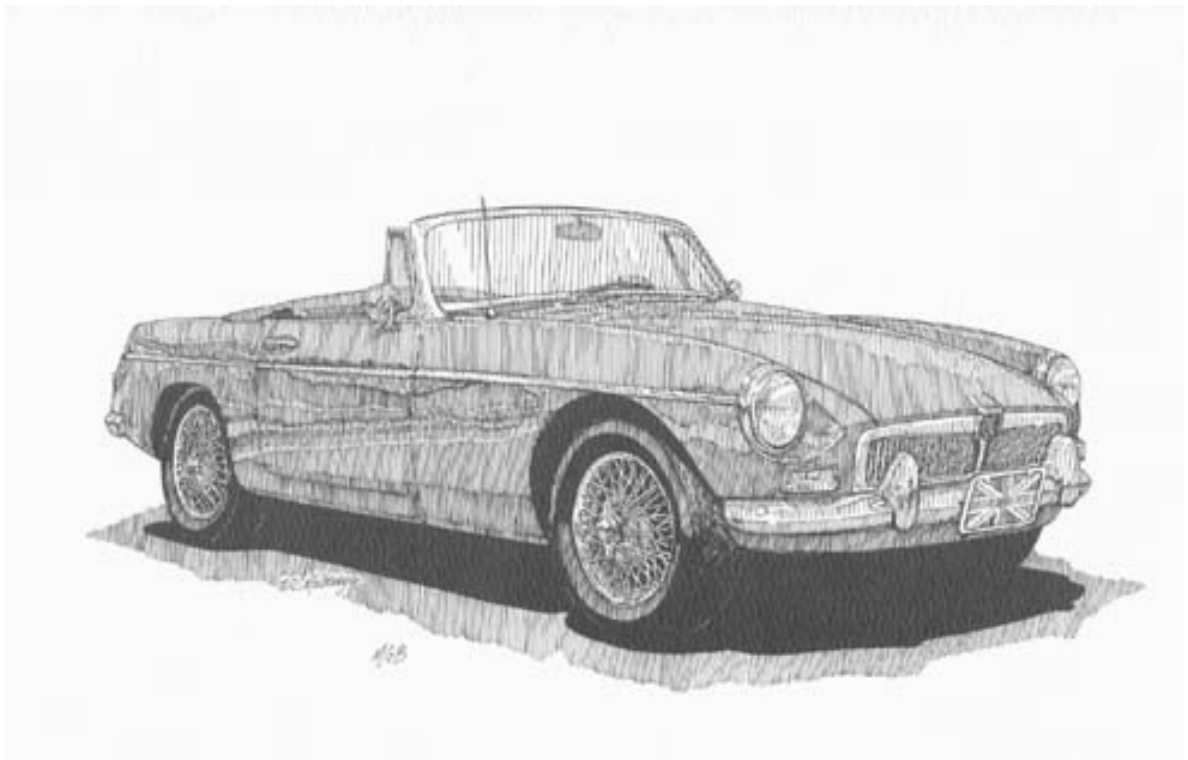




# *The Dashpot*

September 2004



## *Ottawa MG Club*

The Dashpot is the official publication of the Ottawa MG Club.  
Submissions for consideration should be sent to: [frizzuti@sympatico.ca](mailto:frizzuti@sympatico.ca).

[www.omgc.info](http://www.omgc.info)

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### *From The Editor's Desk*

This month we continue with Graham Ayers "Me Humble Bea" and a few submissions from club members. The driving season is coming to a close, but we still have a few weeks left. My favourite time of the year is the fall driving season. No worries about the possibility of overheating, and my car seems to like the cooler weather. See you on the road, with the top down and the heater on!

Frank.

*Safety*  *Fast*

## *President's Message*

If you consider the MG driving season to run from early June to late September, then we are already 3/4's of the way through it. And, I'm sure you'll agree, this season's weather patterns have been suspect and questionable, with a few dashes of "OK" tossed in - in a Mother Nature attempt to make up for the 'less than the best' days. However, I'm one of those folks that considers the MG driving season to run from very early April all the way through October - a full 7 months!! But the same weather that was experienced by the "4 month" drivers was experienced by the "7 month" drivers too. Perhaps September is too soon to look back on the driving season and try to compare it with other previous years, but in my view, the weather this year was tolerable and what might not have been great in terms of weather was made up for in terms of events and happenings. With a mix of some traditional runs and some new events, a great many OMGCers came out to participate this year. I just love it when there's a bunch of MGers about!

