



# Ottawa MG Club

## Newsletter

September 2001

Volume: 1 Issue: 5

### MG FOLKS

The October meeting is at the RCAF Officer's Mess, at 158 Gloucester St. in Ottawa. This is a special dinner meeting and you must select a meal before Oct 12<sup>th</sup>. See details in this issue!

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 3<sup>rd</sup> Thursdays

Debi Fortin (President)	<a href="mailto:dfdesign@passport.ca">dfdesign@passport.ca</a>	821-3140
Mark Evenchick (Past Pres)	<a href="mailto:etl@netcom.ca">etl@netcom.ca</a>	521-3097
Jordan Jones (Vice President)	<a href="mailto:jordan@compmore.net">jordan@compmore.net</a>	839-1821
Len Fortin (Newsletter)	<a href="mailto:fortinl@passport.ca">fortinl@passport.ca</a>	821-3140
Mike Daniels (Treasurer)	<a href="mailto:mike.daniels@sympatico.ca">mike.daniels@sympatico.ca</a>	824-9706
Dave Moore (Technical)		836-1381
Doug McClure (Regalia)	<a href="mailto:dkmccclure@travel-net.com">dkmccclure@travel-net.com</a>	824-0168
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### In This Issue:

- 1) Croquet Match Results  
(trophy goes to OVTC)
- 2) Monte Carleton to Kingston  
(a good run to the Boot'n'Bonnet)
- 3) Invasion at Stowe, Vermont  
(what a weekend! what a weekend!)
- 4) Notes About Dots  
(MG or M.G. or what)
- 5) MG2001 Report  
(a letter to Jeremy – part 1 of 2)
- 6) **Special October Meeting**  
(see the announcement)
- 7) A New Date For The Fall Colour Run  
(check this out – don't miss it)
- 8) Things For Sale  
(cars, more cars & overdrives)
- 9) An Events Calendar  
(put it on the fridge to remind you!)

### IMPORTANT NEWS ABOUT SEPTEMBER & OCTOBER MEETINGS

**Sep. 20: Tire Kicker at Louis' Steakhouse !! 7pm**  
A video called "Battle Of The B's" will be shown for all to enjoy & from there we can move to the Tire Kicker part of the evening. And some decisions about the Fall Colour Run will be announced.

**Oct. 18: Special Meeting/Dinner Officer's Mess! 6pm**  
Get set for an enjoyable dinner meeting at a wonderful spot. **Notify Len or Debi with your meal selection before October 12<sup>th</sup>.** See the meal selections and other information inside this issue on the back page.

### Welcome to new members:

Mark Easton	Ottawa	'64 MGB
Burns & Shauna MacDonald	Ottawa	
Peter & Heather Boosamra	Cornwall	'53 MG TD
Eric & Barbara Dudley	Orleans	'76 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!

### **The Croquet Match In Greely – July 2001**

The good news about this event was good and simple... the weather was on our side and the 'alternate rain date' clause didn't have to be invoked. The great news about this event was great and simple... the OMGC was able to hand off that ugly trophy to the folks of the Ottawa Valley Triumph Club. One couldn't ask for a better sequence of events.

Although the playing field was not in the best of shape because of the poor precipitation throughout the previous several weeks, members of the various teams zipped around the front and back yard courses with vim and vigour (and a glass in hand!) The outcome was really never in doubt. The OMGC was not going to win that trophy again, even if it meant that we had to cheat! So, without really admitting to it, we sort of did bend a few rules of the game throughout the afternoon. So be it! What's done is done and we're glad of it! And our congratulations go to the mighty folks of the OVTC for taking the overall championship this year. We look forward to seeing what you will add to the trophy before bringing it back for next year's challenge. Remember, make it UGLY!

### **The Monte Carleton Run To Kingston – August 2001**

The Monte Carleton 'Run' this year to the Boot'n'Bonnet "All British Car Day" in Kingston was a casual and pleasant drive. For those that wanted to do a bit more, there was a 'rally-like' questionnaire provided. And the drive down to the Kingston City Park followed an old favourite route from a previous Monte Carleton 'Rally'. The convoy of MGers (most in MGs and some not) followed the leader along the great driving route and we again employed the favourite "2<sup>nd</sup> car drop to the back" routine. It works well to help keep tabs on us all. The show was about the same as previous years in terms of numbers of participants, however there was an emphasis on Jaguar vehicles and so there were a few real nice ones to oogle about. And as is always the case, the day passed by far too quickly. For us, Debi & me and Martin & Andrea, the drive home was clear sailing 'till about Kemptville where the rain started to come down so hard, the wipers and the defogger could barely keep up. But I'm sure you'll agree – not even rain can dampen the MG spirit of the Monte Carleton.

