



Ottawa MG Club

Newsletter

September 2003

Volume: 3 Issue: 5

The Ottawa MG Club event calendar, technical information, event photos and web forum can be found on the Internet at

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OMGC gratefully acknowledges the kind support of:
British Automotive **Redshaw Motors**
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MG Folks

You will see that some executive changes have been implemented. Len Fortin moves to VP, Frank Rizzuti takes on Newsletter and Rob Grapes becomes Director. Paul Williams will be helping Frank with the news starting with the November 2003 issue. Please give them all your support.

Monthly Meetings Held On 3rd Thursdays

| | | |
|-----------------------------------|---------------------------|----------|
| Jordan Jones (President) | jordan@compmore.net | 839-1821 |
| Len Fortin (Vice President) | fortinl@passport.ca | 821-3140 |
| Mike Daniels (Treasurer) | mike.daniels@sympatico.ca | 592-5408 |
| Frank Rizzuti (Newsletter Editor) | frizzuti@sympatico.ca | 225-4240 |
| Dave Moore (Technical Director) | moorehd@magma.ca | 836-1381 |
| Doug McClure (Regalia) | miatamcclure@hotmail.com | 824-0168 |
| Mary Attwell (EventCoordinator) | mary2friends@yahoo.com | 836-3133 |
| Ken Duff (Webmaster) | kduff@magma.ca | 729-6976 |
| Rob Grapes (Director) | rgrapes@rogers.com | 839-6500 |
| Debi Fortin (Past President) | dfdesign@passport.ca | 821-3140 |
| Mark Evenchick (Past President) | mheven@sympatico.ca | 521-3097 |

In This Issue:

- 1) A Report On The OMGC Route 66 Run
(get your reading glasses out for this one!)
- 2) Monster Garage – A New Column
(Karl Leclerc talks “tranny techy”)
- 3) A Cornucopia Full Of Thanks
(this event was a great seasonal delight)
- 4) The NAMGBR 2003 Full Story
(going there / being there / coming back)
- 5) CTC Charity Car Show Report
(again OMGCers had a great time)
- 6) Left Side/Right Side/Brit Side/Blue Side
(the “truth”, as seen by Eric Smith)
- 7) A Change Announcement For OMGC
(an executive shuffle; dance not included)
- 8) OMGC Fall Colour Run Information
(where to meet and what to do)
- 9) An Advert For Winter Storage
(is the driving season is almost done?)
- 10) An Event Calendar
(sure is short compared to the April issue)

IMPORTANT NEWS ABOUT SEPTEMBER & OCTOBER MEETINGS

September 18th, Louis' Steakhouse 7pm

Now that the fall weather is “closing in” on us, there may not be too many driving days remaining in the 2003 driving season. You know, the trip to Stowe for the British Invasion is just around the corner. But for this meeting, if weather and conditions permit, please drive your MG to Louis' for our “closing out” Tire Kicker get-together.

October 16th, Swan On The Rideau Pub 7pm

There will be a very special story told at this meeting. You won't want to miss it. Of course, by this time in October the last club run of the 2003 driving season will be history and we'll be thinking of putting the MG into winter storage. Be sure to come on out and share your own stories of the great year of driving we have had. Tall tales are quite acceptable!

Welcome to new members:

| | | |
|------------------------|--------------|---------------|
| Robert Lloyd-Rees | Nepean | 74 B |
| Norm & Susan Peacey | Orleans | 73 B |
| Richard & Tracy Juneau | Nepean | 77 B |
| Keith Walker | Ottawa | 52 TD replica |
| Reg Patenaude | Williamstown | 73 B |



Special Information Notice:

The OMGC Fall Colour Run is on Sunday, October 5th.

Please meet at the Tim Horton's on the March Road for a 9:30am departure! Have Fun!

A REPORT ON THE OMGC ROUTE 66 RUN

Most folks here know Route 66 as a very famous U.S. highway stretching from Chicago to Los Angeles.