As we get closer and closer to the end of the driving season there is always a bit of sadness in my heart. But I take comfort in the memories of past events and knowing that in January we will be planning a new year full of things to do. By holding on to several of our "tried & true" driving events - with wonderful co-operation from those that organize and those that participate... and by introducing some new "things to do" - with support from those that are able to help, the OMGC will continue to be a place where people feel comfortable. Next year, it's my intention to try having technical sessions with a more "hands-on" flavour. This means fewer sessions overall (and not necessarily on weekday evenings), but real "Do-It-Yourself" sessions at places and times where you can bring your coveralls and some tools and dig right in. Of course if you want to watch and not get greasy, that's OK too! It's all about participation.

Len



# *Me Humble Bea*

Part Three  
by Graham Ayers

As is so often the case help can come when you least expect it. So it was with Bea. An hour and a half from home lies Hallville, a typical small Ontario town, with a church, general store, gas station and dozen or so houses clustered around the crossroads. On the outskirts of town is an old two-story brick building. One would hardly give it a second look were it not for the motley collection of vehicles parked around it. The discovery of this place happened by accident, (as is so often the case) while on a spring field trip with the Ontario Jaguar Owners Association of Ottawa.

The building was, in years gone by, a cheese factory. Now it is a factory of an entirely different sort. Owned and operated by John Pritchard and his two sons, The Sportscar Factory is dedicated to the restoration of British cars of all marques and models. Jaguar, Austin Healey, MG, Triumph, the odd Land Rover and some other more obscure makes, sit in the yard either as donor cars or awaiting a return to their former glory. If British cars was a religion, (yes, I know for some of us it is) this would be Mecca! Since Dad had a 3.8 MK.II and I the XK150 we were both most interested in this establishment and the work done there. I wandered around totally in awe till I spied a 150 body shell in a corner of the panel room, standing proudly up on jack stands, all of its body panels replaced and the unpainted metal gleaming. It was absolutely stunning! The flowing lines, uncluttered by hardware, exuded speed, and excited the imagination. I pored over and under it, checking how it all went together and admiring the work, which was flawless.

My interest had not gone unnoticed. In due course John came up and introduced himself. I was curious about this particular car and plied him with a multitude of questions. Somehow he had discovered that I also had one and had a few questions of his own. When I told him of its sad state and that I had decided that it was far beyond my means and ability, he expressed an interest in having it.

To make a long story much shorter – the following Sunday a white Austin Healey 3000 turned up my drive. It was John on a shakedown drive, the first time the car had been driven in 6 years! It had undergone a complete restoration. We're talking *Complete*. It looked and sounded as only a big Healey can. After John's examination of both the Jaguar and MG we struck a deal. He would restore the 'B in return for the 150. It seemed like an agreeable arrangement for both parties.

Now before everyone jumps on the soapbox, understand that the Jaguar was in the worst possible state. It sat outside for many years before I acquired it and was rusted so badly underneath that you could put your hand up between the sides of the chassis members. It was that rotten. But, it was an 'S' Roadster, totally complete, and John wanted it. And I wanted my MG done properly. A flurry of activity followed in the next few days getting all the undercarriage back onto Bea to render her mobile. It was the most activity she had seen in a long time.

The rest of the summer passed.

No sign of John. I didn't want to call and bother the man, I figured he was busy and he'd come and collect the car when he was ready. I just had no idea it would take this long.

Autumn came and went.

Then winter.

Bea still sat in the garage. I was beginning to wonder if John had forgotten the whole thing.

"Patience my son ..... Patience".

It was March before John finally called and apologized for taking so long to come and collect the MG and asked if the following weekend would be convenient. I loaded the boxes of small parts into the boot, the larger items inside, installed the hardtop, then rolled up the windows to keep it all there. Bea was photographed being loaded onto his trailer, this being a rather auspicious occasion and all. It was not easy to watch her being hauled away and would have been more so had I known how long it would be before she came home again.

During the next 9 months I made frequent trips out to the Sportscar Factory, an hour's drive west from home, to check on the progress without, I hope, making a nuisance of myself. I took photographs of the progress and kept an accurate record of the work even though I wasn't doing it. Wandering around the place was a delight and may have accounted, partly, for the frequency of my visits.

The first visit found the left front wing had been removed, all my hard work patching the floor had been removed with a cutting torch, in far less time than it took me to install it! The outside 25 centimetres of the crossmember had been removed, a new rocker panel, diaphragm, castle rail and jacking point, and a new floor welded in from toe-board to crossmember. Since it never felt right from the beginning, I was delighted that the buck-shee patches were going. John did allow me to bring home the old rocker assembly as a souvenir. Why I wanted it I'm not exactly sure, for some reason it seemed appropriate.

