



Ottawa MG Club

Newsletter
September 2002
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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:
 Is September upon us already? Where did the summer go? Be sure to attend the meeting at Louis' so we can share some great driving stories and prepare you for the Fall Colour Run to be held Oct. 6th!

Monthly Meetings Held On 3rd Thursdays

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In This Issue:

- 1) MGB Party Celebrates 40 Years
(since the first "Iris Blue" rolled out)
- 2) A Report On The Route 66 Run
(the drive, the BBQ, the people)
- 3) Crysler Park Show & Shine Review
(lots o' vehicles / lots o' heat)
- 4) NAMGBR 2002 Report
(day 1 & 2 of another Fortin adventure)
- 5) Boot'n'Bonnet / Monte Carleton
(gets better every year)
- 6) A Calendar Of Remaining Events
(September through December)

IMPORTANT NEWS ABOUT SEPTEMBER & OCTOBER MEETINGS

September 19th @ Louis' Restaurant 7pm

With the weather lately being quite hot, the evening meeting may well be held mostly outside in the patio area if we can get enough seats to accommodate us all. If you have a story to tell or an event to chat about, this is the evening to bring all of us up to date on your adventure. Fall Colour Run information will be available.

October 17th @ The Cock & Bull Eatery 7pm

By the time this meeting rolls around, most of the driving season will be done and there may already be several cars put away for the season. But these are not reasons to not gather and share some time together. There is always a solid reason to have MGers meet – even if it's for no good reason at all. Come help us think of other good reasons.

Welcome to new members:

Michael Cooper	Wakefield	79 B
Robert & Claudia Grapes	Kanata	70 B
David Gilfillan	Nepean	78 B
Bob & Maureen Beauregard	Nepean	
Norm & Norma Mouldey	Kanata	67 B
Vern Fraser	Perth	
Brian Heaney	Ottawa	72 B
Ian & Madeline Taylor	Ottawa	
Chris & Sharron Billings	Kemptville	78 B
Pierre & Debbie Ranger	Ottawa	76 B

The Ottawa MG Club continues to have more than one hundred confirmed members on its membership list. Thanks MG folks! Thanks to the new members for coming onboard and thanks to the existing members for keeping their memberships up to date.

Birthday Party Celebrating 40th Anniversary Of MGB Great Big Success



On Saturday, July 20th in the Canadian Tire parking lot at the corner of Hunt Club and Merivale Roads, there was a smash hit of a birthday party to celebrate the 40th anniversary of the introduction of the MGB. By all accounts of the event, it was a huge success. The cars on display were spectacular. Not only MGB's - but MGA's and MGT's and MG Midgets. And a whole bunch of other wonderful vehicles, both British and North American, were invited to join the party. There was cake to help celebrate the occasion. There were goodie bags with treasures. There were dash plaques to help remember the event. And there were people. Owners, drivers, navigators and lots of interested others. Congratulations to all the folks that made this wonderful event happen. The weather was quite hot, even with the tent, but I understand everyone had a great time and wouldn't have missed it for the world!



We Got Our Kicks On Route 66

The weather appeared to be on our side for the day as we gathered at The Brig Pub on Sunday, July 14th. There were a bunch of us that took advantage of the great day to take a spin as part of the Route 66 group. Dave and Helene Moore had planned this MG run and BBQ for some time and all of us were looking forward to seeing what this Route 66 was all about. Now several of us already had some idea of the theme, having been around in the times when Route 66 was a popular television series. If my memory serves me correctly, there were 16 cars on the run at one time or another. Seventeen if you count the MG going the other way at one point on the route and eighteen if you count the MG that was parked with a For Sale sign on a lawn on another part of the route. I was navigating for Emmett in the blue B – well, actually I was driving for Emmett as he had injured his knee and he was navigating. This is a combination that does not go well on any MG run. Sure, we are friends and all, but neither of us can really navigate worth a damn. Neither of us know where we are most of the time, not sure where we have been and less sure of where we are going. So to put us both in the same car with driving instructions and a list of things to watch out for so we could attempt to answer questions was not a smart decision. Nevertheless, we were together and we had a pencil and we followed the crowd. I enjoyed the scenery and Emmett enjoyed playing with the pencil and together we had a number of good laughs at the possible answers to the questions on the driving sheet.