With the weather in our favour and Dave & Helen Moore as hosts, we were on our way for a 'helluva' nice day, cruising local roadways.

And along the way, you and your trusty navigator had some special work to do.

But don't worry about any breakdowns as there is an OMGC Rescue Unit in the form of a Land Rover.

This rescue unit was thanks to Martin & Andrea Harasek

Most folks made the right hand turn to head south, but a few continued right along heading east.

Including the special MG Rescue Unit.

Here's a really big thanks to Dave and Helen for a really wonderful day.

THANKS!



!music and !food !prizes Great

But all's well that ends well, ending well with a super BBQ at Dave & Helen's place.

And all was well and good for most of the run until after a brief photo stop at the Pakenham Bridge.

Besides keeping your eyes open for the vehicle ahead of you, there were a bunch of other points of interest to watch for.

.applies rule back falls car 2nd .instructions the Watch .notes your Make

Road Robertson on area Kanata the in Pub Brig the from underway got 66 Route famous OMGC The

And if you were among the drivers and navigators attending OMGC's Route 66 Run on July 13th, you are aware of the other famous Route 66.

MONSTER GARAGE

In this edition of the newsletter, a new column is introduced. Mimicking the popular TV series and abusing the logo letters of our favorite automotive marque, “Monster Garage” will suggest ways to make life easier for the do-it-yourself substrata of the club.

BRITISH LEYLAND TOOLS and THE MODERN MGer (PART UN)

By Karl Leclerc

So, you picked the MG marque because it looked fun and was easier to acquire than most vintage sports cars. In true MGer spirit, you also thought it would be a great car for tinkering with. You have done just that for a few years until the normally reliable gearbox gave out.

“What the hell! I can do this! I will have this puppy running smooth again in no time!” is the brave way to approach it. “If I can find the book, study it carefully and take it real slow, I can probably do this.” is the more cautious approach. Whatever your style, even after acquiring the workshop manual, you won’t get past more than a few lines in the gearbox chapter before you require the use of British Leyland Tool number 18G 34 A... Can’t find it anywhere?

This first article of “Monster Garage” will propose alternatives for those impossible to find British Leyland tools required to rebuild your gearbox. If your roadster is equipped with the optional overdrive unit, do not despair, as this will be the subject of a subsequent issue.

A full set of wrenches & sockets are required to complete the procedure. You may also use spanners & box spanners if you prefer to speak in funny English or use different swear words every time you injure your knuckles, whether they bleed or not. It’s up to you.

The most important tool of all is the workshop manual (currently reprinted by Bentley Publishers and available thru Moss, Victoria British and other suppliers). You cannot proceed without the specifications. The Haynes Automotive Repair Manual for MGB (# 66010, available through many suppliers, approx \$17 at Canadian Tire) is also worth its weight in gold. If this is your first ‘brit’ gearbox, you’ll appreciate dozens of additional illustrations. I would recommend having a copy of both manuals on hand.

18G 34 A – Bevel Pinion Flange Wrench: Basically a circular flange with a hole in the center. Its purpose is to hold the



overdrive (or rear from rotating while up the big end-nut, assembly to some proposes an by building a



extension) propulsion flange and prevent it you put a socket thru the center hole to loosen which incidentally, was torqued during 150 foot-pounds. The Haynes manual alternative method of holding on to the flange holding tool made of a piece of square iron. antiquated (like the cars?). My preference is to simply hold on to the flange by hand and let

Personally, I find both methods a bit use an impact driver. This way, you can the pulsations of the impact do the work. Because of its fast ‘hit and torque’ action, the flange barely moves. Most likely, a breaker bar would not suffice without the assistance of a big hammer anyway. Don’t have a complete air tool system in your home garage? No worry; you can find relatively inexpensive electrical impact drivers in most tool stores. I bought one at Canadian Tire for \$125. Don’t want to buy it: I’ll lend you mine. Afraid I may someday ask for something in return: put the assembly in the trunk and take it to a local garage. They may chuckle a bit but I doubt they would charge you more than \$5 to loosen it up.