During that visit I saw an ingenious device designed to not only prevent the body from sagging when the rocker panel, diaphragm and castle rail have been removed, but also to allow for definitive adjustment during the replacement of those pieces. The simplicity of it amazed me. It consisted of a length of 13mm. diameter industrial re-bar tack-welded across the door aperture with a heavy-duty turn-barrel in the center. Adjustments could be made in either direction with a simple twist of the wrist.

A fortnight later, Bea had: a new left front wheel arch reinforcement panel, a new splash panel flange and top filler, new metal on the lower rear edge of the left front wing over the rocker panel, the left rear quarter panel had been cut away from the door pillar to 16 centimetres in front of the rear tail lamp, the left rear wheel arch outer lip repaired, a complete left rear floor, and the left door skin removed.

A week later and she had all of the sheet metal finished on the left side, a new rear quarter panel installed, ditto a new door skin. Work had commenced on the right side, the door and rocker panel removed and a BIG hole where the floor used to be.

Visit four:

- ~ new right inner sill, diaphragm & outer rocker panel
- ~ new upper inner front wheel arch support panel
- ~ splash panel flange and top filler replaced
- ~ new outer half of right floor, front to back
- ~ right rear quarter panel removed
- ~ rear wheel arch repaired
- ~ right front wing lower quarter panel replaced

With the completion of the bodywork, Bea was starting to look new again. I asked John if it would be possible to change the dash to an early one which would give the larger size main instruments. A week later a 'new' dash had been installed from one of the donor cars in the back yard. I was fully aware that this modification would render the car unoriginal but since Bea was going to be my car, and it wasn't irreversible, I had no qualms about it.

Visit five: The engine was reassembled using a good head from a donor, the rocker arm assembly, the carburetors, exhaust system, radiator and oil cooler reinstalled. Bea was now sitting in the spray booth, primed and undercoated.

John asked me what colour I wanted it painted. I hadn't really given it much thought other than I didn't really want a bright red sports car, too much 'Look at me' and attraction from law enforcement officers. Although I will admit, Tartan Red 'Bs do look gorgeous.

Now I had to make a decision. I looked at the other MGBs he had lying around and didn't really see a colour that tweaked my attention

(I know now that the best way to choose a colour would have been to have gone to car shows and seen and photographed as many different 'Bs of as many different colours as possible)

One car that caught my eye was a big Austin Healey. It was painted a very dark blue that I thought looked smashing.

I went back inside and told John to paint Bea the same colour ~ Midnight Blue. Feeling rather guilty that I was doing nothing to contribute to the restoration I asked if there was anything that I could do. John gave me an older speedometer and tachometer of the larger size, along with the originals. The idea being that I would swap the innards from the smaller original ones into the larger older style. This would eliminate any recalibration problems.

I took them home and carefully disassembled both sets. There are some really tiny screws in these things. I also took the opportunity to turn the odometer reading to zero. Before reassembly I painted the insides of the gauges gloss white enamel to give a brighter light, (a tip I read on the [www.mgbexperience.com](http://www.mgbexperience.com) BBS), polished the glasses and bezels and installed new seals.

On my next visit I came away with three old grilles to cannibalize and make into one good one. These were going to present more of a problem as all the pop-rivets would have to be drilled out, the frame pieces straightened and then riveted back together. Since new grilles are really quite expensive this seemed like a good alternative.

I was pleasantly surprised at my next visit to find that 'Bea' was completely painted. She had been given three coats of paint and two clear topcoats.

The hardware was starting to go back on, the windscreen, bumpers, and lamps were in place.

Bea had been fitted into the works between other cars of a more pressing nature, (read money-making) and quite understandably so, but now Summer was over and there was even more work to be done, namely the preparation of the cars destined for storage.

Work on Bea was much lower priority and the next time I went to check on the progress I found her upstairs, out of the way, where she would stay for the rest of the Winter.

As I said before, I had no idea it would take this long.

I was greatly disappointed not to at least have her home where I could have worked on her but ..c'est la vie.



## *My First MG*

by Roger White

My first MG was a Sprite.

Okay, this is cheating a bit, Mr. Editor, but the fact is that the Austin Healey Sprite Mark II, which succeeded the beloved "Frogeye" Mark I Sprite in 1961, was virtually identical to the MG Midget. Same body tub, same 948 cc twin SU carb engine and other oily bits, same everything except badging and trim. Which is why these cars are collectively known as "Spridgets".