### **The British Invasion at Stowe, Vermont – September 2001**

Suppose you got together with several of your like-minded friends and went to a place where many more like-minded folks gathered for a weekend of wonderful times with excellent weather??? Impossible, you say?? Then you didn't make it to this year's version of the British Invasion at Stowe, Vermont – and that means you missed a grand event.

The whole weekend was great. Mother Nature went out on a limb for us by supplying 3 days of sunny skies and very reasonable temperatures. The hosts of the event went to great lengths to be sure we enjoyed the regular tried-and-true events (such as the huge car show and the tail-gate picnic), as well as some new events (such as the back-seat driving course event). And, as always, when a bunch of Ottawa MG Club members get together, there are great times shared amongst us. It's hard to pick just one thing over the entire weekend that made it "just right" for me – but I'd like to point out one here for your consideration -> "The Bert & Jennifer VW Starter Failure"! The starter first failed them in their VW at the border crossing on the way down to Stowe on Friday afternoon. Fortunately, they were able to get two sets of border guards to give them a push so they could be on their way. And without turning off the car for the rest of the drive, they arrived safely. However, there were no available spare parts or repair locations that could help them and so for the remainder of the weekend, Jen sat in the driver's seat and Bert pushed from behind each time they wanted to start the car to go someplace.

On other occasions, when a start up was required, other MGers provided help as needed. All this to say that the entire weekend went without any MG breakdowns. Thanks to Bert & Jen for taking that responsibility.

The mood at the show was a good one, even though recent events in the USA risked bringing some sadness. I spoke to Rick Brown from the New Jersey area and he told me of his personal experience in the New York towers that were destroyed. And I met a number of other good folks at the show – some whom I have met previously and some brand-new. This is a great place to make friends who hold similar interests. And I picked up a few items for the A (I mean Debi's A) and chatted with a few vendors who can help me track down other items I am interested in.

There were 16 club members that attended this event, including Jordan & Heather Jones and their two kiddies (Samantha and Halley). Others in the crew were Bob & Bernie Stark, Emmett & Connie Hicks, Debi & Len Fortin, Peter & Heather Boosamra, Bert & Jennifer Ljungstrom and of course, along with Dave & Lise McDonnell came a traditional cooler packed full of beer. A highlight of the weekend was certainly the dinner on Saturday night at Whisker's restaurant, where 12 of us gathered to share stories of the day.

Although the drive home late on Sunday evening was a bit on the cool side, I remember the warm time we all shared at this super annual event. And I'm sure the British will be back to invade Vermont again next year, so if you have opportunity – join us!

### **About Those Dots, as in M.G.**

Here's a letter from the Postbag of MG Enthusiast magazine 1992. It's self-explanatory and a piece of M.G. history.