18G 134 & 18G 186 – Seal & Bearing Replacers: These are nothing more than circular adaptors to press bearings and seals into place. One side needs to be the same diameter/circumference as the piece to be pressed and the other side has to receive pressure from the press cylinder. You can do all this work with a series of short pipes and pipe adaptors than can be acquired from any hardware store. You can buy a whole set from about 2 to 4 inches of diameter, in quarter inch increments. When in doubt, bring the part or the seal to be pressed to the hardware store with you to find the best fit. For the smaller presses, you can use simple sockets from your toolbox. If you use pipes, try to avoid the most brittle materials so that it does not break under pressure. By the way, all the work required for the overhaul of the gearbox and overdrive can be accomplished with a small 12 Ton press (approx \$200 at Princess Auto). A local shop or garage may also do the presses for you.

18G 48 & 18G 49 – First Motion Shaft Spanners: Nothing more than hexagonal spanners to remove the big nut. I use a big adjustable wrench. Get yourself an adjustable with jaws than open 2 ½ inches and a handle approximately 24 inches long and you will have that nut off in no time. I recommend holding the first motion shaft in a vice fitted with soft rubber jaws to protect the shaft. Anytime you use an adjustable, also ensure to adjust the jaw opening real tight to avoid damaging the nut. This one is made of stainless steel, so no big worries ...

18G 1024 – Mainshaft (Third Motion) Spanner: Designed to remove the gear locking nut at the front of the third



18G 1024. Mainshaft (Third Motion) Spanner.

motion shaft, this type of tool wrench', 'wrench spanner', spanner'. They are available For example: Princess Auto, set of 3 different sizes; Snap 304APSK for a set of 4, also

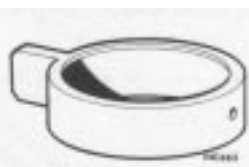
bits in the chuck of my old drill press works perfectly for



is also known as a 'pin 'hook spanner' or 'pin at many tool suppliers. stock # 8039106 for a On Tools, stock # available individually. I wrench to lock the drill this job.

18G 1045 – Mainshaft (Third Motion) Drift: To press the third motion shaft assembly out of the gearbox. Seriously, this can be done easily with a block of wood and a 2-pound hammer. With a well-worn gearbox casing, it may even come out the back end of the gearbox by pulling with your bare hands.

18G 1026 – Synchromesh Assembly Ring: To replace the springs and ball bearings within the synchro hubs and to ease



18G 1026. Synchromesh Assembly Ring.

its transfer into the synchro coupling have probably learned during the three springs and balls will fly all over the covered the assembly with a rag during process requires a little bit of dexterity and I replace this British Leyland tool with an and three pin punches or drifts. Adjust the



assembly. As you will dismantling process, the room, unless you stripping. The assembly imagination. Personally, adjustable collar clamp clamp just big enough

so you can slide it up and down around the hub and move it to install and retain the springs and balls in place. Insert the 3 pin punches inside the clamp to push the balls flush with the hub groove bottoms. Line up the contraption on top of the coupling then push the hub into the coupling by sliding it out of the collar clamp. Et voila!

18G 391 – Starting Dog Nut Spanner: Remember that big adjustable wrench. It replaces this tool too... kill two British Leyland tools with one big wrench!

Although we didn't discuss some simple alternatives, like replacing the British Leyland torque wrench by any other brand, you can see that the manufacturer had a good thing going with the sale of brand name tools to their network of dealers. In the next issue, we will take a look at replacement tools for repairs to the overdrive unit. Standby for the bad sequel...

