the financial torch to another club member. This note gives you some advance notice to please consider helping out by taking this portfolio for a term. Gilles can bring even the most novice of mathematicians up to speed on the process in a very short time. Please help if you can - we will be looking for a replacement to be announced at the November Annual General Meeting. And Gilles, thank you so very much for dealing with the dollar issues since late 1997. We really appreciate your work and efforts!

FOR SALE:

MG Midget. 1979. Excellent mechanical running condition. 91000km. Excellent body condition, very professional re-paint in 1995. No accidents. Never winter driven. Recent work done: Recore radiator, replace thermostat, replace fan clutch, adjusted front king pins, greased suspension, bleed and adjusted all brakes,,New muffler & tires in 1997 at 83000 km. Oil changes done spring and fall each year.
Asking Price: \$10,000. Call Shawn Grisim at: (613) 271-1839

1964 AUSTIN HEALEY SPRITE-SERIES III. Three year restoration project, frame up. Original 1098cc engine. Matching engine and body numbers. All original parts used in restoration. First production model with wind-up windows. Roof, tonneau and interior carpets from UK. Colour: Nassau Blue with matching carpets, seats, roof and tonneau cover. Radial w/w tires. All original chrome. Original workshop manual and owners handbook. Appraised in 1986 at \$6400. On road each summer and stored indoors each winter - approx. 2500 miles since restoration completed. To be sold "as is". Price \$6400 or best offer. Contact: Larry Grover at 613-824-2226

1980 TR7. 103,000 km. Moto-Lita steering wheel. Ansa header. Stebro exhaust. TR8 mags. K&N filters. Lots of chrome under hood. Placed 3rd best in show at '98 Boot & Bonnet show in Kingston. Car is in excellent condition. Just purchased a TR8 and have decided to sell the 7. Have owned the car for the past 6 seasons. \$6500 or best offer. Call Jeff Patterson 839-2891

1970 MGB Yellow. A very lovable vehicle that does need some work. Good mechanical condition. \$2500 Call: 613-489-2266

Third Annual Virago/MG Rally-Ride

B-r-r-r-r! Cold, overcast and threatening rain! What a day to plan a rally/ride!! Oh well, as the Viragonians say “rain or shine, let’s ride!” And besides, it was about the best we could expect from “THE SUMMER THAT NEVER WAS!!!!”

Sunday June 18. It was the 3rd annual MG/Virago Rally ride. As usual, we gathered at the Broadway Bar & Grill at 9am for a breakfast and a chat. The motorcycles rolled in, and rolled in. The MGs rolled in. H-m-m-m! The 3rd annual event, ostensibly deemed the “ riddle rally,” was going to be heavily weighted in favour of the two-wheelers. Nonetheless, these folks always have fun! Eighteen BIG bikes and three teeny tiny cars (thanks to the Evenchicks for bringing out two cars and to Jim Inglis and his ‘B’) set out to solve the word riddles and divine the final destination. Well, it quickly became evident that the puzzle just wasn’t difficult enough. Nearly everyone had solved the clues while sitting at breakfast. (Mental note for future events!!) To make a potentially l-o-n-g story short, we left the Broadway at about 10am. The rally progressed well and quickly. No losses, no casualties! Whew! We all gathered at the Cheshire Cat (GREAT Pub by the way) at about noon. Soggy bikers and dampish MGers were welcomed with hot chocolate and cold beer. After a hearty meal and some more beer, the presentation of prizes took place; all set in a background of great peals of laughter and the usual good-natured regaling. Not even the cold and rain could dampen (no apology for the pun) these spirits!!!