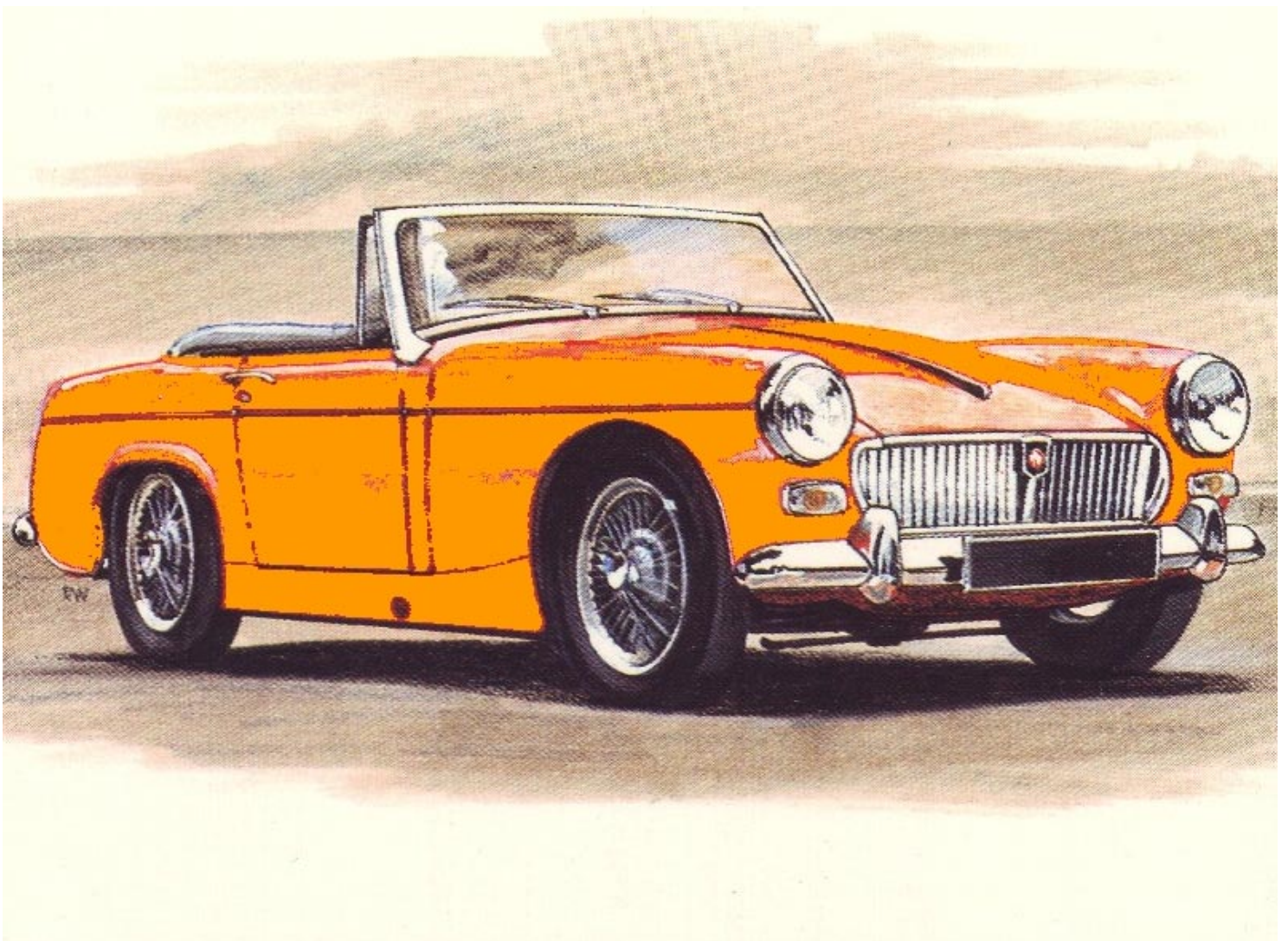




The Dashpot

Spring 2008



OTTAWA MG CLUB

The Dashpot is the official publication of the Ottawa MG Club.
Submissions for consideration should be sent to: fortinl@passport.ca

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organizations as well as technical help, membership forms, regalia and
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From The Editor's Desk



I've always wanted to create an Ottawa MG Club newsletter edition with an odd number of pages. Sure, the computer software will let you do it, but when the club was actually having the newsletter printed on real paper, it seemed like such a waste. One would try to find that last bit of information to add to the end to complete the job. Well, I've done it! A 27 page **Dashpot**. It does sound odd though. But when you save this file to a real disk, there will be no waste at all. And you don't have to flip past that unnecessary page. This issue has it all... timely information, good stories, great pictures and environmentally friendly. Now that is thinking outside the octagon!

President's Message

The Newsletter Editor has indicated I need to be brief in this issue because there are lots of stories and pictures to go into the Spring Dashpot edition. So here goes...

The month of March is virtually over and still piles of snow everywhere. It certainly doesn't look good for my annual reunion with the "B", slated for 15 April. However this mornings' forecast was for high temperatures next week and rain, so maybe ---

On another note, the North American MGB (C) Register will be held in Valley Forge, PA, from June 25th to June 30th 2008. Valley Forge is approximately a seven hour drive from Ottawa.

If you are interested in attending please contact me and if there is sufficient interest, we could form a convoy there and back. We need not stay for the entire show, probably arrive on Friday and leave Sunday. Details can be found at: www.mg2008.com/schedule.html

Please let me know as soon as possible since hotel accommodation is going fast.

Safety Fast



↑ One of several concept vehicles from the new owners of MG



↑ A strange concept car from Mercedes Benz!

A new design concept car from the Morgan Automobile Company



↓ A great reality from MG - The TF!



Ottawa MG Club
Summer Picnic
Grillin' & Chillin'
In Lanark
Sunday, July 22nd



I don't think there's anyone who doesn't like a picnic. With picture perfect weather and a grassy spot in the shade and lots of things to eat and drink - there are few things quite like it. That's what a picnic is all about, you see!

The OMGC doesn't have a Picnic Run each year, but this year the conditions were right to include one in our calendar. Club member Nic Maennling lives in the village of Lanark and made the location arrangements with the Community Services Coordinator for the Township of Lanark Highlands. Club members Geoffrey & Helga Dix were anxious to help out in some way at some event. So with telephone calls and e-mails, OMGCers were set to enjoy a relaxing drive to a great spot and just waste away the afternoon. That's what a picnic is all about, you see!

This was a "fair weather event", where, if the weather on the day is bad, we would cancel even before starting. But if the weather was fine, then the Picnic was a GO! And if the weather was in between, a call could be made to check the status. As it turned out, the weather was fine all the way! That's what a picnic is all about, you see!

Geoffrey & Helga are quite a team. It was a great pleasure working with them planning this picnic. Helga told me she is a very good cook, and Geoffrey **totally** agreed. Helga told me she really knew her way around a kitchen, but laughingly told me she had misgivings about Geoffrey's skills in the food preparation arena. So it was an easy plan to agree upon... Helga would make some of the finest salads in the world for our picnic and Geoffrey **wouldn't** help. OMGC folks would bring their own eating tools, favourite drinks and lounging chairs and I'd bring along a BBQ and some things to cook. I'd drag in fellow sous chefs as required. That's what a picnic is all about, you see!

It turned out to be one of those perfect picnic days, the likes of which one doesn't see very often. The sun was shining. The breeze was pleasant. You could do a bit of a walkabout and view the participant vehicles, to help work up an appetite if you like, or just relax and enjoy the day. There was a small flea market close by for bargain shoppers. Or you could just read a book. Nic was available to give a tour of his garage and the MG restoration. Or you could have a bit of a yak with a friend. Or visit Jeanie's Antique Shop or other wee shops that are in the village. Or just close your eyes for a snooze. And, of course, there was a nice walking path by the river. Lots to do if you wanted to... and nothing to do if that was what suited you best. That's what a picnic is all about, you see!

