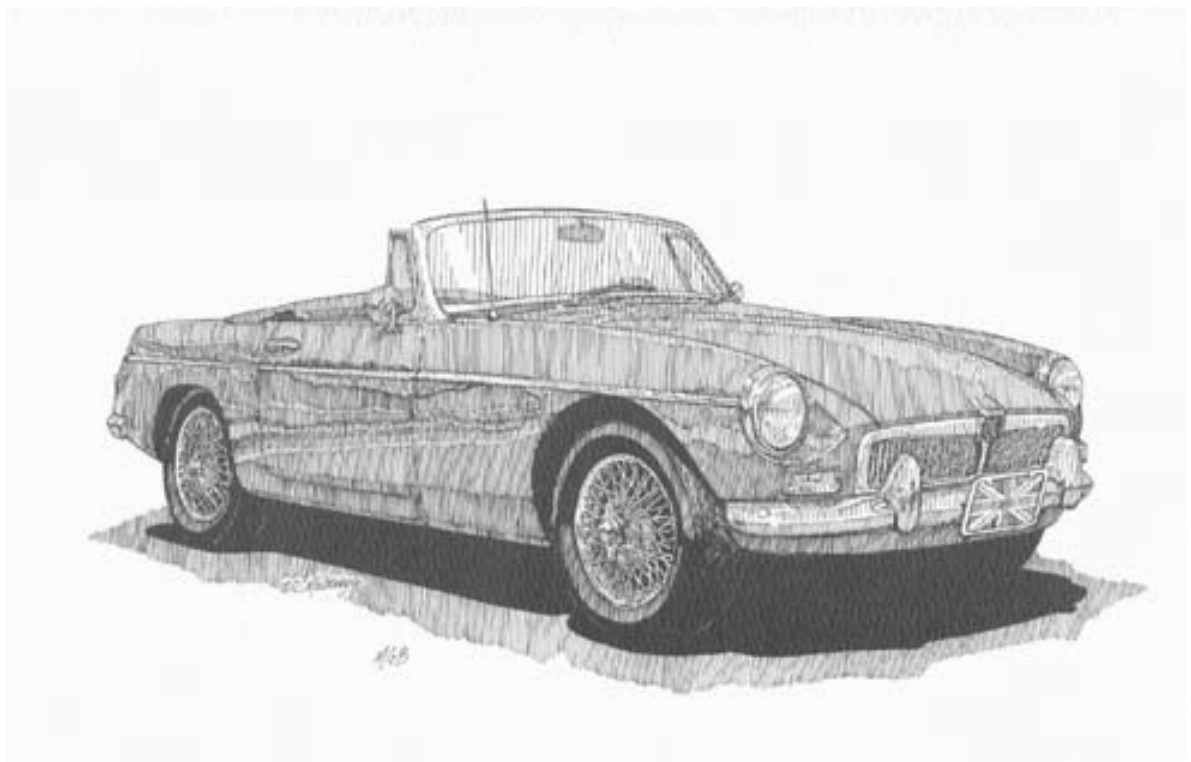




# *The Dashpot*

Summer 2006



## *Ottawa MG Club*

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

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### *From The Editor's Desk*

I have to apologize to all club members for the lateness of this summer edition of the Dashpot. The entire production, editorial and distribution staff (me) for the Dashpot have been away for almost the entire summer. Now I am back and attempting to get this issue out before the official end of the summer.

As some of you know, I spent a good deal of the summer in Denver Colorado and was able to attend a meeting of the MG Car Club Rocky Mountain Centre. I was treated very swell, and made to feel very much at home. I e mailed the club a copy of the Spring Dashpot and received e mails back in return.

While it will soon be time to return our cars to storage, we still have a couple of events left. Some of us, myself included are headed from Bronte this year, and some will be returning to Stowe, and then, of course, there is the annual Fall Colour Run. Hope to see all of you on the road.

Terry Haines.

## *President's Message*

...and in the wink of an eye, another summer has slipped past. The days are getting cool and dark, the fields are turning brown and the squirrels have begun their annual suicide missions, scurrying about in preparation for winter. Many of us are also scurrying about in an effort to secure storage space where our precious MGs can hibernate through the winter in safely...

It has been a busy season for our club. We have averaged about one major event per month. If you have participated in all of our driving events, you have put almost 1000 miles on your car in OMGC events alone! Once again, I must thank all those Club members who have planned events. All of these events have been superb, and participation has been outstanding.