In any event, it was my first car ever. I bought it for the grand sum of \$60 in 1967 off a neighbouring friend who had pranged it. Boy, had he pranged it. From the firewall back it was fine, finished in relatively unmarked Speedwell blue. But the bonnet was missing entirely, the driver's fender was badly smashed, the grill and valance connecting the two fenders at the front missing entirely, windshield smashed and supports broken, front bumper nowhere to be found, radiator smashed in and the front chassis rails pushed up. But never mind, for \$60 I had my own wheels. No more begging and pleading to borrow the family Pontiac ( black '64 Custom Sport with red interior – yeeaaahh, baby ! ) . And for a motivated 17-year-old with 3 separate part-time jobs after school and on week-ends, money was no object to getting her running again.

Of course, in Ontario at this time, we were less constrained by legislation in getting these wrecks on the road than we are now. There were no Certificates of Mechanical Fitness required when changing ownership, or for any other reason for that matter. And another convenience for impecunious teenage drivers was the Unsatisfied Judgement Fund. For the sum of an annual fee of another \$60 paid to the provincial transport ministry, you could drive a car legally without insurance. This option disappeared in the '70s, and the blood runs cold just thinking about it now.

In any event, "restoration" proceeded apace after I pushed the car home. On the parental front, at first, there was much rolling of eyes, sucking in of teeth, shaking of heads etc. etc. but Dad was a bit of an enthusiast himself and went along with it. Back in the UK, his ownership history included an Ariel "Square Four" motorbike, and a Triumph Renown. Our first car in Canada was a Vauxhall "L" which required a lot of fettling, so any misgivings were put aside and I was even allowed to keep the car in the garage. Anything to keep my hands off the Pontiac.

GM aside, people forget the sheer numbers and variety of English makes being sold in Canada at the time. Farina bodied Austins and Morrisies then Minis and Austin 1100s, Vauxhalls, Jags of course, but Rileys, Hillmans, Rovers and certainly MGAs, TDs, Bs and Spridgets, TR3s, Alpines.....There were VWs but Japanese cars were nowhere until the Datsun 510 as I recall. In my town, the rich kids drove XK 150s and big Healeys, while the rest of us managed with our humbler metal.

And humble mine was. Getting the rad recored, windshield supports welded, a replacement windscreen, an exhaust pipe off another wreck, new plugs- this was all relatively straightforward and not expensive.

Then there came the moment when I was able to start it. And it ran. And the gears worked, the brakes worked, the steering worked. Heck, even the gauges and instruments all worked. There are lots of "firsts" that give joy in your life, but that moment when the damn thing starts and goes is pretty much indescribable.

The bodywork was another matter. It was driveable after I fashioned a wooden valance to join the bashed about fenders together at the front. This didn't look great, though, and the lack of a bonnet, while somewhat sporting in appearance, was going to be a problem in inclement weather.

Here came the stroke of genius. I went to a car junkyard (remember them?) armed with measurements for the front of the car from the firewall forward. Sure enough, a tatty white one-piece bonnet/fender unit from a Frogeye was going to fit straight on. And it did. I was even able to hook up the lights without electrocuting myself. I now had a unique sports car, a Mark I and II Spridget, in two colours, blue and white. And I could drive it anytime in whatever weather since the car came with folding hood and side curtains.

And drive it I did. As detailed by others, saving this car then from the ravages of winter driving wasn't an option. Of course, some days there was no point in trying to start it. But my recollection is that in Southern Ontario there were many relatively mild wintry days when it could be persuaded to go.

In fact, as I recall, it was pretty reliable. After a year or so, it began to consume oil in amazing quantities, but there was plenty of storage room in the boot for cans of cheap oil so that wasn't a huge problem.

But finally my luck ran out. The Frogeye bonnet/fender unit hinged on the firewall using the same hinges as the original Mark II bonnet, not from the front end like a Spitfire's as you'd expect. Because of the weight of the bonnet unit, I didn't think it needed a locking mechanism, especially as there was no hardware in place and it sort of jammed down on the bent-up chassis rail ends anyway. Driving along on a country road back from college on a nasty wintry day, disaster struck when a transport truck passed at high speed in the opposite direction. The slipstream caused the bonnet unit to lift right up, smashing on the top of the relatively new windscreen. Pulling over blind was interesting, but guided by my passenger I managed it. The bonnet went back down enough to allow us to continue on our way, albeit at a much-reduced speed since the cracked (again!) windshield was difficult to see through.

I thought we were going to make it. The policeman who waved us over was a decent guy, but pretty firm about my having to leave the car at a gas station.

Subsequently up before the judge on a charge of driving an unsafe vehicle, I managed to say that the steering and brakes worked fine before he interrupted me. "I suppose you're telling me what's safe about the car now?" Guilty. Fined \$50. This embarrassing exchange made it into the court briefs section of the local newspaper.