"Regarding the dots in M.G. as I started this particular ball rolling with my letter to Auto Classic magazine, my thoughts on this matter may be of interest as they involve a personal conversation with Mr. Kimber himself, some sixty years ago. First let me dispel the 'experts' who doubt Mrs. Cook's (Jean Kimber Cook, daughter of Cecil Kimber, founder of the M.G. Car Company) comments - she is absolutely correct in stating that 'M.G. does not stand for Morris Garages.' As regards the dots, however, they are there for a particular reason, which I will come to later. Despite what numerous books and commentators say, the truth of the matter is that Mr. Kimber, in pursuit of a name for his inspired cars, chose the M from Morris and the G from Garages as a tribute to his employer - Billy Morris, they were not abbreviations. Had anyone dared to suggest to him that they were shorthand initials for Morris Garages, he would have given them 'flea in the ear' pointing out there already was a Morris Garages - how could there be two? At an R.A.C. awards dinner in the Thirties, Mr. Kimber, as our guest of honour, made quite clear to all present that he wanted it known that M.G. stood just for itself - 'The British Sports Car.' I was there (and still have the signed menu card) and it came from the man himself! His daughter - Mrs. Cook - also related this fact in your April/May '88 issue. As to the famed dots, my friend M.E.L. Gosling - a motorcyclist, having been informed the M.&G. were not shortened, queried the use of the dots; Mr. Kimber told us it was simply a matter of design - more visually attractive, and no other reason. It was confusing then, as now, however, and no one would dare to take on the master. We later studied the factory literature of the time, and agreed - he was right! 'That which Mr. Kimber joined together, let no editor or tired typesetter put asunder.' If it was good enough for the boss of M.G. it should be good enough for the rest of us. You are not alone in your ignorance of these important points: witness the new signs outside the M.G. Car Club premises in Abingdon - no dots - someone has slipped up, and they really should know better. This is not the first time the club has abandoned its history - only since the arrival of previous magazine editors, was the exclamation mark following 'Safety Fast!' returned to its rightful place; again this is an important piece of M.G. history and is there for a reason. The excellent center spread in your September 1991 issue is how it should be done - or are these just dots in front of my ancient eyes? You can do it when you try! Today's printing technology can easily be programmed to include the dots in M.G. and exclude them from MGB etc., it is simple, if you care enough. May this octogenarian offer some advice to all the young bloods? Do not ignore your marque heritage, which is what made it great. If required, I will gladly dip into my pension to fund glucose tablets for your typesetter, and blobs of paint for the M.G. Car Club signs, along with a copy of "M.G. by McComb", wherein on each page, you will see how the letters should be presented when not in the octagon. Congratulations to Mr. Barry Foster for his spirited response (Aug. '91): was it really such a short letter - or had you cut it? Here's hoping he can work the magic on Mr. Kimber's own club. Finally, on the subject of the dots: your own magazine, while not having the benefit of the octagon on the front cover, would, as Mr. Kimber intimated, impart more visual impact with bold stops in place - after all, what is an Enthusiast? Before I go chasing the other Brooklands lads, upstairs - where engines do not break, and fuel is free - do me and Mr. Kimber's memory a favour: remember that the mists of time have a habit of obscuring the facts, so shun the self-proclaimed experts, become a purist and stand out from the crowd and proudly state - 'M.G. stands for itself - not Morris Garages, and the dots are there as a matter of design only.'

## **MG2001 Part 1 of 2**

Dear Jeremy,

You may remember I told you that Grandma Debi and I were going to take our MGs to a special MG convention in the USA this summer. The special convention was being held in St. Paul/Minneapolis, Minnesota. Well, we did take both MGs to the special convention called MG2001, where the five main MG Registers conducted a huge car show with about 800 MGs and several other events. (Included in the show and events were the NAMGAR, NAMGBR, NEMGTR, AMGCR and the NAMMMR Registers) A whole bunch of people who belong to the many MG clubs around the world were going to be there, and we wanted to be part of it with Grandma Debi's MGA and my MGB. Mary Attwell drove her MGB along with us and Emmett & Connie Hicks drove their MGB also.

We left Ottawa on Friday evening, June 29<sup>th</sup>, and headed for the town of Lindsay on highway 7 just west of Peterborough. We wanted to get a good head start on this trip and decided to stay at a Bed & Breakfast place overnight. Although we got a bit mixed up in the directions to the exact location of the Bed & Breakfast, we did make it successfully. I'm pretty sure the mix up was my fault, as I was not really paying attention to the road signs as we drove along and when I stopped to ask for directions, I got confused again. When we did get to the Bed & Breakfast place, we went for a swim in their pool and had pizza for dinner. It was a great place, the pool was very refreshing and the pizza was good.

On Saturday morning, after a wonderful breakfast, we packed up and headed out of Lindsay – with intentions of getting all the way to Ludington, Michigan before the sun went down. We would follow highway 7 for a bit, then move to highway 9 north of Toronto and then to highway 23. We crossed the Canada / USA border through Sarnia / Port Huron. And we then headed across Michigan using some interstate highways and some regular highways. Well, this was a long way to go and by noon, we realized that it would take all day to make it to Ludington. We had to make it to Ludington because we had booked a hotel for the night there, and we had reservations on the large ferry that would take our cars and us across Lake Michigan. However, it wasn't long before the MGA started to run rough and it sure appeared that there was a problem with the carburetors. After doing a quick check, we confirmed that there was not much we could do about it on the side of the road – as it would take probably a couple of hours to remove, repair and replace the carbs – so we decided to continue on and work around the leaky carb. It wasn't too bad yet; and with the right gentle touch I felt I could drive the distance without too much of a problem. But the hours ticked on by, and the miles rolled on by and it was pretty late in the evening when we got to Ludington at the edge of Lake Michigan. We were sure glad we made it because we had to be at the dock service by 6:30 am the next morning so we could put our MGs onto the ferry that would take us across the lake so we could continue the journey to St. Paul. We were hot and hungry from the long drive so we did a quick freshen up and then drove to a local restaurant for some dinner. After dinner we settled in for the night and asked the hotel to give us an early wake up call so we would not miss the ferry in the morning.