Back in January, Terry Haines suggested a two day run up the Opeongo Line, along the back roads originally travelled by the early settlers of Eastern Ontario. "Go for it" I said, confident that enough members would participate to make the effort worthwhile. Terry and Norm Peacey planned a wonderful weekend for the forty-four or forty-five of us who attended. The roads were all two-lane, with lots of hills and corners and rough sections and unpaved sections...great MG roads that many of us had never travelled before. And in case we had the opportunity, (not in our car) they supplied a historical narrative of the areas that we could read, as we were passing through. This was a one-off event based on a good idea and some hard work. I'm sure that there are many more good ideas out there. If you have one and want to share it, why not give us a try?

In November, we will be holding our Annual General Meeting. We have always tried to keep this event light and not too painful for our members, but it is the one time of the year that we have an opportunity to refresh our executive, and get some feed-back from the membership. If you have any suggestions regarding events, meetings, or the way that the club is run in general, this is your opportunity to let us know. It is also your opportunity to volunteer to help out. Nuff said.

Happy Trails



# WANTED



## **Cheepo Cheepo**

**ESCAPE TO KINGSTON, June 2, 2007**

**As of August 7th, we have received 44 of the 45 participants. If you have not already booked I will be establishing a standby list. In the past we have always been able to accommodate all members interested in this event. I will be contacting participants in November for credit card numbers.**

**Bob Stark  
613-258-4636**

The available spaces for Cheepo Cheepo 2007 (Escape to Kingston) are filling up quickly. Here is a list of participants so far:  
Bob Stark, Dalton Begin, Dave Grfegory, Wayne Kilray, Pierre Ranger, Chris Billings, Quiller Graham, Bill Curnoe, Tony Sprake, Jim Bloomfield, Johyn Allerton, Robert Lloyd Reese, Norm Beauvais, GTrevor Stevenson, Murry Gould, Paul Scheimann, Norm Peacey, Len Fortin, Mark Evenchick, Jordan Jones, Karl Leclerc, Karl Koch, Terry Haines, Gerry Neville, Doug McClure, Dave Moore, Mary Attwell, Ron Murfitt, Frank Rizzuti, Emmett Hicks, Peter Boosamara, Dave Sankey, Brian Swan, Tonyh Edge, Ivan Wood.

If Your Name is ON this List, Bod HAS Reserved a Place for You.

If Your Name is NOT on The List And You DO Want To Participate, Contact Bob Stark

## **Cheepo- Cheepo X - TARGET**

June 3 & 4, 2006

### **Tenth Annual Gray Rocks Encore Tour**

Oh, what a wonderful feeling to take a leisurely trip back through time – to return to pleasant days of years ago – to stir up warm, friendly memories from “away back when”. Cheepo-Cheepo X did that for me, and I dare say, a whole bunch more of the 40+ participant driver/navigator teams.

I fondly remember the Auberge Gray Rocks and the 1<sup>st</sup> Cheapo-Cheapo. It was called Cheapo-Cheapo 100 because the “rule” was to **NOT** spend any more than \$100 for the entire weekend (per person, based on double occupancy, all taxes included). So participating folks had to fill their gas tank before departure – bring a bag lunch and drink to enjoy at the midday break – carry all necessary party stuff for an evening soiree – and not buy anything that would cause one’s expenses to top the \$100 mark (per person, based on double occupancy, all taxes included). And the Cheapo-Cheapo challenge has been ringing loud and clear each and every year for a decade – and we have been to some pretty darn nice spots along the Cheapo-Cheapo trail [although at Cheepo-Cheepo STUD (Shop Till U Drop) the entire rule was tossed out in favour of having our navigators splurge as they saw fit. That one turned out, as one might expect, to be a financial success for local vendors and a costly lesson for us MG drivers.]

Anyway, the 10<sup>th</sup> anniversary Cheepo-Cheepo fulfilled all my MGish cravings. A return to the first Cheapo-Cheapo spot. Lots of descent driving roads to get there; a whole bunch of MG people to share it with; an opportunity to swap stories and other tall tales; and a good price for a weekend with my favourite navigator / shopper / partner Debi!

There were a few different things at this event. Change is always nice. Although we did gather at a Tim Horton’s for the start of the drive, this Tim Horton’s was in Gatineau; more than 75 minutes from Kilmarnock. This Cheepo-Cheepo drive would **NOT** be the “follow the car ahead with the 2<sup>nd</sup> car drop back” procedure – instead, due to the hills and curves on the route, we’d depart at one-minute intervals and follow the 125-mile driving instructions in the package. And here was another difference – the driving instructions were ‘tulip diagrams’. Pictorial representations of the roadways and the intersections to guide you along the right paths. Well, most of you know I’m not the best navigator on the cruise ship and I’m also not the best gardener in the flower shop so I delegated the navigation duties to Debi. (A wise decision if I ever intended to get to Gray Rocks to NOT spend money.)