The picnic site in the park in the village of Lanark was just a-buzz all afternoon. Cooking and chatting and visiting and reading and laughing and sunning and story telling and walkabouts and picture taking and relaxing and eating.



That's what a picnic
is all about,
you see!



Lucas Replacement Smoke Kit

NOS Lucas Replacement Wiring Harness Smoke Kit continued from the Summer 2007 Edition of the Dashpot

Have you inadvertently let the smoke out of the wires on your classic British car?

This, then, is the solution to your problem!



Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size, It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own...

This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car (147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was

able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

Questions & Answers

continued from the Summer 2007 Dashpot Edition

Q: It is necessary to sound a note of caution here for potential users of this device who wish to recharge their Lucas screen-wiper circuits. The screen wiper motor (part numbers SW53098A through SW53089K) normally has an attached pair of smoke dispersant arms which can cause the unit to dispense far larger volumes of smoke than other units, so an extra large reservoir may be needed when using the kit. It was rumored that the dispersant arms were originally intended to clear water from glass, but rigorous scientific tests have proved that this was not possible.

A: Thanks for bringing it up. An added note of caution- the replacement plastic dispersant arms moving across glass can generate offsetting (static) smoke, which will back up into the wiring causing great havoc. Please use proper (Tex or similar) arms at all times.

Q: I'm a little skeptical about this being a genuine Lucas product. If it were real, wouldn't it be leaking?

A: See the discussion of the Nuffield Paradox belong. This ground has been covered already.

Q: Is it possible that this Smoke Kit will work for Lucas refrigerators? I had always heard that one of these refrigerators would keep my Guinness at the perfect (room) temperature. But mine seems to be faulty and the beer is cold. Will more smoke help to rectify this situation?

A: Try using a Series II E-Type AC unit. I've found that the vent temperature is ideal for most Irish stouts. Your Lucas refrigerator is probably hopelessly beyond repair.

Q: This is not really a question but a desperate plea for help. I recently completed a patent search for a replacement smoke generator that would make this product obsolete. However during a recent vacation to area 51 in Arizona some little green men abducted my 1964 Hillman from the parking garage at the Indian Casino. Although they returned the car - - my original papers were missing. I would appreciate it if you would all keep an eye out for these nefarious creatures. It will be easy to recognize them -- as I said -- they are little and green -- about the color of British Racing Green. Thank you for giving me a forum to enlist aid. Good luck with the NOS Lucas item -- if I locate these characters I will put my invention on e-bay for sale. Any information leading to their capture will be rewarded with a free unit.

A: Glad to help, but those were probably not aliens. Life forms with the technology for intergalactic travel would surely have kept a Hillman to take back and study.

Q: Is this the type of smoke one would use to blow up someone's arse? If so I'll bid. I'm running low.

A: It seems the British motor trade did that for decades, so this must be the same stuff.

Q: I'm afraid you've become trapped in a classic Joseph Heller conundrum. You assert that this is an authentic Lucas part and offer substantial testimony that it works and is effective in many applications. It would seem impossible that it could work and also be a genuine Lucas product.

A: This is known as the Nuffield Paradox. It can't be helped. It is the reason BL finally adopted a clenching sphincter as their corporate logo.

Q: Great piece! Too bad there are not a hundred bidders. Perhaps the initial price was too high. I have adapted mine by wrapping wire around the muffler and just letting the smoke fill the entire interior and engine bay and trunk -- no electric problems what so ever. Course there is nothing Lucas left in the system. Happy TR6 racer!

A: This is a crude but effective technique first pioneered by the Triumph works teams at LeMans in 1961. I'm glad to see it is still in use. I understand the TRF TR-S is similarly equipped.

Q: I'm amazed that you have one of these kits in your possession. It was my understanding that they were produced under license from Lucas at the Lockheed/Girling factory in Swindon which burned to the ground in the late seventies, taking with it all of the SSB775 brake master cylinder kits for the dual-circuit master cylinders fitted to BL vehicles of the period. I note the lack of the proper pump and pressure gauge needed to ensure priming of the system at a minimum of 1.5-2.0 bar. Of course this can also be accomplished by momentarily grounding the "A" terminal of the voltage regulator (both words being totally misleading) whilst hopping up and down on one foot. Alternatively one can attach the special Churchill adaptor hose (L.184A-2A) to the spare tire valve. This technique was later adapted by Volkswagen for windshield washer operation. Thanks.

A: I'm always open to a tech tip from a master. Thank you!

Q: I always thought that the volume "Smoke and Mirrors" (Luddite Press, 1947) was the Lucas Master Catalog. I also always thought that the smoke is stored in the battery(s). From my experience, the smoke stops being released when I disconnect the battery, and comes back immediately once I reconnect it. Also, once the smoke stops even with the battery attached, then you know it's time to replace the battery. Would this kit refill the battery, and is this smoke the same used to cloud the Lucas mirrors?

A: Actually, "Smoke and Mirrors" (Luddite Press, 1947) was Dr. Heads expose of the failed Lucas/ Raydyot merger of 1946. The battery is actually the "electrical" part of the smoke system. It apparently, according to the latest theories, energizes nanosolenoids in the wiring harness that allow the smoke molecules to flow through the wires. That is why a modern "smokeless" sealed battery will still work in our cars.

Q: Can you get hold of any Clutch Plate smoke? I lost all the smoke from my 1955 Alvis clutch on a steep hill in Yorkshire yesterday and now it won't accelerate properly. I know it's a long shot, but you could have contacts.

A: You might check with Aaron Couper at Couper's Classic Cars in West Pawlet, Vermont. He stocks Alvis clutch smoke, or so I've heard.

Q: I've upgraded quite a bit of the wiring in my MGB to newer wires, modern sealed connectors, blade type fuses, and modern switches but I still have quite a lot of the original wiring in place as well. Will the newer wiring interfere with the proper retention of the original Lucas smoke and operation of the original circuits? I'm worried it might block the smoke.

A: Technically, you now own an MGB/Miata hybrid, but the elimination of Lucas connectors and switches, artfully done, will usually just speed the flow of the smoke to its ultimate destination- the atmosphere.

Q: Will you ship to the UK? As you can imagine, the amount of Lucas smoke that has inadvertently escaped over the years is far too great to be replaced - it forms a constant gray blanket in the sky that some people mistake for clouds and generally bland weather - but this could be just the ticket to prevent further loss.

A: Perhaps I should leak-test my unit. That could explain what passes for summer around here, as well. Thanks for the insight!

Q: If you could mass-produce this valuable addition to any British car, you could change the world! I own three of them and carry spare "smoke filled wires" to replace defective ones, but this would eliminate that! Is there anyway to use this to refill the smoke in the bar coolers and fridge's in the UK? Do you think that we could actually get them to start drinking cold beer??? Thanks very much! Joe A

A: It's been tried. It seems that the Smiths kegs won't dispense anything at a desired temperature, and the Lucas Bakelite tap handles become brittle below 49 degrees F, breaking and causing a workplace hazard for the serving wenches.

Q: Sir, My 55 TF1500 has been converted to negative earth by DPO. When using the 530433, should all electrics be set to "dim" "flicker" or "off"? . Or as all settings seem to work the same, does it make a difference? For a successful transfer, can you tell the concours acceptable temp. for an OSH during this to ensure proper torque and seating? (assuming all proper cork & copper gaskets are in place) David

A: Hi, David- You have obviously answered your first question through careful reasoning. As for your second, 50 degrees F. and 100% humidity, with a dew point of 49 degrees, seems to be the accepted nominal condition.

Q: 1) When the Brits took over the air-cooled VW plant after WW2 did they use Lucas smoke? I own an old triumph and the smoke emitted from my '62 bug smells quite familiar! 2) if so, I assume this thing will work with old bugs too?

A: That is more likely the smell from your overheated wet carpet, but it's worth a try!