A stop at Calabogie gave us an opportunity to check the blue B cooling system. It was running kind of hot. We discovered that the temperature controlled cooling fan was not running at all and the level of coolant in the radiator was down sharply. With thanks to several other MGCers in the group we were able to jury rig the fan to run all the time and we topped up the radiator to overcome the overheating problem. The return trip drive was without incident.

A fine BBQ was prepared at Dave & Helene's place. Compliments to the cooks and those that helped prepare. Thank goodness for the shade of the back yard as the day was very, very warm. A big salute to those folks who tried to answer the questions along the run and congratulations to the winners who correctly answered most of the questions on the driving guide. There was every intention to move to the basement where a 50's style rec room offered a wonderful Route 66 atmosphere – but we didn't really get down there as a group. I guess our MG chatting just got us all caught up in the day. So I suggested to Dave & Helene that we continue the Route 66 event sometime in the non-driving season, say February or March, where we can officially complete the Route 66 run with a party in the rec room.

Again, many thanks to Dave & Helene Moore for a great day, a great run, a great BBQ and perhaps an opportunity to get our kicks on Route 66 again, regardless of the weather.

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CRYSLER HERITAGE PARK SHOW AND SHINE

Upper Canada Village – Sunday August 19th

This show, sponsored by the Cornwall Olde Car Club, was very well attended by all manner of vehicle makes and models. The show focuses on Ford Thunderbirds each year and each year the collection of T-Birds gets bigger and better. But there were quite a selection of other vehicles to be seen also. From old to very old. From shiny to very shiny. From coveted to very coveted. European and North American and British. Several OMGC members were able to get there for the day. As with most events this summer, the heat was incredible and the best spot in the park was at the crest of the hill, under the trees where the shade and a breeze could keep you somewhat comfortable. As the drive from Ottawa to the Seaway is pleasant and not too long, with a bit of planning, this could be a good feature event in next years OMGC calendar. Bring the tent and a picnic lunch and wander through a field of vintage vehicles.

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 1 and 2

(I know what you're saying, I know what you're saying... if this covers only Day 1 and 2, perhaps you should have turned back)

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.

Our day got underway early on Friday, June 28th. Our target was to get to Dunkirk, NY or Erie, Pennsylvania on the shore of Lake Erie by end of day. The short story is we made it to Dunkirk. The longer story goes like this:

The sunshine made it a scorcher of a day but we felt we were prepared with suntan lotion, sunglasses, water to sip and a spray-mister to refresh us. The B was running OK and the tunes were singing from the CD player. We would avoid the interstates in favour of the lesser roads and drive at about 50 mph to keep cooler and avoid truck traffic. The border crossing at Prescott / Ogdensburg was a snap. We did confirm to the customs officer we were driving to Texas in this car and she replied with a wrinkled brow and a "good luck" greeting.

We followed US12 along the St. Lawrence and then US3 along Lake Ontario. Then US14 south to Geneva and US20 west to a point south of Buffalo and continued along US20 following Lake Erie to Dunkirk. No problems to speak of – no indicators of problems ahead. We had travelled about 375 miles and so it was getting late and we needed to find a spot for the night. After consulting our travel guide booklet and stopping at a local hotel we determined that the "look" of the place was not satisfactory. We decided to travel into town further and find another place. After pulling out of the parking lot and heading down the road a bit the B stalled and no amount of trying would get it started again. After coasting to a stop and looking for some obvious problem, our only choice was to push it into a nearby small parking lot in front of a tiny bottle return and can recycle business. There, with the boot and bonnet open and tools spread on the ground, I started to check things in detail to determine the cause of the failure. There appeared to be gas in the tank and spark in the plugs and zip in the battery but the B would not start. For about 30 minutes, all the fiddling in the world was of no use.