Part of the driving package of goodies was, in fact, another package – specifically designed and labeled for “Emergency Use Only”. Inside the package in a package were a number of special devices to help folks through the long stretches of Cheepo-Cheepo roadway where there were no potty stops. Great idea!! (Where was this package when I was driving the long route from Kilmarnock to Tim Horton’s in Gatineau, I ask you??)

Gray Rocks was just as I remembered it. A warm and friendly atmosphere. Very good food. A nice evening entertainment dance / music lounge. Pleasant surroundings for a walk about. And not too far from the town of St. Jovite. As I recall, that’s where several navigators wanted to go on Saturday afternoon. Well... Deb and Connie and Joy toured the shops in St. Jovite for the afternoon while Bill and Emmett and I toured the Train Station Bar for the afternoon. We were quite prepared to do our part if the navigators felt the Cheepo-Cheepo rule was going to get tossed out again.

And on Sunday... a group photo at the back of the Auberge and then more touring to Mont Tremblant before heading home. Another great success event. Wonderful dash plaques! Wonderful meet gifts! Wonderful people! Here’s a big thank you to Bob Stark and his team of ‘assistants’ for a wonderful Cheepo-Cheepo Tenth Annual Rally Gray Rocks Encore Tour!

## *The Complete Boot*

As we prepare for another driving season, and many NAMGBR members are getting ready for extended road trips to join in the fun at St. Paul, we want to give a little thought to what useful items should one carry in those hidden recesses of the boot. Much as we hate to tempt fate and admit it, driving cars of at least 21 year-old vintage can be taking the risk of an occasional on the road breakdown. When the unexpected happens, how can you be prepared? We posed the question to 3 experienced mechanics, Tom Josefek, Jake Snyder, and Dennis Trowbridge—What do you carry for spare parts and tools? We have also consulted John Twist's University Motor's Technical Book for John's suggestions along the same line.

There is a consensus among members of most MG clubs that the principal reason to own an MG is to drive it. The application of this principal takes forms between the two extremes of 'never drive it if it might rain' to 'it's the only car we own'. Regardless of the amount the MG is driven, however, there remains the concern that it may fail on the road. Again, there are various approaches to meet the possibility, including 'having a trailer to bring it back' or 'my AAA-Plus will tow me home for up to a hundred miles'. Ultimately, concerns like these can decrease the amount the MG is driven and the enjoyment in riding in it. These concerns can be allayed by carrying spares in the car while it is being operated that might bring about peace of mind that any untoward situations can be dealt with.

The basic spares list was published by John Twist in his University Motors LTD. Technical Booklet and appears on the back cover of the 'NAMGBR Membership and Service Recommendation List'. It is useful to keep in mind that Mr. Twist operates a 1600 MGA Deluxe coupe, and that some modifications to his basic list are necessary to apply to various production years of MGBs or Midgets. We also added items from the lists of Tom Josefek, Jake Snyder and Dennis Trowbridge. On the surface, the individual lists are quite different, but the fundamental premises of regular inspection and maintenance and the use of emergency repairs to get the MG to a proper repair facility are common to all. All agree that a run rod bearing, for example, is not a subject for emergency road repair, though a broken fan belt certainly is.

One point to emphasize is—prevention. The emphasis should be on regular inspection, on a weekly basis, of the car including checking the engine bay for leaks of coolant, oil, gasoline or brake fluid. Any leaks should be repaired immediately. Tire pressures should be checked, and tires should be removed at least once a year for visual inspection and lubricating the threads on the wheel studs. Brake hoses should be checked for cracks, and belts and hoses should be changed at the first sign of deterioration. The old part can go into the boot as an emergency backup until it is displaced in the next replacement cycle. How many parts to carry? Trying to carry every conceivable part for the car should be balanced against Mr. Josefek's sage advice that 'You are never more than a day away from any part using over-night delivery services'.

One shouldn't substitute carrying parts and tools for doing basic maintenance. If you get to that point where you feel carrying a complete spare engine in the boot is prudent, perhaps it would be even more prudent to address the problems you see on the horizon in the comfort of your garage rather than prepare to take care of them in uncertain circumstances on the road.