A Cornucopia Corn Roast

Not only did we have a great new driving run stretching for 75 miles along the south and east parts of the city as well as a bit along the Ottawa River. And not only did we have 15 MGs for the event, either at the route starting place on the west side, or joining in at one of the pick-up points. And not only did we have weather that started at about 9 °C with a few clouds and got better and better towards 22 °C with a bunch of sun as the day progressed. And not only did we have an opportunity, of which 3 brave folks took advantage, to take a swim in a super pool. And not only did we have lots of great tasting corn (several dozen), bunches of hamburgers and hot dogs (a number of packages), tasty salads (3 different kinds, I think). And not only did we have multiple fabulous desserts, not to mention the cookies. Not only all these things, but we got to spend time with a good bunch of MGers. And we did all this, hosted by a real top-notch # 1 couple, Dave Stringer and Michele Carmichael. Some friends of theirs, William and Shirley Spekkens (great folks too, that fit right into the scene) came over to lend a hand at the event. Everyone had a wonderful time; on the drive from west to east and along the river, at the house on one of the many decks, admiring the view across to the Gatineau hills, chatting about all sorts of things, as MGers do. It had that 'old-fashioned' corn roast atmosphere where families get together for a good fun afternoon. It was just wonderful. A big thank-you goes out to Dave & Michele and William & Shirley for a great day.

[ps: Michele's recipe for the wonderful tasting blueberry and peach dessert will appear in the next newsletter issue]

MG 2003 – The North American MG Register Convention in St. Louis, Missouri

At the end of this report I'm going to encourage Ottawa MG Club members to come along to the 2004 NAMGBR Convention in New Jersey. Not just 'cause it's an international MG event and not just 'cause it's really close, (in comparison to other international NAMGBR conventions,) but also 'cause it re-confirms the fact that you meet the finest people in an MG. Sometimes on the way there. Sometimes on the way home. And always at the event. OMGC folks attending the recent meeting at Louis' in July got a chance to see some pictures of the people, vehicles and events that are typically at these international conventions. Once you experience one, you'll want to go each year.

Deb and I drove the '77 B to St. Louis this year along with Mary Attwell in her '73 B. Mary had to get used to following the 'blue' B – because in many past trips she was following our 'red' B. She did well; the change didn't shake her a bit. It was my intention to take 3 ½ days to get there, leaving on a Monday morning and arriving mid-Thursday, driving at a leisurely pace on anything BUT interstate highways. And for the first day and a half we did just that. At the end of day one we ended up in the town of Hamburg, New York. With a quick stop at a very nice local Holiday Inn, I was able to determine the cost of an overnight stay, but to be sure we were getting a good deal we made some calls to other local places from the front parking lot of the Holiday Inn. The Holiday Inn manager, a fine chap named Roger, was watching us from the front desk and without any hesitation he came out and announced he would better any price we received from any other local hotel. It was a pretty nice place so we accepted. And then to make it even better, he offered a further \$5 discount – probably because he used to own an MG. Anyway, we signed up and we were set for our late afternoon drinks and dinner routine. While Deb and I were waiting for Mary in the bar, we met Sherry, the waitress. Although she did not have our favourite Bombay Sapphire gin, we ordered our usual “straight up and olives” with Beefeater for me, and “ice and a lemon twist” with Tanqueri for Deb. And after some contemplation we decided to share a small pizza at the bar instead of going out to a restaurant. Sherry took care of getting this for us and we enjoyed our Martini and pizza dinner. (this really is a great tasting meal, you ought to try it!) And you see, Sherry is one of those fine people you meet along the way. And later when Mary joined us we chatted about the day's run and the plans for tomorrow.