About then, a black 2 door American made car pulled into the lot and a young chap hopped out to see what was going on. He told us that his father owned the shop and he was suspicious of us being in the lot for such a long time when the shop was closed. As soon as he realized we really did have trouble, he offered a hand and was searching for some loose 'gizmo' or some broken 'gadget'. He was on his back under the car around the starter motor when he suggested to "try it now". The B started! He suggested it must have been a bad ground on or near the starter motor because all he did was wiggle some of the wires in that area. Whatever! We were on our way and headed for the downtown area. It was getting late and although the Ramada hotel in the downtown area was more pleasant, they had no parking spots left because of some huge party going on in the ballroom. With the manager's permission, I had to park the B in a 'No Parking' zone right outside the main entrance. We were hot and tired and cranky so we left the car there and decided to check it again in the morning.

At 6am the next morning, I was out and about looking at the wires and connections that appeared to be the cause of the trouble the night before. I couldn't see anything different or out of place. Nothing was loose. So I jiggled and shook each wire and wiggled and tapped every connection in an attempt to cause the failure again – so I would know the cause and the solution if it happened again. Nothing! All was OK and the B started every time. So we would depart and start day two with some uncertain feeling about this situation.

Not 10 minutes later, while just back on the US20 near Fredonia, the B stalled again. Same conditions. All appeared OK under the hood. I tried to wiggle the wires that were wiggled the other evening to no avail. It was not going to start and I could not figure out why. As we sat facing west by the side of the road, a chap in a small van was heading east and pulled off to see if he could help. I explained the situation and he suggested we could go to his house, just 100 yards down the road, and speak to his wife, Jan, if we needed to use the telephone to get help. After a few more attempts to get the B started, I walked to the house to use the phonebook to get help. Jan was in the middle of making cookies but after explaining the situation of meeting her husband Jim and needing help, she insisted I push the car into the laneway and have Debi join her in the house while I searched for assistance. So, with the B in the lane and Debi busy helping make cookies, I called every auto shop within a 50-mile radius. Not one shop was able to help. Too busy! No experience with Brit cars! Too far! Not interested! Even with CAA coverage... where would I take the car for assistance? We were on our own for this problem.

Then Jan took the phone and called Jim, who, when we had met him on the highway, was on his way to visit his aging mother, and insisted he return home at once to try to help us in some way, shape or fashion. They were not sure what they would or could do, but Jan felt that Jim would be able to help somehow. And a short while later, Jim's van pulled into the laneway behind the B. Out popped Jim as well as a friend he had picked up along the way home as a measure of help. Jim's friend was Gerry, and Gerry was as pleased as punch when he got out of the car and said, "Hey! This is an MGB! I have one just like it at home!" Jim confirmed that was why he brought Gerry along to see if there was anything he could do and in a flash the two of them left in the van again, only to return in a short while with the van and Gerry's 1980 white MGB. This meant that we could test and check things on one B and compare them to the other B. So step-by-step we checked and double checked wires and connections and all kinds of things.

There were a number of differences, as you would expect in MGs. Not because of the model years (1977 vs. 1980) but in the likelihood of previous owners making personal adjustments and changes. And both B's had modifications of one sort or another. But this did not stop our resolve to get to the root of the problem. And after a bunch of tests and circuit checking we were able to confirm that the fuel pump was not getting a proper supply of electrical power. I cannot understand why – as the fuel pump in the '77 is under the bonnet and hooked directly to a fuse box tab, but there was no power to the pump. And also there was no power to an auxiliary cooling fan. Now the task of finding a proper supply took our attention. With the trusty circuit tester we tracked an available supply wire that was not in current use – and again I don't know why it was 'just there and available' but we were able to tap the fuel pump into this source as well as the auxiliary fan and things started to look up. After a total of about 3 hours downtime, we were on our way, thanks to Jim and Jan and Gerry.

Only a few miles down the road, Debi asked if the thermostat was run electrically. She was thinking of the water thermostat (which does not run on electricity) but her question reminded me of the other thermostat that controls the two main cooling fans on the radiator (and it does run on electricity). I stopped and parked under the shade of a large tree and popped open the bonnet. Sure enough, the 2 main cooling fans were not being turned on because there was no electricity getting to the electrical regulator that controlled their cycle. One more electrical adjustment with a wire joint and a bit of tape and everything was A-OK!