Q: Sorry to keep asking questions, but the general run of questions and answers has been so informative and enlightening, that this has become a fascinating forum on Lucas and British cars in general. Much better than the Austin Marina enthusiasts chat group I belong to. Anyway, I see mention of the Lucas Bullet Connector in your listing and I've always wondered something about them. I know they were designed by the famous Lucas engineer and auto-eroticist, Richard Head, and his commitment to the latter is evident both in appearance and assembly, but I'm unclear about some aspects of their function. Specifically, can you tell me if they were intended to function as a structural fastener to connect bits of the harness together, or are they also used to occasionally pass current and smoke? My experience leaves this very unclear, what are your thoughts?

A: As Mr. Head relates in his seminal work "Smoke and Mirrors" (Luddite Press, 1947), the connectors were originally designed as a mere structural member, but as, when new, they were very effective at this function, the management at Lucas was uninterested. However, when it became apparent that they would also function as a smoke-relief valve for overtaxed circuits, a deal was struck and an industry was born. Thanks for your question.

Q: I have had on occasion an apparent "dam" on my LBC, in which the smoke will not pass. Will this genuine smoke leap this dam and get my LBC going again? Thanks, Paul

A: The usual course for the smoke is to move to an adjacent wire, bypassing the "dam" and returning directly to earth, thus opening a fresh channel for smoke release. Although a sharp rap with a knock-on mallet may temporarily rectify the impediment. Good luck!

Q: Not so much a question as a possible marketing tool. This would make a tremendous addition to some products offered by the Blimey Group. I have used their Leaks-A-Lot and Rattle-B-Gone with great (see: limited) success. Another item I found to be useful in emergencies is Dr. Scholl's English Vehicle Brake Back-up Sole. I think 3 a.m. TV is chomping at the bit for a package like this.

A: Your suggestions have been passed on to our R&D Department in Roswell, GA. Thanks so very much!

Q: I have a "friend" who owns a BMW MINI. Since these are Minis in name only would induction of some real Lucas smoke make his car more acceptable among his classic mini owner friends? Would there be a Chrysler/BMW adapter that allows the use of Lucas smoke? He has already taken to squirting drops of oil on the ground and only parks next to large SUV type vehicles to help with the illusion. Thanks.

A: Gee, this is a tough one. I think he's already doing all that can be done. Since none of the Lucas smoke would ever leak out, he'd only be impressing himself (same as now!).

Q: Hi, I have full set of Chrysler K car manuals, post-Rootes, pre-Benz, I would like to trade for this pre-Ford Lucas device. Can we strike a match, or will you be blowing smoke?

A: K-Cars drove me to British in the first place, but if you throw in a set of manuals for a first-generation Lean-Burn analyzer, we MIGHT talk.

Q: I live in California, widely ballyhooed as the land of the fruit & the nut, where it's illegal to smoke indoors almost everywhere. Will the kit cause me to be arrested & my Jaguar impounded for smoking in indoor garages?

A: One must first ensure that the wiring harness has been repaired, so the smoke stays on the INSIDE. CARB is probably watching your car anyway. Since you own a Jag, preliminary testing should probably be done in a nearby Red state.

Q: I see that you have already had one negative feedback. Could this be the result of your misrepresenting an auction item? How can we be sure that this is THE authentic Lucas smoke kit and not something you've quickly assembled from spare parts and is not likely to be up to specification. Come to think of it, most Lucas items were not up to specification, so maybe this is, and therefore is an imitation. I'm confused, please let me know your answer before my smoke escapes.

A: I imagine the proof would be in the pudding. If, when hooked up, it doesn't function properly, it must be the real thing! Your logic is impeccable!

Q: THIS IS GREAT.... YOU PUT THIS OUT FOR AUCTION JUST AS I AM ABOUT TO GIVE UP AND SELL MY POOR LBC. LET ME SEE HOW HIGH THE BIDDING GETS AND MAYBE I CAN GET IT FOR THE NEXT LUCKY OWNER OF MY CAR. I BET IF I OFFER AS SPARES IT MIGHT HELP CLOSE THE DEAL, THANKS FOR LISTING. PS THIS IS CORRECT FOR THE EARLY TRIUMPHS, RIGHT..???

A: More correct for early TRs than for almost anything else, short of Chrysler-built "Sunbeams".

Q: Please can you tell me if this smoke will work on an old English (British) built land rover? They type with a single fuse. Only the smoke keeps escaping out of mine and as you say the non-genuine parts simply don't last.

A: This is the proper smoke for your Land Rover, but must be metered VERY carefully or the wiring insulation will swell, resulting in even more leaks. 'Tis a tedious process, best tempered with frequent applications of Guinness.

Q: Being a series Land Rover owner I tend to go "wading" on occasion. I have been told that Lucas smoke is not waterproof. Is this true? Or can Lucas additives be added to Lucas smoke?

A: Wrong Lucas, but I've heard that mixing the smoke with Waxoyl prior to introduction to the circuit is effective.

Q: I am in favour of your smoke device but have heard through the grapevine that marijuana smoke is more effective. Could this be true?

A: This is an urban myth, but it also explains why so many Yankee college students abandoned their little British cars in Elkins, WV in the late 60s and early 70s.

Q: Will the unit work in smoky/smoggy environments? If not is there a dry nitrogen purge kit to give low smoke offsets at an additional price?

A: This unit has always performed as advertised in my British Car Restoration Shop, so it goes without saying that it will work in a smoky environment. It is recommended, however, that the technician perform a regular purge of himself with a good quality dry gin. Thanks for your interest.

Q: Man, this is so cool! Is there a water pipe adapter for filtering the smoke? Oh yea, and do you really need a car?

A: The question is, more likely: does one really NEED a BRITISH car?

Q: Seems to me being grounded was important when "recharging" with smoke. Is this a positive or negative thing?

A: This unit is presently set up for Negative Earth. It can be repolarized by inverting a diode, connecting a jumper wire, and flashing the whole shebang off the "A" terminal of the voltage regulator (dynamo control box) however.

Q: Is it possible to permanently mount the kit under the hood and leave it connected all the time? I have a 1962 Jag 3.8 E 2+2. Could also use a smoke generator and/or smoke recapture kit to keep up with the release of new smoke. Thanks

A: While never released as an actual service bulletin, I understand it was common practice at Jaguar dealerships right up until the Ford buy-out (buy-in?) to install a unit in the boot, away from prying eyes, and use a Trico electric screen-jet pump as a booster. This installation, naturally, requires the use of Lucas smoke pellets, of which there is apparently only one surviving supplier (see below). Thanks for your interest!

Q: I happen to own a WWII-era British smokemobile, which was used for training village constabulary and civil

defense personnel. It produced the smoke by introduction of hydrocarbons or tablets into a special smoke generating chamber. I recognize that the hydrocarbon smoke is a no-go, but as I recall, the tablets were manufactured by Lucas as a part of the war effort and the smoke the tablets produced was especially acrid. Do you suppose there is any market for this vehicle and my remaining Lucas NOS tablets?

A: I'm certain that if you were to bring both the vehicle and the remaining tablets to the larger all-British meets and set up a service stand to merely replenish the smoke lost whilst demonstrating the cars for the concours judges, surely you'd be the most popular chap in all the land!

Q: Will this smoke kit also stop oil leaks on British cars?

A: No, nor will it bring about peace in the Middle East. Some things just ain't going to happen, my friend.

Q: Do you have any kits that enable the conversion of the smoke for electrical wiring to fluid for brake or clutch applications? I'm sure the quality of the smoke would be sufficient to achieve DOT 3 at least if processed with the appropriate converter.

A: I'm not aware of any such adaptors presently available. I know that in the late 60s such a process was being explored in a joint Lucas/Girling effort, but it seems that the only suitable use for the resulting smoke was as a replacement for the vegetable-based hydraulic fluid used by Citroen.

Q: My and my Jaguar's salvation might be found in your genuine Lucas Replacement Wiring Harness Smoke Kit. Please tell me whether I have deduced correctly, from your description, that this genuine smoke will pass concours d'elegance standards. I have been attempting to have a 100 point car in national competition and, yet, invariably the judges deduct a point or two for non-original wiring smoke, which leaves a tell-tale visibility when it backs up through the electrical wiring and contacts into my original Lucas head-lamp bulbs. A 99.99 score will not do, so please tell me whether your NOS OEM kit will solve this problem? Cheers!