On the morning of day two we planned to stop and visit with Jim and Jan Sullivan, near Fredonia, New York. You may remember Jim and Jan Sullivan, and Gerry Matheson too, fine people who helped us along our way to Grapevine, Texas last year when we experienced an electrical problem in the '77 B. [see the OMGC Newsletter September 2002 for that story] So we pulled into their laneway with our blue B in first – close the back door, and Mary's tundra B in last – near the front door. I'm certain Jim did not see our blue '77 B pull in because when he came out the front door and saw Mary just getting out of her tundra '73 B, Jim said, “Oh no! Not another broken down MG!” Then he realized that it was just a visit from some MG friends and his concerns turned to a big smile. He called Jan, who was attending a local function and she dropped back to the house to welcome us along with Gerry's wife Karen, another fine lady. (Gerry unfortunately was teaching at an out of town college, so we missed seeing him but Karen brought along a fridge magnet of the county of Fredonia that Gerry had been meaning to send to us in Greely as a wee reminder of our experience last year.) After a couple of hours of chatting and updating, we were back on the road, continuing the day 2 trek. The driving was pleasant and by staying off the interstate there were very few trucks to deal with. However, at the end of day 2, while we were chatting about the next day's plans, Mary confirmed we all were registered on the early Thursday morning Bus Tour at MG 2003. This made it necessary to drive the interstate if we were going to get from Columbus, Ohio to St. Louis Missouri on day 3 so we would be able to join in the bus tour early Thursday morning. And so day 3 was an “interstate all the way” day. It wasn't so bad after all but when we did arrive at the hotel in St. Louis, it was time for a visit to the bar to shake off the dust of the day, chat about the entire 1050 mile trip and get ready for the various events over the next three days. (It is here that another story, one of a rattling noise, should be inserted, but I'm not going to do that. If you didn't hear it at the July meeting at Louis', you'll have to ask me about it.)

The Thursday morning bus tour was nicknamed the MGBT event, for “Magnificent Gastronomical Bus Tour”. And it was just that. Even though it did rain pretty hard while the bus made it's way into St. Louis, the tour, hosted by Mike Fishman, a fine gentleman of the St. Louis MG Club, was a great success as we visited various places where great food and drink could be acquired. First to a large outdoor market known as the ‘Soulard Market’ for fruit and vegetables and such (much like the Byward Market in Ottawa), then to the Anhauser-Busch brewery to see the famous horses and taste some famous beer (did you know there are 10 different web sites for this company), and then on to an area of town called “The Hill”, sort of a little Italy, where we went to Gus's place for superb and tasty soft pretzels, and then to Ambegetti's for a humongous sub-sandwich, and last but not least to Ted Drewe's place for “concrete” frozen custard. [There are two famous attractions in St. Louis – one made of **steel**, that's the arch; and one made from **concrete**, that's Ted Drewe's

Frozen Custard. It's believed that the Dairy Queen people stole the idea for their "Blizzard" product from Ted's "concrete", and they may have done so, but Ted's "concrete was far superior in taste and consistency] It was a good thing I didn't eat breakfast so I could savour all the wonderful treats and it was also a good thing that the bus was a big one to carry 40 stuffed participants back to the hotel. And if one was able, after such an MGBT event, there were technical sessions and vendor sales areas and parking lot parties to attend for the rest of the day.

On Friday, Deb and I went on a wine tasting tour in the area. With some driving instructions and a sense of adventure we visited three locations and sipped a few local reds and whites. Along the way we met another bunch of wonderful MGers, including a couple in an MG YA, and we joined their caravan. The YA had to stop to get fuel but after the fill-up there appeared to be a gas leak from somewhere. All the poking and tools and fiddling and searching could not determine if it was a real leak or just an overflow issue, so with some courage we all set out and would stop after about ten miles to see if it persisted – and after a while it was confirmed to be just an overflow issue. So the lesson of "fill-up, but not to the top" was learned.

In the late afternoon there was a caravan run from the hotel to a local park near the water for a wonderful BBQ sponsored by Moss Motors. And after the BBQ, the famous Valve Cover Races were held. I'm sure you have seen my valve cover racer – pretty simple and basic. It's not a concourse model. I call it a driver, just like our '73 B. In past years, at previous events, there have been some wild and wonderful examples of valve cover racers. Technically great! Physically impressive! But most of them just plain fun! This year there was one particular model that appeared to have the body, wheels and axels tuned with the latest technical resources and micrometers. The wheels and tires were so thin. When holding the racer in the air, a slight gust of wind would send the wheels a-spinning. The owner did not want to put the racer down on its wheels until race time, fearing some damage might affect it's operation so he rested it upside down until his turn to race arrived. This appeared to be the one that would win the event this year from among the 10 entries. However, there was one other, unlikely looking racer, that sort of came out from nowhere to give challenge. It was named "Shock & Awe". Black and green in colour and a little rough around the edges, it had some sort of internal mechanism that sprang into action after the racer reached the bottom of the down slope. Just after leaving the down slope, as the racer moved onto the flat, straight stretch, a trap door in the back of the racer would open and a large iron weight would plop out and the racer would zoom down the track to the finish line. Incredible! And this racer went on to win this year's Valve Cover Racer event.