I managed to sell the car to pay the fine, then moved on to motorcycles for a time until marriage and mortgages meant a series of more pedestrian vehicles.

But I don't forget speeding home top down from the girlfriend's, late on warm summer of '67 nights. I'd turn the dashboard lighting all the way off, but the high beams on, so the amethyst-coloured high beam indicator light glowed all by itself.

Magic, that MG, .....er, Spridget.



## *Il Principe delle Tenebre* *(The Prince of Darkness)*

by Mike Price

July the fourth found me heading north from Montebello in my MG towards Mont Tremblant and the Sommet des Legendes. This is a three day vintage racing festival that features some of the most mouth-watering cars this side of Watkins Glen. The trip itself is a treat in the MG. At Lac des Plages the road turns right and becomes very interesting. The good news is much of it has been resurfaced, allowing the MG's rear wells to stay on pavement.

If I had gone on the Saturday, as I did last year, I could have joined Le Rendezvous des Anglais and their cars along the pit straight. However I had decided to take in the antique boat show in Manotick instead.

My rubber necking in the paddock turned up a number of gems. A group from California had entered a Ferrari 250 GTO, a 250 short wheel base, and a 330 LM. My favourite Ferrari is a 330 Berlinetta Lusso, which has the most delectable lines ever to be beaten out of sheet metal in Maranello. I had seen pictures of this car with a GTO nose and it looked even better. Well, here it was in front of me - a 330 LM. I was told that it was a Lusso body, with a GTO nose, built on a GTO chassis for Le Mans. Only four were made. They also had a 275 GTB convertible just to run around the paddock. Such is the pedigree of cars at this show.

This does not mean that there is nothing for the average MG punter. I came across a lovely prepared replica of the factory MGB racers that were campaigned at Le Mans and Sebring. The colour of course was red, with a white factory hard top. Notable features were an extremely well tied down rear end with both longitudinal and transverse links. The owner actually felt that this was guilting the lilly a bit and he suspected that the axle was in fact binding, as a result.

Next on my tour was a Maserati 250 F Grand Prix car, such as the one Fangio drove at the Nurburgring, overhauling two Ferraris from about a lap behind, I believe. Beside it was a pre-war Alfa Romeo GP car in the colours of Scuderia Ferrari. This was the team that Ferrari managed before he got into construction himself after the war. It features a supercharged straight eight engine, and was driven with considerable verve, considering the fact that the driver's head was the highest point in the car.

You may be wondering about the titled of this little ditty. Further down in the paddock I stopped to admire a late 50's Ferrari Testa Rossa, a sports racer that competed at Le Mans and the Targa Florio. The fuses and some of the electrics were mounted inside the cock pit beside the driver. I spied a familiar black object such as I used to hammer under the hold of my 61 Mini on a cold day when the generator light went on. Yes, indeed it was a Lucas voltage regulator. This was too good to pass without comment. I pointed it out to a mechanic who was working on the car. He sheepishly acknowledged it's presence and admitted that it worked better than the Magnet Marelli part that it replaced. Funny thing, though, I never saw the Testa Rossa on the track. Oh, well, il Principe delle Tenebre must speak Italian.

## *Putting Parabolics Perfectly in Place*

A running report by Jordan Jones

Parabolics. What's that? Who are these things from an outer planet and why are they showing up in my MG Owners Club accessories catalogue? Hmmm, Oh, I see it says they are springs.

It says they are wonderful and everyone should have them. Oh yeah, sure, they must have a great sales and marketing department over there in the Octagonal Offices in the U.K. Anyway, I noted it for future reference.

One of the other options for the rear end of the B is the relatively new Fiberglas single leaf springs. I have been watching these ones closely with any and all write-ups in magazines. I followed the MG chat lines also and overall the basic consensus was that they were darned expensive and the reactions were mixed as to their effectiveness. Later, the company producing them came up with a helper spring/shock combo that must be used with them to help solve the amount of bounciness that was experienced further, it was also noted that they really shouldn't be used without traction bars and maybe even panhard rods to help locate the axle. After all the analysis of this data I really decided that was too much to change and play around with especially considering no one else I knew locally had done the same thing and I could test drive their car.

Well, fast forward a few months and started to notice the old springs on my 'B' really were getting a little weird (in other words sagging) and I could tell they were past their sell by date which, I admit I was a little disappointed in as they were new when I re-stored the car 9 years ago which seemed a little premature even though I do cover a lot of miles each year. So, time for a change then buddy. The old springs had clearly given their best and now they were checking out for retirement as I could feel it as I drove the car with a small hopping effect over bumps, kind of like riding on a cart. When I looked under the car with it just sitting in the driveway you could actually see that the spring curve was opposite to normal, in other words they went upwards not downwards, yikes! I decided there and then that I should be the guinea pig for these new Parabolic springs for the club and report my findings as I sure I'm not the only one who will be needing springs in the short term.