A: You can rest assured that this unit, properly maintained, will produce nothing short of Pebble-Beach grade concours smoke. I recharged the wiring in my EX182 clone using this selfsame unit, and my Lucas Lemans headlamps are still as clear as a Lawyer's conscience. However, if residual non-concours smoke is still trapped in the wiring, I cannot be responsible for contamination of the fresh Lucas smoke. The wires may be purged of old non-original smoke by reverse-polarity connection of a battery charger to the circuit in question prior to refilling the circuit. This should be entrusted to a professional, unless one isn't handy, in which case, an amateur will do. Please complete and return the disclaimer that is furnished with the unit.

Q: Not a question, but more of a general comment vouching for the capacity of this unit. I had a college roommate who kept one of these contraptions under his bed in our dorm room and with the help of a Pink Floyd album and a well-placed window fan we were able to "replace" smoke for days...man.

A: Another endorsement!

Q: I'm curious. Yellow. Anyway, I've an old clapped-out Series 1 E-Type by the name of Tweety; now, his smoke is still in the wires, but you never know! My question is this: Will the Lucas smoke work in any of my DKWs? Do you think the Brit smoke, once introduced into the German wiring harness, would cause any undue 'allergic' reaction?

A: I'd suppose that all the British smoke that Bomber Harris brought to Deutschland may have caused a temporary reaction, but they seem to have gotten over it. I have used, in a pinch, Lucas smoke in my Hansa 1100, but could never get it to run long enough to use it much before it leaked out. Sorry, that's all I've got. E-types AND DKWs, huh? Wow!

Q: Can I refill the canister with Japanese smoke emanating from an over rich Mikuni DCOE? Will Japanese smoke affect the accuracy of the reading?

A: Although the Mikuni DCOE, being a license-built Italian design, is capable of generating a goodly amount of "smoke", one must remember that it is merely unburned hydrocarbons and not in any way comparable to true Lucas

smoke, or even the less-refined alternative brands of electrical grade smoke. I'm afraid that it would have the additional undesired effect of softening the insulation on the Lucas wiring, as well. It's not recommended. Thanks for your interest!

Q: Dear Mr. Bolton, I see you too have been duped by the long running British auto industry plot. As Dan Brown reveals in his next historical thriller the secret Lucas Order of the sacred Spark has for years installed "black boxes" capable of producing the necessary smoke a heavenly fire to run these vehicles. They may be cleverly disguised as a "battery" "fuse box" or yes its true a "distributor" when in actuality the only force that keeps the auto running is the belief of its driver or sometimes the desperate supplication of a passenger on the roadside in a dark and stormy night. I believe this is described in the upcoming novel as the Tinkerbell principle. Even as I write agents of BMC seek to stop dissemination of this knowledge.

A: Your question reminds me of a passage from The Hagakure, in which Master Tsunetomo relates: "There is something to be learned from a rainstorm. When meeting with a sudden rainstorm, you try not to get wet and run quickly along the road. But doing such things as passing under the eaves of houses, you will still get wet. When you are resolved from the beginning, you will not be perplexed, though you will still get the same soaking. This understanding applies to everything".

Q: Do you have any good sources for smoke recharging? My kit is completely out of smoke and I'm loathe to attempt a recharge without the proper equipment. I understand the charging unit must be the proper Lucas one, part number 31957, or the recharge will be unsuccessful as the charging units from Smiths, Sealey, and Jaeger are missing the proper carbon plasma canister and the Robinair one from the USA is completely useless without the special Lucas adapters that have been NLA at all suppliers since 1961.

A: Thanks for the question. As you have found, the Robinair kit, the only one currently marketed, is junk. Bulk Lucas Smoke being long unavailable some improvising may be required. I have found that the easiest method is to attach the fuse adaptor on the bottle to an Alfa Romeo GTV6 plumbed through a BMC Commodore 3.4L Marine Diesel Injector Nozzle Reverse-Flush Adaptor (BMC tool # 18G109E), using an Austin 2.2 Diesel hire-car Pintaux Nozzle Testing Adaptor (BMC Tool #18G109B), inline with a Lucas F6M filter, start the engine, and turn on all the electrical accessories at once. This will normally generate enough fresh filtered smoke for a complete recharge. The Paris-Rhone smoke is close enough in consistency to Lucas to stay in all but the most porous Lucas circuits.

Q: Is the smoke canister rechargeable or do you dispose of it after use? Is there a gauge to let you know when the canister needs replaced?

A: The canister is rechargeable with any commonly available smoke source, as long as it is composed of copper, PVC, and/or cotton. Whilst it is recommended that harness smoke content be measured with a voltmeter, it is considered acceptable practice to hold a Zippo lighter up to your lamps to see if they're burning, as recommended in the owner's manual. Thanks for your interest!

Q: WOW!!! I thought all of these had been used up long ago! I actually had one that I got off a bloke in Australia 3 years ago that was advertised as NOS, but someone had used all the factory pre-charged smoke up except for a small quantity that was only sufficient to recharge the socket assembly (Lucas 545072) for the inspection lamp on my 1955 Beardmore Mark VII Taxi (Ford Consul Engine). Do you have a "Buy it Now" price? Cheers

A: I think I know the bloke of which you speak- a while back he was also advertising NOS NGK sparking plugs for Indian Motorcycles, I believe. Rest assured this kit is untapped, and at any rate can be recharged with replacement smoke available at any curb market in the US until July 5. The secret is in the Churchill filter, Mate. Thanks for the inquiry.

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BRITISH CAR COUNCIL - LONG DISTANCE AWARDS - 2007

At the regular monthly meeting in February some special recognition was given to a bunch of OMGCers. The people listed below met the requirements of driving their British vehicle more than 3000 miles (5000 kms) in the driving season from April 1st through October 31st. The British Car Council provides special Long Distance Award Dash Plaques for drivers who meet this target. And, as in past years, the Ottawa MG Club outdid the entire rest of the Province of Ontario with 14 of its club members being given special recognition for their accomplishment.

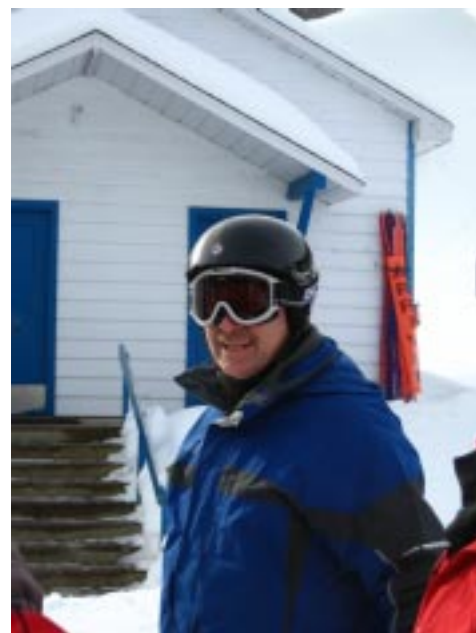
TONY EDGE	1977 MGB	ANDY BOUNSALL	1956 MGA
BILL CURNOE	1980 MGB	DALTON BEGIN	1973 MGB
DAVE MOORE	1975 MGB	DOUG McCLURE	1961 MGA
TERRY HAINES	1965 MGB	QUILLER GRAHAM	1979 MGB
KARL LECLERC	1962 MGA	JORDAN JONES	1974 MGB GT
LEN FORTIN	1977 MGB	MARK EVENCHICK	1946 MG TC
ROGER WHITE	1979 MGB	DAVE SANKEY	1981 Triumph Spitfire