Saturday was car show day and concours judging and popular voting. There were about 280 vehicles at this show. Not as many as one might expect at an eastern US NAMGBR convention show, because Deb and I have been to such events where the numbers have been up to 500. Local folks said the rough US economy has hurt the traveling and tourism industry this year. But those that were there were great vehicles all the same. Lots and lots of B's. Several Midgets'. Some A's. Of course the YA and one MG TC that came to the car show for a while. We were parked beside a fine chap named Robert in another blue rubber bumper B. He was from Colorado, but I could not pronounce his last name so I called him Bob Colorado. He took advantage of the Rolling Tech Session that was conducted at the show as he experienced some acceleration and power problems as he drove in from the west. The Tech Session confirmed a small crack in the head of the engine, but with a few adjustments to valves and timing and stuff, Bob Colorado was confident enough to drive back to his western hometown after the convention was done. That is a fine example of MG spirit! [good on ya Robert Gloyd!] At the show site a double-decker bus was around to take folks on a bit of a tour of the area. The St. Louis Police Wives Association managed a food concession. Vendors were all about. And a silent auction offered opportunity to bid on some nifty stuff. And music was provided, on CDs, by "Joia – World Percussion". (Deb and I are having a copy of their CD shipped to us for future enjoyment.) As you know, the day slipped by so fast and in no time it was late afternoon and time to head to the Awards Banquet.

The winners of the NAMGBR John Thornley Award for 2003 were announced after dinner. Deb and I were recognized again for our win in 2002 – but the folks that won for 2003 were almost unbelievable. The Lofft family, really fine people from Ohio, came to the convention as a group of 4. Mom and Dad and two sons. Each drove an MG. And back at their home, they collectively have 60 MGs in some stage of repair or restoration. Holy Smokes! We spoke to the sons after they received the award and they confided in us that they thought their mom and dad might have a small "problem"... they are in the midst of constructing a storage building, 5 bays wide and 4 bays high, to place several of the various MGs with a fork lift truck. Now that's MG Spirit!!

Sunday was departure day. Mary headed out with some other folks, in a northerly direction, taking a different route home. Deb and I wanted to do a return trip using a change of route and without any interstate highways so we plotted a different

course. Although the “no interstate” rule takes a bit longer, covers more miles (1250 miles return trip) and consumes more fuel, the ease of the run is worth it as we did it in 4 casual days.

The drive was uneventful for 3 of the days and at the end of day 3 we realized we were close enough to Hamburg, New York that it would be fun to stay at the same hotel we were in on the way down. When I spoke to the assistant manager, a nice chap named Shawn, about our overnight stay the week before, he offered the same rate as the manager did before. When we went to the bar, that fine lady named Sherry remembered us, and our car, and our drink and food order from before without hesitation – and although our martini order was the same we didn’t have pizza again, favouring another selection for dinner. Then on day 4, a noise from the front end began to persist and in Mexico, New York we stopped at a fuel station and opened the bonnet. In just a matter of minutes, a vehicle pulled up and a fine young lady announced she was a member of the Northern New York MG Club and would be pleased to help in any way possible. Her name was Susan and she had only recently purchased her MGB and, in fact, was just coming from the DOT with her plates and was scheduled to go on a drive-about to visit another club member. She drove me to a near-by local garage called Andrew’s Garage, where she has her mechanical work done, and after I chatted with the owner, a fine chap who appeared to be quite knowledgeable named Floyd, he instructed me to get the B to him right away and he would take a look. [I didn’t question why a chap named Floyd owned a garage named Andrew’s ‘cause it wasn’t as important as finding out what the persistent noise was] Turns out the exhaust gasket, a donut shaped seal between the header and the pipe, was cracked and leaking. However, he had no parts for this and the local NAPA store could not help either. We would have to continue our traveling to Watertown and hope to find a muffler shop with the right parts. But even in Watertown, after visiting a few muffler spots, we realized there was no fix until we got home. So with a louder than normal exhaust we finished the trip and landed safe and sound at home, late on a Wednesday evening. MG 2003! I’d do it all over again in a heartbeat.