I woke up about 5 am on Sunday morning and when I looked out the hotel window, I saw that it was raining very hard. The roof of the MGB was already up so it was dry, but the MGA roof was not up; only the tonneau cover was on, so I had to go out in the pouring rain and put up the roof of the MGA so we could drive the cars to the ferry. I got pretty wet while putting the roof up. By the time we were ready to drive to the ferry at 6 am, the rain had stopped and most of the clouds had moved away.

When we arrived at the ferry we were informed that we would be able to drive our cars onto the ferry, but we would be the last cars loaded on. And once the MGs were safely parked in the lower deck of the ferry, we went to the upper deck to relax. But the boat ride across Lake Michigan was not a pleasant ride for many of us. After about an hour and a half I was feeling just a bit seasick. Grandma Debi felt the same. Connie also. Mary was OK. Emmett was OK. And about half way across the lake, Grandma Debi was really sick. Mary helped her by getting some special wristbands to help prevent seasickness, but Grandma Debi didn't feel much better for the rest of the trip across the lake. (It took 3 hours to cross the lake, and I didn't enjoy it much at all) Many of the

other passengers on the ship got seasick also. Once we were on the other side of the lake, at the town of Manitowoc, we continued our journey almost straight across Wisconsin on highway 29 to St. Paul and we knew it would take the rest of the day to get all the way there. The MGA continued to act up and run rough with a leaky carb. And every once in a while I found the clutch acting funny, when I tried to downshift to a stop, and up-shift as we went on some interstate highways. We pressed on, trying to get to St. Paul before evening, and made it just as the dinner hour rolled around. But the MGA was running real rough and acting very strange. We would have to have someone look at it on Monday morning before driving it anywhere else.

When we registered at the hotel and got our room keys, we realized that the place was under a considerable amount of restoration and upgrading construction. There were piles of building materials all over the place. The hallways were dusty and dirty. The main restaurant and bar were closed for renovations and in their place was a small, cramped area with barely enough tables to serve 15-20 people. This was not pleasant. The only saving grace was a chap named Todd, the bartender, who made quite a good martini and made us feel a bit better about our situation.

When Monday morning arrived, we found a local MG repair place called Quality Coaches, and tried to get the MGA to their shop for repairs. The clutch was even worse than before and the leaky carb was worse also. So we left the MGA at the shop and took the MGB to scoot around town and take in the many events of the car show. The shop would call us when they had figured out what was wrong.

Well, over the next couple of days and after a few phone calls and some serious discussion of options, it was confirmed that the clutch had to be replaced in the MGA. This meant that the engine and gearbox had to come out for the clutch to be installed; then the whole thing put back into the MGA. The slave cylinder had to be replaced for the clutch as it was also in bad shape. The master cylinder had to be repaired; as it was not in good shape. And as part of the remove and replace work for the engine and gearbox during Monday and Tuesday, the radiator and the water pump were inspected. The radiator was found to be in terrible shape and the water pump was found to be the wrong one for the car. (It was for an MGB; installed on Grandma Debi's MGA – and so it was time to replace it also) What a job! The MGA would not be ready for the car display show that was scheduled for Wednesday July 4<sup>th</sup>. So only the MGB was put on display at the car show. (Grandma Debi took pictures of the location where the MGA was supposed to be, so we could show people that the car should have been there) And, in fact, the radiator and water pump work would only be done on Thursday and Friday [as Wednesday was a holiday] so the MGA would not be at any events at all during the week.

Now, while we were at the hotel all week, we found all kinds of other disappointing things about the place. There were only a couple of hangers in the room for our clothes and we had to ask for more to be sent up. The cabinet for our other clothing had only a couple of usable drawers as the rest of the cabinet held the TV and other useless things. The toilet flushy thing was partly broken so the tank would empty a bit of water into the bowl, and then fill again, then empty again then fill again – and this went on all the time, even all night. I asked the hotel staff to fix it and all though they did some work on it, it was never fixed to a satisfactory matter. There was no full-length mirror in the room, which was a disappointment to Grandma Debi. Also, the washing machines did not work well so we had some difficult times doing our mid-week laundry. As we walked about the hotel grounds and parking lot, there were all kinds of little tiny Styrofoam bits in the air and on the ground from the re-insulation job that was underway. They fell into our glasses of wine and they even got into our martinis. Nothing could be more unpleasant! A couple of the glass panes in the main and side entrance doors were cracked and smashed. It did not look at all like a hotel that cared about their customers or their image. The reception desk staff were desperately ill-trained and appeared to know nothing about customer service – even to the point where on one occasion, as I was being served by a young desk clerk lad, and a construction worker came up to the desk beside me and asked for change – the lad dropped what he was doing for me and served the worker. I let him know where I thought his brain was and for the rest of the week, I believe he had a lesser view of me as a guest of the hotel. My checkout remarks and comments fell on deaf ears at the desk on Saturday morning and the Manager was not available for me to speak to. In short, the Ramada was a crappy place to stay.