You may also remember, when the 2007 driving season was getting underway last April, then President Mark Evenchick suggested we keep track of all club member driving season distances, whether they met the BCCI minimum requirement or not. Membership Director Sparky recorded the opening and closing mileage readings of all the OMGC members who graciously provided their data. The overall total was a spectacular number: 61,732 3/10 miles

	Ottawa MG Club (and the members therein) Ottawa and the Region	# 001
		April 1, 2007 – November 30, 2007
CREDIT		
GIVEN TO:	MARK EVENCHICK	61,732 3/10 miles
SIXTY ONE THOUSAND SEVEN HUNDRED & THIRTY TWO		3 /10 miles
MEMO:	TOTAL DISTANCE DRIVEN BY REPORTING MEMBERS OF THE OTTAWA MG CLUB IN THE 2007 DRIVING SEASON	
		
MILES_4_U_Canada_Inc		
Bank Your Driving Distances With Us "no distance too near, no travel too far"		
		
0000 100 06 74620 00020 038 16093497700		



OMGC SKI TRIP TO GRAY ROCKS - FEBRUARY 2008



FIRST AND LAST

[Reprinted from:
The Classic Motor Cycle magazine—
December 2007]
Acknowledgement is due to The Life
of Lord Nuffield, by Andrews & Brun-
ner, published by Blackwell, Oxford,
1955, for a number of facts given in
connection with W.R Morris.

“First and Last” might be the best phrase to set the scene here as the *"forecar from January 1904"*, the *"ubiquitous 'Minor' of 1952"* and the *"successful businessman sketched at his desk in 1928"* all share a common denominator.



William Richard Morris - the businessman of course, was born at Worcester in 1877 but would soon move to Oxfordshire where his male ancestors had farmed the land for generations. He, however, proved to have a mechanical turn of mind and was in business as a cycle repairer and frame builder from the age of 17; starting out with a capital of just £4.

Taking premises in the city of Oxford, he prospered through hard work and, by 1902, had set his cap at the motorcycle trade too. *'Motor Cycling'* for 27 August 1902 illustrated and detailed the Morris motor bicycle in which a 2 ¾ hp de Dion engine nestled in a frame designed by Morris himself. All-chain drive and a friction clutch were advanced features incorporated in the machine that was exhibited at the Stanley Show in London later the same year.

He had taken on a working partner to inject some extra capital in order to fund the new project, but it wasn't long before the adventurous Morris and Joseph Cooper, the partner, were at odds over the rate of expansion of the business. Morris wanted to buy-in three de Dion engines in advance of orders and Cooper felt that was far and away too risky a game. So the duo parted company.

Undeterred, in 1903, Morris entered into another partnership, this time with two men. One who had a small string of cycle shops in Oxfordshire, the other an undergraduate recently come into a large sum of money. The *Oxford Automobile and Cycle Agency*, as this partnership was styled, should have worked well but, it didn't. The undergraduate was keen, but spent recklessly and soon the money was gone. In 1904 the Agency failed. Morris had to find £50 as his share of the liabilities, so it was back to push bikes only, until he found his feet once more. Within eight years, this human dynamo was at the London Motor Show, presenting his Morris Oxford car.

So, this photograph must surely depict what is possibly the earliest motorised passenger vehicle to carry the famous Morris name. It wasn't entirely manufactured by WRM, for the forecar itself is a Phoenix Trimo attachment that would have been bought-in from its inventor and maker, van Hooydonk. It replaced the front wheel of what is otherwise the Morris motor-bicycle.

By the late 1920s - when he was sketched at his desk - WRM had built up Britain's biggest car-building organisation, for which he was reported to have refused an offer of £12,000,000. In 1952, the popular Minor saloon was among the last models in which Morris himself, by then Lord Nuffield, had a personal involvement; during that year Morris Motors Ltd, merged with Austin to form the British Motor Corporation.

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(see "Was Old Number One The First MG" elsewhere in this edition)

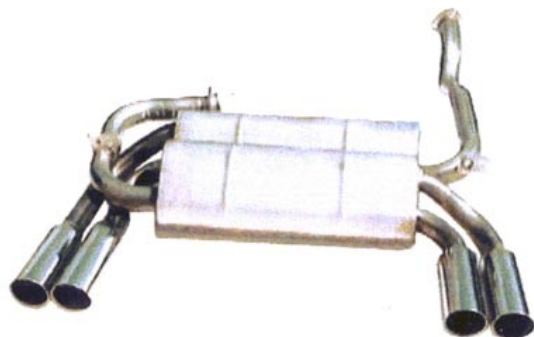
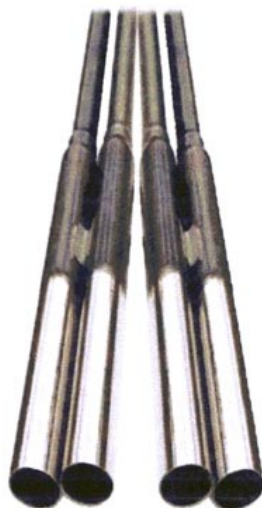


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tf 888-878-3276

Members of the Ottawa MG Club were treated to a guided tour of the STEBRO PSD Ltd manufacturing shop on the evening of Thursday, January 24th.

A Report On The Special Technical Tour By The Ottawa MG Club

January 24, 2008

STEBRO PSD Ltd. Stainless Steel Performance Exhaust Systems

So many things today are manufactured with a “throw it away” approach. If a DVD player conks out... just throw it away and buy a new one. If a kitchen countertop appliance doesn't perform... just toss it in the trash and try another brand. And often, even when a product comes with a guarantee, it's a 'limited guarantee' or the company is out-of-business when it comes time to try and settle a problem.

Not so with STEBRO Stainless Steel Performance Exhaust Systems. Their products are manufactured with top-notch technical specifications and materials. Their products outperform all other manufacturer's production equipment. AND their products come with a lifetime guarantee.

The folks who own and operate the STEBRO Performance business today (Dan Petschenig and Peter Oulton) are not the same folks who started the company more than 50 years ago, but the folks today do have the same focus for the utmost in quality material and processes to make their products.

Dan and Peter gave us a tour of the shop in Greely and walked us through the process of building their products through each individual design and manufacture step; from raw material to finished product. From 16-gauge stainless sheet material to high quality exhaust system balanced for performance and sound. And they ship all over the world.

From the meticulous cutting and the forming of the main exhaust system body parts (also called “the can”) from the stainless steel; through the secure insertion of strong, open weave, heavy-duty fiberglass mesh; to the addition of the stainless steel flanges and connectors, results in a precision manufactured exhaust system. And to ensure a precision product every time, the workers build and use a manufacturing jig to be sure the resultant product fits perfectly into the vehicle.

One of the new projects in the shop was an exhaust header for Ferrari, making an exact match by copying the dimensions of an existing production header, but using top quality materials and workmanship in the manufacture process.

STEBRO has several business relationships with automotive shops in Ottawa as well as a specialty shop in Montreal where highly specific pipe bending can be accomplished.

It was both a fun tour and a learning experience tour. And by listening closely to the online web-site demonstration, you can hear the difference a STEBRO system makes. And if you are looking for some comfort in the way of “long life of product”, this is what Ottawa MG Club Member Jim Nunn had to say recently, “I'm still using an original rear STEBRO that is older than my car, almost 40 years old. The middle muffler is also STEBRO about 15 years old. I think their biggest problem is that they last too long.”

Thanks again to Dan and Peter for hosting this Technical Session for the members of the Ottawa MG Club!

A Report On The Technical Session **REPLACING MGA WINDSCREENS**

Saturday February 23rd 2008

Club member Andy Bounsall is one very courageous fellow! And I told him so right after the very successful Ottawa MG Club Technical Session he conducted in his garage on a Saturday afternoon in February.

He had the courage to allow a bunch of OMGC folks into his garage, and really take a “hands-on” approach, around his wonderful MGA, and handle things like brand new windshields and pointy screwdrivers and bulky trouble lights and slippery soapy water and the like.

Often, my heart jumped into my throat as I watched and participated in a Tech Session that proved to be a wonderful learning experience as well as a lot laughs!