Now, to the matter of convincing Ottawa MG Club members to join us for MG 2004 in New Jersey. Not just ‘cause it’s an international MG event and not just ‘cause it’s really close, but also ‘cause it re-confirms the fact that you meet the finest, fun-loving people in an MG. Sometimes on the way there. Sometimes on the way home. And always at the event. If you attended the recent OMGC meeting at Louis’ in July, you saw some pictures of the people and vehicles and events that are typically at these international conventions. Once you experience one, you’ll want to go each year. I’ll be encouraging you to join us.

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The Ottawa MG Club Helps Make The CTC Charity Car Show A Success

The management and staff of a local Canadian Tire Corporation store (CTC) have been hosting a charity car show for a few years now to help support the Children's Hospital of Eastern Ontario (CHEO). All marques are welcomed to join in the annual mid-summer show.

Last year, in June 2002, the Ottawa MG Club (OMGC) got involved in this worthy event as part of their plans to celebrate the 40th anniversary of the MGB. More than 60 MGs attended, making it a super success for the club and for Canadian Tire and of course for CHEO. With birthday cake, dash plaques, goodie bags, people's choice voting, door prizes, banners and all kinds of automobiles, everyone had a great time.

So the OMGC decided to repeat their participation in this charitable event for 2003, which was held on July 19th. And for MGs, and other British cars, this year's version of the OMGC contribution would focus on "Rolling Tech Sessions". Several OMGC club members are familiar with technical help sessions such as "John Twist's Rolling Tech Session", so it was decided to offer our own version at the CTC event. With a strategically located tent, some signs and banners and a few tools, the show was ready for business. Mr. Eric Rowbotham, owner/operator of a local repair shop called British Automotive, offered his time on the sunny Saturday morning to inspect and comment on any British automobile brought to the tech session tent. Several attendees took advantage of the opportunity to open the bonnet and chat with Eric and other interested folks about modifications, problems, "how-to's" and all kinds of British car issues. Another success for CTC, CHEO and of course the OMGC!

OTTAWA MG CLUB EVENTS CALENDAR 2003

→ = MG Club Highlight Feature Event

T = Technical Sessions

| | Month | Date | Day | Event | Time | Information Contact |
|---|-------|-------|-----------|--|------|---|
| | Sep | 18 | Thr | Ottawa MG Club Meeting @ Louis' | 7pm | Jordan Jones 839-1821 |
| → | | 19-21 | Fri – Sun | British Invasion @ Stowe, VT | | Jordan Jones 839-1821 |
| | | 21 | Sun | Bronte Creek British Car Show | | Paul Williams 233-6982 Mike Daniels 592-5408 |
| | | 21 | Sun | St. LAC Vintage Auto Rally | | Eric Brunner 613-376-1538 |
| T | | 24 | Wed | Tech Session @ British Automotive More Tune Up/Valve Adjust/Compress Test/Reading Plugs | 6pm | Frank Rizzuti 225-4240 |
| | Oct | 4 | Sat | MCO - Vintage Car 200k Charity Rally | 9am | C. Hamm Ottawa Motorsport Club |
| → | | 5 | Sun | OMGC Fall Colour Run Meet at Tim Horton's on the March Road | 9am | Jordan Jones 839-1821 |
| | | 5 | Sun | Lindsay to Brighton Run with the Little Britain Motor Company | | 705-878-5422 or www.omgc.net link |
| | | 3 – 5 | Fri – Sun | Fall Carlisle, PA Car Show & Market | | www.carsatcarlisle.com |
| | | 16 | Thr | Ottawa MG Club Meeting @ Swan on Rideau | 7pm | Jordan Jones 839-1821 |
| T | | 29 | Wed | Tech Session @ British Automotive Winter Storage Tips/Fall "Tune Down"/Prep & Placement | 6pm | Frank Rizzuti 225-4240 |
| | Nov | 20 | Thr | Ottawa MG Club Meeting @ Louis' Annual General Meeting | 7pm | Jordan Jones 839-1821 |
| T | | 26 | Wed | Tech Session @ British Automotive Interior Upgrades / Door Panels / Carpets / Seats | 6pm | Frank Rizzuti 225-4240 |
| | Dec | 6 | Sat | OMGC Christmas Party | 6pm | Mary Attwell 836-3133 |