How you handle the tools and spares you carry is a matter for your own discretion and the history of the car will also make a difference. A properly maintained car is always less likely to give you trouble, and all the tools in world will not help if you don't know how to use them. Make your selections carefully.

But do keep in mind, even if you do not do your own wrenching, having specialty or unusual tools particular to the car can be a godsend to other individuals you might call upon to service your car. Sometimes having the part on hand is helpful even if you do not feel competent to install it—the mechanic you find on the road may be able to utilize it and you have saved the time to order and ship it. Equally important can be having service manuals and parts catalogs with the specifications and procedures for your car. Information that may not be at hand in typical local repair facilities for a car that hasn't been sold here in two decades. And do keep a copy of the NAMGBR Service Recommendations and Membership List in your glovebox. It is an invaluable guide to member recommended service facilities nationwide.

All the gear listed may sound like it will take up too much space, but this does not have to be the case. Many items can be tucked into small nooks in the boot. MGBs that have been converted to a single twelve-volt battery have space for a lot of parts in the now empty second battery well when a plastic liner (available from major MG parts suppliers) is used. Also, if you are driving in a caravan, the tool and parts load can be spread out over several cars in the group.

Customize these lists to fit your needs and the tow truck can stay at the garage.

#### **MAJOR SPARES**

- Alternator
- Distributor
- Fuel pump
- Water pump
- Ignition/starter relay ('77-on MGBs)

Oil by pass hose

#### **PARTS**

- Radiator Hoses
  - 5' of 1/2" heater hose
  - Assorted hose clamps
  - 5' of 5/16" Fuel Hose
  - Points & Condenser
  - Spare set of spark plugs (pre-set to correct gap)
  - Longest plug wire
  - Ignition Coil
  - Coil wire
  - Ignition Relay
  - Spare Fuses
  - 6' of 14 Gauge Wire
  - Electrical Tape
  - Battery Clamps
  - Bulbs
- Fan belt

- Oil
- Selection of 5/16", 3/8", 1/4" Nuts, Bolts & Washers
- Fix-A-Flat (Non-flammable)
- Throttle Cable and/or Bicycle Brake Cable (for use as emergency throttle or hood cable)
- Clutch Slave Kit
- Clutch Master Cylinder Kit
- Fan Belt
- Variety of Wire Connectors
- Brake Fluid
- Gallon of Anti-freeze
- Heater Control Valve (BHA 5298 – for MGB and MGA)
- Wiper Blades

Bulbs

### **TOOLS**

- Lead hammer
- 3/8 and 1/2 drive socket sets with ratchets and extensions
- #1, #2, and #3 Phillips screwdrivers
- 1/4" flat screwdriver
- 3/8" screwdriver
- Big screwdriver/pry bar
- Needle nose pliers
- Slip joint pliers
- 10" Channel locks
- Vise grips
- Side cutters
- 12-volt test light
- Feeler gauges—especially .015 inch
- Spark plug socket (13/16")
- Spark plug gap tool
- Brake hose clamp
- Brake adjuster tool
- Two 7/16" combination wrenches
- Two 1/2" combination wrenches
- Two 9/16" combination wrenches
- 3/8", 5/8", 11/16", and 3/4" combination wrenches
- 1/4" pin punch
- Cold chisel
- Brass brush
- Two jumper leads
- Utility knife
- Putty knife/gasket scraper
- Mechanic's scribes
- Stubby screwdrivers



- Regular slip joint pliers
- 10 inch Vise grips
- Internal circlip pliers to fit master cylinder circlip
- 10" adjustable wrench
- Stubby flat and Phillips head screwdrivers
- Medium flat head screwdriver
- Long flat head screwdriver
- Utility knife
- 1/4" wrench to adjust rear brakes
- Wire cutters
- Scissors jack (two if rear springs are soft)
- Lug wrench or knockoff wrench and lead hammer
- Battery lifting strap

Jumper cables and safety glasses

#### **EXTRAS THAT CAN BE HANDY TO HAVE**

- Multimeter
- 1/2" breaker bar
- 1/2" drive 1 1/8" socket, for front wheel hubs
- 1/2" drive 1 5/16" sockets, for rear wheel hubs
- Torque wrench
- Battery brush
- Battery lift strap
- Jack stand(s)
- MAPP gas torch
- Butane soldering iron
- Gloves
- Handcleaner
- Shop rags
- RTV
- Krazy Glue
- Nylon wire ties
- Electrical tape
- Brake fluid
- 50 feet 1/2" poly rope
- Duct Tape
- Jumper Cables
- Road Flares
- Fire Extinguisher
- Cellular Phone
- Haynes or Bentley MG shop manual for your model
- MG Parts Catalogs
- NAMGBR Service Recommendation List!