The removal of the existing windscreen and the acquisition of a new windscreen had already been completed by Andy several weeks before. And to be sure we all understood the trials and tribulations that these removal and acquisition steps have associated with them, Andy showed us a PowerPoint presentation, on his laptop computer, through a projection device onto the garage wall. He spoke of the tools he employed to remove the old windscreen – even using a hammer, as necessary, with gentle taps to encourage the old windscreen and frame to come out of its moorings. He showed us pictures of the various parts that make up the windscreen frame and mounting hardware. He spoke about the steps he went through to get the old parts cleaned up and re-chromed. And he showed us the numerous places where MGA windscreens could be acquired, and the various qualities and costs of each of the suppliers.

Then it was on to the installation of the new windscreen. Imagine, if you can, a workbench, in the middle of the garage, with the new windscreen in a standing position, wrapped along its edges with a black flexible rubber membrane, being held in position by about ten enthusiastic OMGC members, AND, at the same time, an additional couple of sets of hands applying slippery, soapy water to the membrane, AND, at the same time yet another few sets of hands pushing the newly chromed upper-windscreen frame piece into place – all without overdoing the task, or loosing the black membrane edge under the frame. Then doing it all over again for the lower-windscreen frame piece, AND, again for each of the side-windscreen frame pieces.





Along the way, at one frame piece or another, we had to take things apart as the fit was just not right – and start again. Finally... all looked OK – except for a wee bit of an edge at the side. But how to correct this without taking the whole thing apart?? Just add a bunch more slippery soapy water to the already installed membrane and then, standing the windscreen on its narrow edge, get everyone's hands, flat palms against the glass, to pull the windscreen glass down a bit to get it centered overall. Voila! The glass in the frame was perfect!

Next step was to put the frame into the mounting arms and then onto the vehicle – and, did I mention, being careful not to overdo any of the mounting screws. So with some encouragement here, and a wee twist there and one OMGCer under each side of the dash to connect the mounting arms to the frame, it was complete. Well, sort of complete... we let Andy do the fine tuning and tightening to his own specifications.

All appears to have worked out well. And we do hope that when you have double-checked everything, it all appears to be as satisfactory as it did when the Tech Session came to a close.

We all had a great time helping out! Thanks so much for hosting the session.





SPECIALTY TECHNICAL NOTES FOR REPLACING MGA WINDSCREENS

With Many Thanks From The Members Of The Ottawa MG Club
to Andy Bounsall - February 23, 2008



Start With The MGA Looking Something Like This



Take Off
All The
Old Parts
In This
Picture

Using
Tools And
Equipment
Such As
This



Now The MGA Should Look Something Like This



Install
All The
New Parts
In This
Picture

Using
Tools And
Assistance
Such As
This



The MGA Should Now Look Something Like This



Special "Thank-You" Awards Given For
Hosting Recent OMGC Technical Sessions:

above: to Andy Bounsall

below: to Dave Sankey



HOW TO REPAIR / RECOVER / REPLACE / REFINISH AN MGB DASHBOARD

With Many Thanks From The Members Of The Ottawa MG Club
to Dave Sankey - October 20 2007



Start with a certain person who will jump at the
challenge of leading others to do the work!



Add a good bunch of extra people to stand by with
their hands in their pockets and witness the act!



Carefully observe the master and all that he does
just in case there is a test at the end of the session!



Be especially prepared to endure each and every
ugly and nasty part of the entire operation!

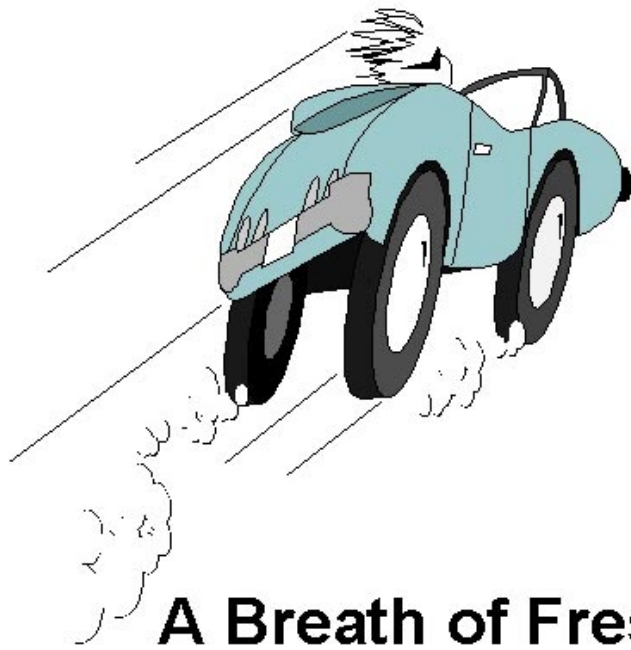


If something goes wrong, don't say a word or the
master will point out your problem to the class!



And be absolutely certain to have a large supply of
really good glue on hand to fix all the problems!





Cheepo Cheepo

June 7, 2008

A Breath of Fresh Air

The starting point will be the Tim Horton's in Winchester on the corner of highways 31 and 43. We will be departing at 9:30am for a drive through Eastern Ont. with an arrival at the Best Western Hotel in Cornwall at 3:00pm.

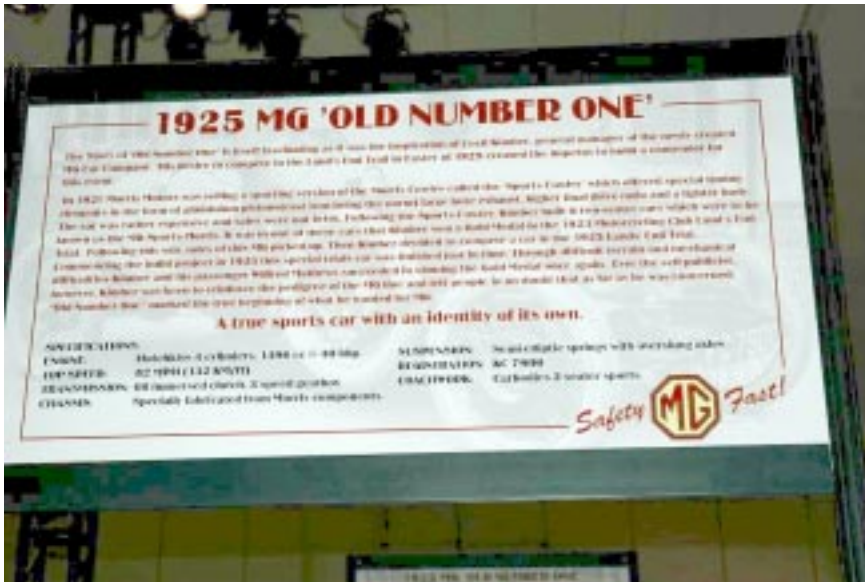
Don't forget to pack a picnic lunch as we will be stopping somewhere for a lunch break.





Looking
Back...

Was
Old
Number
One
The First
MG



Cecil Kimber, boss of Morris Garages had been making sports-bodied adaptations of the "Bullnose" since 1923, advertising the cars as the "M.G. Super Sports Morris". The low-slung sports-tourer with polished aluminum coachwork that he introduced in June 1924 was sometimes described the "M.G. Super Sports Model" withy no mention of the name Morris in the model-name. These cars pre-date "Old Number One" which was only registered in March 1925. At best, it can be argued the "Old Number One" was the first tailor-made MG Sports car. But, are any of these contenders really the first MG? After all, it was only in late 1927 that Morris Garages began registering its cars with Oxford County Borough Council under the name M.G. rather than as Morrisises.

(see "First And Last" elsewhere in this edition

Ottawa MG Club - Renew Your Membership

It's now that time of year when the Membership Director really pulls out all the stops to "encourage" OMGC folks to renew their membership. You may recall that Sparky has been "encouraging" us to do so for the last few meetings - even as far back as the Christmas Party if my memory serves me correctly. This, of course, is to reduce workload at the April crunch time.