Special Notes and Information:

- British Breakfast: Sunday mornings @ Broadway Grill [Hwy 16]
* Hil Goldberg 692-5381
- Orleans Cruise Night: Wednesday @ Place d'Orleans * Graham Maciness 830-5207
- Manotick Cruise Night: Monday @ Manotick Village Perk
* Hil Goldberg 692-5381
- Kanata Hazeldean Cruises: Tuesday @ Hazeldean Mall * Roger Thomas 836-3647
- Cornwall Cruise Night: Wednesday @ A&W Massey Dr. * Mike Seguin 931-2087
- Gananoque Cruise Night: Wednesday @ CTC King Street * Nick Bowles 382-8413
-
- Aylmer Cruise Night: 3rd Fridays @ Aylmer Galleries
* J.P. Sylvestre 819-684-9406
- Kemptville Cruise Night: Tuesday @ Canadian Tire in Kemptville
- Kanata Centrum Cruises: 4th Thursdays @ Centrum Centre
* Richard Rutkowski 591-6955
- Perth Cruise Night: Monday @ Home Hardware * Dave Muir 264-0750
- Crusin' To Crysler: 2nd Thursdays @ Crysler, ON * Doug Stroud 987-2299
- CTC Cruise Night: Sunday @ CTC Bank & Heron Road *
- Hawksbury Cruise Night: Tuesday @ Main Street * Gary Wilson 632-9883

In the March 2003 issue of the OMGC newsletter, Bob Stark asked, "What side of the road do you drive on? and why?"

Here were some of his findings for driving on the left:

- 1- A recommendation issued at Lancashire Quarter Sessions in August 1795. Owners of carriages were advised to always keep on the left side of the road; this meant that every driver shall keep his hand to the wall or fence."
- 2- An article in the Times (London) suggests that left side driving results from the fact that carriage drivers liked to sit on the right to give their whip hand more freedom. Have you whipped your MG lately?

Here were some of his findings for driving on the right:

- 1- Many early roads were built by the Romans: by remaining to the right; it was always the right way back to Rome?
- 2- Napoleon's armies, in their conquest of Europe, marched on the right... so this must be correct.

Recently this newsletter editor received some feedback on this 'LEFT or RIGHT' subject from club member Eric Smith. He writes, "Now, I meant to provide some comments on the item "LEFT or RIGHT" in the March 2003 newsletter and did not get round to it, but better late than never so here goes. As an ex-Brit I have always known of explanations for the choice of the side of the road for driving. Why the left side? I have always understood that Bob Stark's second reason was correct and that it related to the use of the whip. Have I whipped my MG lately – no, but I have to admit there have been times when it seemed like a good idea. And why the right side? Bob Stark's second suggestion approaches what I have always understood but, in fact, begs the question... Why did Napoleon's armies march on the right side? The answer is that Napoleon also realized the need to regulate the use of roads. The British had already standardized on the left side and there was no way Napoleon could copy the British, so he went for the right side."