Further illumination on some of the list choices—

Let's assume that you carry the basic on the road tool kit. This should include a 3/8 -

on your MG on the side of the road. These items can quickly become the saving factor when you are stuck on the side of the road.

The lead hammer that came with wire wheel MGBs should be standard in every MG. Nothing else is better for persuading rusty stubborn parts to come loose. The lead hammer delivers more force and causes less damage than a steel hammer.

A twelve-volt test light will help you quickly find almost any electrical fault on the MG. Get a good one from the tool store with a long cord and a heavy clip on the end.

You should also have at least two pairs of test/jumper leads. These leads have alligator clips on both ends, and are used for testing circuits and parts by bypassing broken switches and other parts. They can even be used to hold things out of the way.

The once common, but increasingly rare, points file is worth the search it may take to find it. This small stiff file is used to clean distributor and fuel pump points and clean other small surfaces.

A ratcheting brake adjuster wrench—actually a refrigeration tool—has a square 1/4 inch end that is perfect for the rear brake adjusters on the MGB. These can also be found at the tool store and in catalogs.

While at the back of the car, be sure to get a small wrench that will fit the wheel cylinder's bleed screws. There are several different sizes used so be sure to have a wrench that will fit both sides of the car.

A set of mechanic's scribes or picks are a must when you need to rebuild that hydraulic part, as is a set of circlip pliers.

A simple spark plug gapper can make fitting new plugs much easier. Don't assume that the new ones are properly gapped. Always check the gap.

Have a set of feeler gauges in your tool kit as well. You have to have them to adjust the valves and set the distributor points. In a pinch you can use a paper matchbook cover to set the distributor points close enough to get you back on the road. However that .015 inch gauge does a much better job.

Red shop rags can be used to clean parts and your hands, but they are also great for laying out parts when you are working in the parking lot or in the gravel on the side of the road.

RTV silicone can repair or replace a broken or missing gasket. It can also be used to glue small parts together, or hold a nut in an awkward position when fitting it.

Don't forget to carry a 13/16 inch sparkplug wrench. Most sockets set today only have the 5/8 inch one used on today's cars.

A small stiff brass brush is great of cleaning up parts that are dirty or corroded.

Carry a couple cans of carb cleaner—nothing can clean dirty greasy parts as well as carb cleaner can.

A chunk of 2x4 makes a good wheels chock and can be a helpful work surface.

Nylon wire ties are the best for bundling up wires and tying up broken parts. Several of the ties can be linked together to make a longer tie if you need more length.

Don't forget a tube of waterless hand cleaner. This can clean not only your hands, but parts as well. Talking about hands, a pair of brown jersey gloves can keep your hands cleaner and protect you from burs as well. Latex gloves are also good for protecting your hands.

Finally keep a can of Fix-A-flat in the boot. It won't help if you have wire wheels or a side-wall blowout, but in many cases it will get you back home. Make sure you get the non-flammable kind, it is safer to carry and for the guy at the tire shop.

Pack any tools that are specific to your car such as wheel lock keys, a wire wheel wrench or special engine or ignition tools.



## **Gumball Rally 2006**

### **The Seven Year Itch** **Sunday, July 2<sup>nd</sup>**

One might think this was a very odd subtitle for an Ottawa MG Club event – “The Seven Year Itch” - of course until you understood that this was the seventh consecutive year that Bill & Joy Curnoe have hosted the Gumball Rally. And I’m sure you know the old wives tale about a partnership in the seventh year where one or more of the partners goes off in a quest for other territory to satisfy a craving for something different. Well it just ain’t the case with Bill & Joy (they’ve been together for lots more than 7 years) - but it sure was the case for 2006 edition of the Gumball Rally (being the 7<sup>th</sup> in a series of superb events that start and end in Kemptville).

Now in case you didn’t know, the significance of the “Gumball” part of the Gumball Rally is related to Joy’s marvelous collection of old-fashioned gumball machines and the significance of the “Rally” part of the Gumball Rally is from Bill’s thorough knowledge of the local roads in all of the surrounding counties. An together they both love the movie of the same name - “The Gumball Rally”.