Well, there have been a couple of folks that have completed the transaction but the majority of us are in the "have not done it yet" category. So here is your next "encouragement". The cost to renew your membership is \$30 (cheques can be made out to Ottawa MG Club) and Sparky would gladly receive it at our next regular meeting on April 17th.

If you wish to mail a cheque to Sparky, to beat the rush, please send your payment to:
Memberships OMGC 102 Gowrie Drive Kanata Ontario K2L 2S5

Looking Ahead...



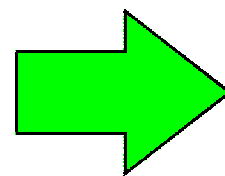
The OMGC Full Colour Event Calendar is now ready for distribution to members of the Ottawa MG Club. This calendar runs from April 2008 through March 2009. Lots of colour pictures to look at. Club member cars. Event memories. All the important dates for meetings and events. Lots of special day, special week and special month notes and information for your enjoyment. One calendar has been printed for each club member and will be available, at no charge, at the regular meetings. If you want additional copies, they can be ordered (\$10 each) through Len Fortin fortinl@passport.ca

[not going to be able to attend a meeting soon? send a note to Len and your copy can be mailed to you]

OMGC SPRING TUNE UP

SATURDAY APRIL 26

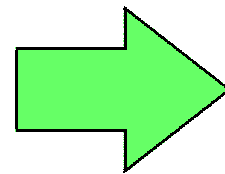
see more information on the next page



Boot'n'Bonnet All British Car Club AUTOJUMBLE

SUNDAY APRIL 27

see more information on the next page



Presented by the Hudson Antique Car Klub

2008 Show News

[HACK WEBSITE](#)
[CLICK HERE](#)

Issue 1 - 2008



Sunday, May 25th! Mark your calendars now! All forms of British transport are welcome!

Bring your British spare parts to sell!

On-site vendors and other attractions!

NO ENTRY FEE!

RAIN OR SHINE!

RAFFLE PRIZES!

GOODIE BAGS!

NEW! Saturday, May 24th! Rally and BBQ Saturday...

Join us for a leisurely run around scenic Hudson back roads perfect for British cars, followed by a BBQ at the historic Chateau du Lac

OMGC SPRING TUNE-UP

Saturday April 26 10am - 3pm

Our annual Spring Tune-Up event is set.

Individual Tune Up demonstrations are planned...

one for an "A";

one for a "B"; and

one for a "T".

Attendees will be eligible to win a free tune-up on their MG vehicle!

Pizza will be served for lunch.


There will be lots of time and talent to help you conduct your own Tune Up.

Location

Queensway (Hwy 417) exit at St. Laurent
Laurent

South on St. Laurent to Tremblay Road east behind Bytek VW.





THE ALL BRITISH CAR CLUB'S

8TH ANNUAL AUTOJUMBLE

Sunday April 27, 2008
10:00 - 2:00
Portsmouth Olympic Harbour,
Kingston, Ontario, Canada

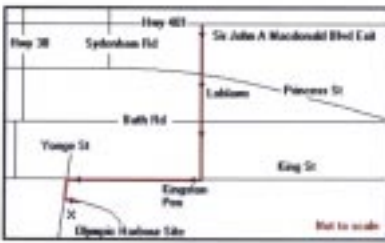
Admission:
• \$3.00 per person
• under 12, no charge

Drive your British Car and get in free!

Vendor Booths - \$10.00 for Boot 'n Bonnet club members
- \$25.00 Non Members

Lots of free parking

All facilities INDOORS



Contacts

VENDOR BOOTHS/CARS FOR SALE: Richard Woodley - 613 967 0267, email: rwoodley@w3connet.ca

GENERAL INFORMATION: Wes Meyer - 613 547 2872, or email: cldm@kcs.net

Living up to the legend

Back in 1960, when the first MG TC model hit the road, it was a legend in the making. The MG TC defined what a sports car should be. And there are those who say that it set the tone.

The legend. And that's why today's MG TC has all the spirit, the style, the

essence of sportscarism that's been leading every MG ever made. TC's power, and its reputation for creature comforts. Clashed in the road between and between. After all, you won't get a ride that takes

your bones. The MG TC has been replaced by wind-up windows. And on the road the 1700cc four-cylinder engine gives you the same performance with the refinement of a modern car.

But that's not all. The MG TC is a legend in the making. It's a legend in the making of sports cars and will be in today's MG TC. See all the MG's: MG5, MG6, MG7 and MG8. At your British Legend dealer, or visit the MG website. We're living up to the legend.





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North American MGA Register



**Featuring MGA Twin Cam
Golden Jubilee
GT-33
Experience the Magic
NAMGAR's Annual
'Get Together'
July 14-18, 2008**



Preliminary Schedule

Monday	Tuesday	Wednesday	Thursday	Friday
Arrival / Registration	Registration	Registration	Car wash	Coffe & Donuts
Twin Cam Press Day	Car wash	Car wash	Vendor room open	Goodbyes
Press Day Luncheon	Vendor room open	Vendor room open	Road Rally	
Car wash open	On-your-own tours	Car Show	Tech sessions	
Vendor set-up	Tech sessions	Tech sessions	Banquet	
Hospitality Suite	Chapter Meeting	On-your-own dinner	Hospitality Suite	
	1st Timers Reception	Evening Entertainment		
	BBQ / Entertainment	Hospitality Suite		
	Hospitality Suite			

WWW.NAMGAR.COM

North American MGB Register



JUNE 26 - 29
2008

MG 2008

An event of the North American MGB Register - NAMGBR

Hosted by The Philadelphia MG Club, Inc.



JUNE 26 - 29
2008



Declare Your Independence

Wednesday	Thursday	Friday	Saturday	Sunday
Registration	Registration	Registration	Car Show Green Lane	Coffe
Dinner on your own	Bus tour	Tech sessions	Cocktails	Goodbye
Iron Hill Brewery	Tech sessions	Self driving tours	Silent auction	
Reception	Self driving tours	MGC's special event/drive	Banquet	
Hospitality room	Longwood Garden Tour	Longwood Garden Tour	Hospitality room	
	Chester County Bridge	Bucks County Covered Bridge		
	Hospitality room	Hospitality room		
	BBQ at Mermaid Lake Barn	Philly Fest/DJ/Drive-In Movie		