To be continued...

## OTTAWA MG CLUB EVENTS CALENDAR 2001

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

	Sen	29	Sat	Fall Carlisle Show & Market		
-->	Oct	14	Sun	<b>Fall Colour Run</b> This event was previously scheduled for October 7 <sup>th</sup> , however it has been rescheduled to Sunday October 14 <sup>th</sup> Meet at Tim Horton's on March Road (north of 417)	9:30 am	Jordan
		18	Thr	<b>OMGC Meeting @ RCAF Officer's Mess</b> <b>This is a special dinner meeting at the RCAF Officer's Mess located at 158 Gloucester St. Ottawa</b> <b>Notify Debi or Len of your meal selection</b>	6 pm cocktails 7 pm dinner	Debi
	Nov	15	Thr	OMGC Meeting @ Louis' Restaurant - Annual General Meeting	7 pm	Debi
-->	Dec	8	Sat	OMGC Christmas Party	6 pm	OMGC

### **The Long Awaited Overdrives Are On Their Way!**

My Grandma is a happy Lady as now she has her garage back! To say the least, it's way cleaner than when it was stuffed full of MGB Overdrive gearboxes. So, if you have been one of the folks bugging me, or you've been looking for that extra gear for you 'B', now is the time! I have amassed quite a number of these gems so there should be enough to go around. Please call or email me with any questions. Oh, and yes, Grandma's cooking was spot on, as usual. I wish I could export that! Jordan.

### **For Sale**

MGBGT-V8 Brake Calipers. Very rare & effective. Two pairs. One set fully rebuilt including V8 pads. One for refurbishment.  
MGBGT-V8 Brake Disks. New and Unused. One pair. Email / Call Jordan for further details.

A much loved 1973 MGB with overdrive. \$4,000 firm. British Racing green. Large amounts invested. Replacement engine one year ago. Brand new beautiful beige interior with upholstery piped in dark green and new dark green carpets. New fuel tank, fuel pump, battery (single 12V), tonneau cover. Runs perfectly. Very reliable & in very presentable, attractive condition. Please E-mail for details.  
Tim Dyer susan\_dyer@email.msn.com

1974 MGB Original. Drive train and engine are excellent. Body in good condition. 4 new tires this year. Car professionally maintained and stored since 1989. Asking \$5900 obo 613-826-6676. Cynthia Forster

1977 MGB BRG. With overdrive, tonneau, AM/FM cassette. Very reliable car. Great to look at! \$5500 obo Dave Hawkins 277-1057

### **SPECIAL DINNER MEETING AT THE RCAF OFFICERS MESS, OCTOBER 18<sup>th</sup>, 158 GLOUCESTER STREET, OTTAWA**

There is a dress regulation at the RCAF Officer's Mess. At this special meeting and meal, MG gentlemen should wear a nice long sleeved shirt and a tie or a jacket and tie if you like. For the MG ladies, similar, nice daywear is expected. Jeans of any type and tee shirts are not permitted. A cloakroom is available at the main entrance to store your outerwear during the meeting / meal, should the weather be inclement.

Listed below are four choices from the RCAF Officer's Mess Banquet Menu (a vegetarian option is available)

**1 – Stuffed Supreme of Chicken (\$21)**

**2 – Baked Stuffed Pork Tenderloin Medallions (\$22)**

**3 – Poached Salmon Steak with Dill Sauce (\$20)**

**4 – Grilled New York Strip Loin (\$25)**

All dinners include soup or salad, choice of potato, two vegetables, dessert, tea or coffee, rolls and butter.

You must select one of the above listed meals and notify Len or Debi before Oct. 12<sup>th</sup> of your selection.

[fortinl@passport.ca](mailto:fortinl@passport.ca) or [dfdesign@passport.ca](mailto:dfdesign@passport.ca) or 821-3140

Payment for the meals can be made with cash or credit card at the event

Lets meet around 6pm for cocktails / cash bar / and we'll have dinner at 7pm (you can purchase wine with your meal)

Parking is available in the local area and is usually a reasonable flat rate for the evening