The basic construction of the Parabolic spring is really quite simple looking being of two springs shaped in a peculiar way only touching each other at each end and the middle. It got me to thinking that to be the poor chap who has to manufacture these things must be a grumpy sod when he is finished his shift, as it can't be an easy thing to get the correct curve out of the spring steel.

The installation really was a breeze clearly aided by the fact that I wasn't dealing with rusty old bolts on my car. Another point was that the new springs really are much lighter than the old items. I was on the road in a couple of hours, clearly you should double that figure if you are fighting with old springs that haven't been removed since the factory put them there.

Once on the road I immediately noticed how much lighter and somehow airy the rear suspension felt. It felt well controlled and also seemed to take the corners a little better. I did notice that there was too much bounce though and I wasn't happy with that. The MGOC only recommend Spax or Koni tube shockers. Apparently, the factory Lever arms cannot keep up with the increased movement as they will start frothing and overworking and they don't react fast enough to the increased spring movement. You have to keep in mind that the standard leaf springs have an inherent damping quality as part of their construction. I had Hopkinson rear shocks that are set up / matched for the standard

spring therefore they allowed the springs to move too much and that was why I was hopping about all over the place. I did have a new set of Koni's that I was keeping for the GT so I plonked them on and whizzed around the same stretch of road. With the Koni's installed I could now understand why they recommend they should be matched together.

After several weeks of driving on the springs I know there is more spring action but the difference here is I would describe this movement as controlled movement. This has the net benefit of more contact with the road especially over uneven road surfaces or train tracks where the standard springs would break away and give you loss of control.

So, that's all then, better ride, more positive handling characteristics especially on rough roads etc. Everyone should rush out and buy them....right? Well, there is one thing that the marketing folks at the MGOC did forget to mention and that is something called 'torque steer.' What's that then? Is that a condition you get when your significant other has been bending your ear for too long? Nope, it is a term that is used when you actually get a steering affect from power being applied or taken away from the accelerator. In the case of the MGB the rear axle is actually able to flex enough to cause the car to steer when you step on or off the accelerator. It's fine around town but can be noticeable when coming off the highway for example and you let off the pedal to take your exit. This is only a four banger so not a huge problem but, with any car with more power or if you've uprated your engine I think this problem would be more visible. Clearly, with any engine that has a fair amount of torque your in trouble, and let's not forget the V8, I think that could be down right lethal!

So, can it be fixed? Yes, of course it can! You can start welding and adding torsion bars and the like to control the movement but really what is the point? Are we supposed to make all these changes in order to get the overall small gains that these things provide? I think it's one of those cases where the factory must have got it right at the time and it really isn't worth changing unless your willing to make further changes to compensate. Like my Grandmother always used to say if it isn't broken don't fix it! This time she might have well been right. Heck, knowing my Grandmother she probably had pull with those big boys at BL anyway and told them to do a good job or else!

If any of you are thinking of purchasing these please feel free to try my 74 B out first to form your own opinions.

Jordan



## *Ottawa MG Club Event Calendar*

|            |                                 |              |          |
|------------|---------------------------------|--------------|----------|
| Sept 4-5   | Car Show@Perth Fair             | Dave Muir    | 264-0750 |
| Sept 6     | Richmond Motor Classic          | John Eagen   | 298-2324 |
| Sept 16    | Club Meeting Louis Restaurant   | Len Fortin   | 258-9655 |
| Sept 17-19 | British Invasion Stowe Vermont  | Jordan Jones | 839-1821 |
| Sept 29    | Tech Session British Automotive | Rob Grapes   | 839-6500 |
| Oct 3      | Fall colour run                 | Jordan Jones | 839-1821 |
| Oct 21     | Club Meeting Swans              | Len Fortin   | 258-9655 |
| Oct 27     | Tech Session British Automotive | Rob Grapes   | 839-6500 |



## *The Great Escape*

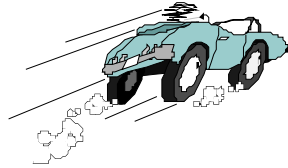


## *A lovers weekend*

We would like to thank all that participated in the draw for the Great Escape; an all expense paid weekend at the Fairmont Tremblant Hotel in Tremblant Quebec. The lucky winner is Colleen Trim.