WWW.MG2008.COM

OTTAWA MG CLUB EVENTS CALENDAR 2008-2009

→ = MG Club Highlight Feature Event				events enclosed in * are not yet confirmed	T = Technical Sessions	
	Month	Date	Day	Event	Time	Information Contact
	Apr	5	Sat	Obsolete Automotive Garage Sale 142 Kendall St. Point Edward Ontario	8am-3pm	519-337-3232
		17	Thr	Ottawa MG Club Meet @ Louis' Restaurant - Tire Kicker -	7 pm	Terry Haines 822-8642
		20	Sun	Ancaster British Car Show & Flea Market	9:30	www.ahcso.com
		24-27	Thr-Sun	Spring Carlisle, PA- Car Show & Market -		www.carsatcarlisle.com
T		26	Sat	OMGC Spring Tune-Up at Land Rover/Jaguar Ottawa	10am-2pm	Karl Leclerc 841-2353
		26	Sat	Festival of The Maples Car Show – Perth	9 am	www.perthchamber.com
		27	Sun	Boot'n'Bonnet British Car Club Auto-Jumble - in Kingston -	10 am	www.bootnbonnet.org
	May	3-4	Sat-Sun	Stirling Flea Market – Stirling, Ontario		aacaontario@hotmail.com
→		3	Sat	*TriuMGee Team Challenge*	9 am	Len Fortin 283-0470
		11	Sun	Smiths Fall Car Show, Craft & Flea Market Lombardy Fair Grounds	9 am	www.rideaulakes-accce.com
		15	Thr	Ottawa MG Club Meeting @ The Ashton Pub - Tire Kicker -	7 pm	Terry Haines 822-8642
		16-18	Fri-Sun	Carlisle, PA Import Show		www.carsatcarlisle.com
		17-18	Sat-Sun	Classic Vehicle Auction & Show Bolton, Ontario		steves.auctioneering@sympatico.ca
		25	Sun	British Car Show - Hudson, Quebec	9 am	www.hudsonantiquecarclub.com
		25	Sun	Oxford Mills Vehicle Show	10 am	www.cvmgottawa.com
		31-8	Sat-Sun	Annual British Car Week		www.britishcarweek.org
	Jun	1	Sun	Byward Market Auto Classic Car Show	9 am	www.byward-market.com
→		7-8	Sat-Sun	OMGC Cheapo-Cheapo - A Breath Of Fresh Air Cornwall -		Bob Stark 258-4636
		7-8	Sat-Sun	Return Of The British On The Plains		www.carvaq.org
		8	Sun	Thousand Island Cruise-In @ Gananoque		Nick Bowles 382-8413
		5-8	Thr-Sun	Spring Barrie - Car Show & Swap Meet -	9 am	www.burlescreek.com
		8	Sun	*Kars & Planes Show*	10 am	Harvey Rule 739-5562
		11	Wed	British Cruise Night @ Kemptville	7 pm	Len Fortin 283-0470
		14-15	Sat-Sun	Odessa Annual Flea Market & Car Show		www.uppercanadaregionaccce.org
		15	Sun	Stinson Car Show @ Metcalfe Fair Grounds	9 am	John Armstrong 822-7400
		19	Thr	Ottawa MG Club Meeting @ Rideau Restaurant Kemptville	7 pm	Terry Haines 822-8642
		21	Sat	Festival d'auto Rockland Car Fest	10 am	Mario Lalonde (613) 446-5090
		22	Sun	Princess Auto Car & Bike Show	11 am	www.princessauto.com
		20-22	Fri-Sun	VARAC Vintage Festival at Mosport MG Race & Trophy Awards		www.varac.ca
		29	Sun	Carleton Place Car Show	9 am	Ken Ferguson 257-8453
		25-29	Wed-Sun	NAMGBR – MG 2008 Valley Forge, Pennsylvania		www.MG2008.com
	Jul	1	Tue	Canada Day Car Show in Arnprior	10 am	Art Smith 623-7825
		4-5	Fri-Sat	Carp Fairgrounds Car Show & Flea Market		G. Byrne 832-2486
		6	Sun	OMGC Picnic Run To Merrickville	9 am	Len Fortin 283-0470
		6	Sun	Merrickville Car Show - Cruise & Shop -	9 am	Bruce Stackhouse 269-2299
		6	Sun	St. Lawrence Valley Car Club Car Show - Fort Wellington, Prescott -	9 am	Mike Baril 925-3751 pmw@bellnet.ca
		11-13	Fri-Sun	British Car Days Across The Bridge – PEI		www.britishcardays.com
→		12	Sat	All British Car Day ABCD 2008 Lakeside Park, Britannia		Frank Rizzuti 225-4240

	Jul	13	Sun	Landsdowne Fair Car Show	10 am	Dave Barr 659-3326
		14-18	Mon-Fri	NAMGAR GT33 - North American MGA Register - Seven Springs, Pennsylvania		www.NAMGAR.com
		17	Thr	Ottawa MG Club Meeting @ The Brigadoon - Tire Kicker -	7 pm	Terry Haines 822-8642
		20	Sun	Good Time Cruisers Car Show - Cornwall		www.goodtimecruisers.ca
		26	Sat	2008 Edition of Canadian Tire Car Day CTC Hunt Club @ Merivale	9 am	www.carshowsite.com
		27	Sun	Lower Reach Car Show Rideau Canal Smiths Falls	10 am	Lyall McKay 284-1611
		27	Sun	Seaway Cruisers Car Show Bridge & Port Authority Prescott Intrn'l Bridge.		chamber@gisco.net (315) 393-3620
	Aug	3	Sun	Auto Waterfront Car Show-BlockIsland, Brockville		Paul Gardiner www.tisma.ca
		6	Wed	OMGC British Cars @ Raceway Cruise Night	6 pm	Len Fortin 283-0470
		8-10	Fri-Sun	Show & Shine-Flea Market Ameliasburgh Community Park		Karen Cofield 613-392-6069
		8-10	Fri-Sun	University Motors - John Twist Octagon Party Grand Rapids, MI		www.universitymotorsltd.com
→		9-10	Sat-Sun	OMGC OVJ Ottawa Valley Jog Overnight Renfrew		Norm Peacey 832-5508
		9	Sat	Aylmer Auto Show at The Aylmer Marina	10 am	JP Sylvestre 684-9406
		10	Sun	*Kemptville Community Center Car Show*	9 am	Rod Rafter 258-7567
→		16	Sat	OMGC Corn Roast - in Alfred Ontario with MGCCM -	1 pm	Dave Stringer
		16	Sat	*Combined Run with Montreal MG Club* meet in Alfred for Corn Roast		unconfirmed
		17	Sun	Cornwall Car Club @ Upper Canada Village	9 am	www.cornwalloldecarclub.com
		21	Thr	Ottawa MG Club Meeting @ Red Dot Café - Tire Kicker -	7 pm	Terry Haines 822-8642
		24	Sun	All British Car Day @ Kingston - Boot'n'Bonnet Club -	10 am	Linda Thomas 385-1947
		30	Sat	Car Show at Perth Fair	9 am	D Muir 264-0750
	Sep	1	Mon	*Richmond Plaza Motor Classic*	10 am	John Eagen 298-2324
		4-7	Thr-Sun	Fall Barrie Car Show & Swap Meet	9 am	www.burlscreek.com
		5-7	Fri-Sun	Vintage Grand Prix Racing at Watkins Glen		www.theglen.com
		18-21	Thr-Sun	The British Invasion - Stowe, Vermont		www.britishinvasion.com
		18	Thr	Ottawa MG Club Meeting @ Louis' Restaurant - Tire Kicker -	7 pm	Terry Haines 822-8642
		19-21	Fri-Sun	*Canadian British Classic Charity Run* Cambridge, Ontario		www.cbccr.org
		21	Sun	Bronte Creek British Car Show	10 am	www.britishcarday.com
		28	Sun	Randy's Performance Auto Swap/Cruise In Kemptville		Rod Rafter 613 258-7567
	Oct	2-5	Thr-Sun	Fall Carlisle, PA - Car Show & Market		www.carsatcarlisle.com
→		5	Sun	OMGC Fall Colour Run	9 am	Jordan Jones 839-1821
		16	Thr	Ottawa MG Club Meeting @ Louis' Restaurant - Tire Kicker -	7 pm	Terry Haines 822-8642
T		18	Sat	OMGC Fall Technical Session	1 pm	Karl Leclerc 841-2353
	Nov	20	Thr	Ottawa MG Club Meeting @ Louis' Restaurant - Annual General Meeting -	7 pm	Terry Haines 822-8642
	Dec	13	Sat	OMGC Christmas Party - RCAF Officers Mess / Ottawa -	6 pm	Ivan Wood
	Jan	15	Thr	Ottawa MG Club Meeting @ Louis' Restaurant	7 pm	Terry Haines 822-8642
→	Feb	6-8	Fri-Sun	OMGC Ski Weekend @ Gray Rocks		Mike Daniels 592-5408
		14-22	Sat-Sun	Canadian International Auto Show - Toronto		www.autoshow.ca
		19	Thr	Ottawa MG Club Meeting @ Louis' Restaurant - Long Distance Awards -	7 pm	Terry Haines 822-8642
→	Mar	7	Sat	British Car Club Dart Tournament	1:00	Len Fortin 283-0470
		19	Thr	Ottawa MG Club Meeting @ Louis' Restaurant - Photo Night -	7 pm	Terry Haines 822-8642
		26-29	Thr-Sun	Ottawa Intn'l Auto Show - Congress Center	10 am	Peter Ginsberg 236-5200