And after about 325 miles of driving in the heat of another day, combined with nervous tension and fear of more problems that never came to pass, we came to the end of the second day of the trip to Grapevine, Texas and stopped for the night at a Best Western Hotel in Lancaster, Ohio.

OTTAWA MG CLUB EVENTS CALENDAR 2002

→ MG Club Highlight and Feature Events ←

	Month	Date	Day	Event	Time	Contact
	Sep	19	Thr	Ottawa MG Club Meet @ Louis' Restaurant	7pm	Jordan
		20-22	Fri – Sun	British Invasion @ Stowe, VT		Jordan
		28	Sat	Antique Auto Club of Ottawa Fall Tour		613-825-5883
	Oct	3 – 6	Thr – Sun	Fall Carlisle		Len
→		6	Sun	OMGC Fall Colour Run Meet at Tim Horton's / March Road at Carling Ave	9am	Jordan
		9 – 12	Wed – Sat	Fall Hershey		Len
		12 – 13	Sat – Sun	St. Lawrence Center Mall / Massena New and Classic Car Show		Len
		17	Thr	Ottawa MG Club Meet @ Cock&Bull Eatery	7pm	Jordan
	Nov	21	Thr	Ottawa MG Club Meet @ Louis' Restaurant (Annual General Meeting)	7pm	Jordan
	Dec	7	Sat	OMGC Christmas Party	6pm	?

The Cornwall Olde Car Club holds 'Cruise Nights' every Wednesday at the A & W Drive In Restaurant on Vincent Massey Drive / Highway 2 West. For info: 1-613-931-2087 or cruzin66@sympatico.ca

Monte Carleton Run To Kingston and the All British Car Day

Special thanks to Ivan Wood for leading the Ottawa MG Club pack of participants on the Monte Carleton Run to the "All British Car Day" show put on by the Boot'n'Bonnet Club in Kingston on Sunday, August 25th. The weather treated us to a great show and the show treated us to great weather. There was a bit of a mix up at the show site and the OMGCers were split into two locations – each group thinking the other would join them but the show organizers not understanding our wishes. Anyway, the route was a good driver run, the BBQ lunch was good too, the cars were real gems, some of us won a prize or two and the day was one for the good books.

Pit Stop Rally IV – Questions & Answers

1. From the Lake Ontario shore in St. Catherines, look NORTH. What city do you face?
 - a. Perth
 - b. North Lancaster
 - c. **Toronto**
2. What **two** towns / cities starting with "B" are on the same latitude as Kemptville?
 - a. Brentwood
 - b. **Bancroft**
 - c. **Bracebridge**
 - d. Barrie
3. The city of Kingston is in which county?
 - a. Lennox & Addington
 - b. Leeds & Grenville
 - c. **Frontenac**
4. Highway 62 runs
 - a. **North – South**
 - b. East – West
5. The same Highway 62 runs from
 - a. **Maynooth to Bloomfield**
 - b. Bellville to Maple Leaf
6. What significant Highway runs through Algonquin Park?
 - a. 121
 - b. **60**
 - c. 17
 - d. 35
7. What city / town with "LL" is on Lake Simcoe
 - a. **Orillia**
 - b. Huntsville
8. What Highway runs between Perth and Alexandria?
 - a. **43**
 - b. 18
 - c. 7
9. Can you travel from Ottawa to Sarnia and never leave Highway 7?
 - a. **Yes**
 - b. No
10. The city on Lake Nipissing, north of Toronto is?
 - a. Sudbury
 - b. **North Bay**
 - c. Mattawa
11. Where is WIARTON?
 - a. Algonquin Park
 - b. **Bruce Peninsula**
 - c. Wolfe Island
12. Take the number of the Highway that runs through Heckson and Shanly and divide it by the number of the Highway that runs through Gravenhurst and Muskoka and the result is the number of the highway that runs through?
 - a. Stittsville & North Gower
 - b. Russell & Casselman
 - c. **Iroquois and Ingleside**