If the membership wishes I am willing to try this again in 2005. Let's make it an annual August draw event. Let me know your thoughts on the idea.  
Bob Stark

## *Cheepo Cheepo* *2005*



It may appear that we are rushing the year but Cheepo Cheepo 05 has been booked for the weekend of June 4, 2005. With our destination being Country Squire Resort in Gananoque Ont. The cost per couple will be \$195.08 per night per couple. This will include room, dinner, breakfast, all taxes and gratuity. I have reserved twenty-five rooms and at this time have twenty remaining.

The theme of this year's trip will be "Shop Till U Drop" and to achieve this we will be stopping in Westport for lunch and a shopping stop of one and a half to two hours. The exact time allotted will be determined by our arrival in Westport.



For those who like acronyms this year's is "STUD". If you wish to participate in this annual drive contact Bob Stark at (613) 258-4636. If this is a long distance number for your area try 567 3000 then 258-4636.

## *MG Club Regalia*

| <b>Item</b>   | <b>Price</b> |
|---|--------------|
| Long sleeve shirt   | \$44         |
| Short sleeve shirt  | \$40         |
| Hooded sweat shirt (heavy weight)                         | \$40         |
| Sweat shirt (heavy weight)                                | \$36         |
| Golf shirt  | \$31         |
| T shirt   | \$18         |
| Sign (magnetic)   | \$18         |
| Socks   | \$16         |
| Toque   | \$16         |
| Hat   | \$15         |
| Pins  | \$10         |
| Crests  | \$8          |
| Club jackets (available in a variety of colors and sizes) | \$170        |

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OTTAWA MG CLUB  
2004 / 2005 MEMBERSHIP & RENEWAL FORM  
Membership Number\_\_\_\_\_

Please bring this membership form along with payment to the next meeting  
(\$35 New Members, \$30 Renewals, cheques payable to The Ottawa MG Club)  
Or mail to: Treasurer, 57 Tiffany Place, Kanata, Ontario, K2K 1W5.

Name:\_\_\_\_\_ Navigator: \_\_\_\_\_

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MG Model:\_\_\_\_\_ Year:\_\_\_\_\_ E-Mail:\_\_\_\_\_

To help the club meet your MG needs, kindly complete the survey below:

Which of the following events would you be interested in attending?

- 1) Social/Fun Events      \_\_\_\_\_ Club Meetings  
                                     \_\_\_\_\_ Inter-Club Events (Croquet, Darts, etc)  
                                     \_\_\_\_\_ Get-Togethers (Christmas, Beach, etc)  
                                     \_\_\_\_\_ Car Shows
- 2) Driving Events         \_\_\_\_\_ Short One Day Run  
                                     \_\_\_\_\_ Longer Two Day Run  
                                     \_\_\_\_\_ Non-Competitive Fun Rally  
                                     \_\_\_\_\_ Competitive Rally
- 3) Technical Events       \_\_\_\_\_ Speakers at Meetings, Videos, etc  
                                     \_\_\_\_\_ Hands On Technical Seminars  
                                     \_\_\_\_\_ Garage Tours

Would you like to be called / e-mailed about events?    Yes        No

Comments:

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## *MG on The Net*

### *Web Links*

#### **Suppliers:**

<http://www.precisionsportscar.com>  
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<http://www.the-roadster-factory.com>  
<http://www.macgregorukcarparts.com/index.html>  
<http://www.performancebritish.com/>  
<http://www.victoriabritish.com>  
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#### **Clubs:**

<http://www.bootnbonnet.org>  
<http://www.cornwalloldecarclub.com>  
<http://www.victoriamgclub.com>  
<http://www.svmgcc.org/index.html>  
<http://www.namgbr.org/index.html>  
<http://www.mgcars.org.uk/mgcouncil/>  
<http://www.mgdriversclub.com>  
<http://www.mgcarclubdc.com/index.html>  
<http://www.geocities.com/motorcity/shop/6055/800/800.htm>

#### **Technical & Funstuff**

<http://www.mgb-stuff.org.uk>  
<http://www.britishcarforum.com>  
<http://www.theautoist.com>  
<http://www.mgbexperience.com>  
<http://www.canadiandriver.com/index.htm>  
<http://www.canplates.com/index.html>  
<http://www.ncf.carleton.ca/~ab603/page1.htm> (local car show listings)  
<http://www.britishpathe.com/index.cfm>  
<http://www.britishtoolbox.com>  
<http://www.burlen.co.uk>  
<http://www.chpltd.com/mgworld/index.html>  
<http://www.cruisinshow.com>  
<http://www.brit.ca/~tboicey/mgparts>  
<http://www.formatc.org/mgb/index.htm>  
<http://www.princessauto.com>  
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<http://www.britishcarlinks.com>



## Moss Motors, Ltd. British Sports Car Collection

It is easier to color your MGB before you cut it out.

Felt tip markers or color pencils work great.

Carefully cut out the car with an X-Acto knife or scissors.

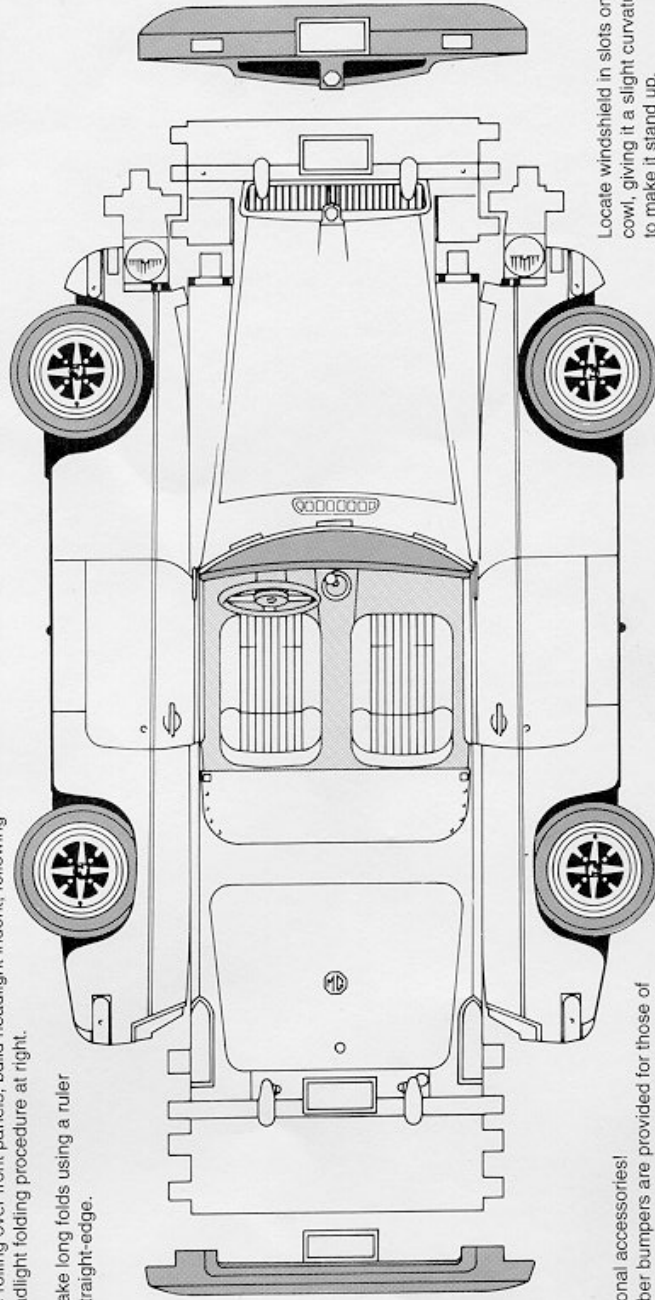
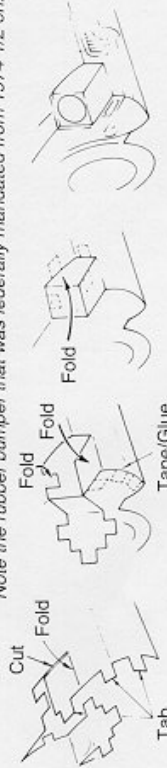
After cutting out car, fold down tabs, then roll over "front and rear body panels, gluing or taping tabs inside to hold body curvature.

\*Before rolling over front panels, build headlight indent, following the headlight folding procedure at right.

Tip: Make long folds using a ruler for a straight-edge.

## MGB Roadster

The best loved sports car of them all? The MGB roadster was a winner around the world, with 387,675 cars produced between 1962 and 1980. Note the rubber bumper that was federally mandated from 1974 1/2 on.

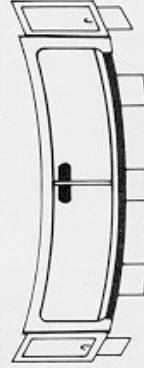


**Optional accessories!**  
Rubber bumpers are provided for those of you preferring the late style 'B. Simply cut out and glue on over chrome bumpers after body assembly.  
Chrome wire wheels give a classic look to your roadster. Just cut out and glue on over the stock rims. (If only restoration were so simple!)



Tip: Tape completed model to cardboard base. (Black or dark gray looks good.)

Locate windshield in slots on cowl, giving it a slight curvature to make it stand up.



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