So now you know about the seven-year itch and the gumball rally – but unless you were there, you don’t know ‘the rest of the story’. [and, oh yes, surely you’ve heard of finding a *needle* in a *haystack*... right??? well this event was sort of like that but had to do with finding *gumballs* in a *province* – but on with the rest of the story]

The weather was picture perfect when Bill called the drivers and navigators together at the Tim Horton’s Kemptville starting point. With a random selection of coloured gumballs, each individual vehicle team was given a package containing a photocopied map, another coloured gumball and some very brief instructions. Together, the map and the very brief instructions were the only tools each team could use to conduct the task of dropping one coloured gumball at a specific location and then pick up another coloured gumball at a different location and then return to the Curnoe home on Thomas Street for a BBQ. Good luck folks!! [With my lack of map reading skills, I felt it might be a day or two before I got back to the Kemptville BBQ – but I was up to the challenge.]

Now there were no actual driving route instructions – only a map showing the drop off point for the one coloured gumball and the pick up point for the other coloured gumball. And not everyone was going to the same locations – in fact there were a number of drop off points and pick up points, so following any another MG would not necessarily get you through the rally to the right places at the right times. Some of the teams were heading for North Augusta to drop off and picking up in Spencerville. Others were dropping off in Shanly and picking up in Lyndhurst. [Imagine your embarrassment if you were supposed to drop off your blue gumball in Merrickville and pick up a green gumball in Prescott but got your instructions mixed up or read your map incorrectly and had to backtrack.] And as each vehicle team zipped about the countryside one would often see other vehicle teams along the way – heading in different directions and going to and coming from different locations. It was a superb rally!

As I said, I was up for the challenge, so while Debi drove the A, I read the map and issued driving instructions. [Lord, heaven help us!] Our drop off point was near Shanly and as many of you know the roads around there are in good shape, well marked and the signs are easy to see. So I couldn’t make too many mistakes on the run to that CR21 drop off

Our pick up point was way over on the other side of the county in the Lyndhurst area. My map reading skills were going to get the challenge of a lifetime – you can't get there from here!!! But Debi was patient with me and step-by-step, CR-by-CR, we wiggled, jiggled and jogged our way to the village of Athens. To save time, I suggested we take a short cut through a wee hamlet called Oak Leaf. Well it was the right thing to do. From Athens to the Upper Oak Leaf Rd, along the Upper Oak Leaf Rd. to Oak Leaf, then along the Lower Oak Leaf Rd. into Lyndhurst was a driving treat – good road surface, lots of trees and scenery, no traffic. A gem of a tootle along Ontario roadways to our pick up point.

But what was this??? No coloured gumball in the bucket for us to pick up??? Some other vehicle team had not followed their instructions accurately and didn't get their coloured gumball dropped off in a timely fashion for us to pick up. [Bill's instructions did tell us to pick up an alternate item from the bucket if the proper coloured gumball was not waiting for us – and he would take those things into consideration when we were all back in Kemptville to determine the winning team.]

So now we had our alternate item from the pick up bucket and we made an A line for Kemptville [that's a beeline when you are driving an A]. As you can imagine, I could almost smell the BBQ at Bill & Joy's place so the navigation from Lyndhurst to Thomas Street was pretty easy.

As things turned out, Deb and I were among the middle of the stream of people who did their circuit drive and ended up at Thomas Street. Several folks were already eating by the time we got there - apparently getting much shorter routes than we did. And, of course, there were a number of vehicle teams that arrived after us. Apparently Gerry & Barb Neville did their route in reverse and felt compelled to go back to correct the drop off and the pick up of the gumballs. Ernie and Marie Jacob told a tale of stopping in for a quick pint at the Ashton Pub and still made it to the finish line by 11:15am. And the folks who arrived last were Martin & Elizabeth Handforth followed very closely by Steve & Diane Gee.

Prizes were awarded to the navigators for their obviously good map reading skills - First Prizes (being Gumball Rally T-Shirts) to the blue team navigators - Second Prizes (being ball caps) to the green team navigators - Third Prizes (being candy store gumball treats) to the red team navigators.

As this event was titled "The Gumball Rally - The Seven Year Itch", Deb and I stopped at a small store in Kemptville (just as we were heading out on our circuit) and purchased a couple of items to give to Bill & Joy as part of a club 'Thank You' for their hospitality. After Bill & Joy presented the various awards, all the OMGC folks offered them a wonderful round of applause and I gave Joy a nice gift bag with some items to help eliminate "the itch" - a container of world famous Gold Bond Powder and a combination back scratcher / loofah.

Bill & Joy... you are wonderful folks and we all thank you for such a great event.

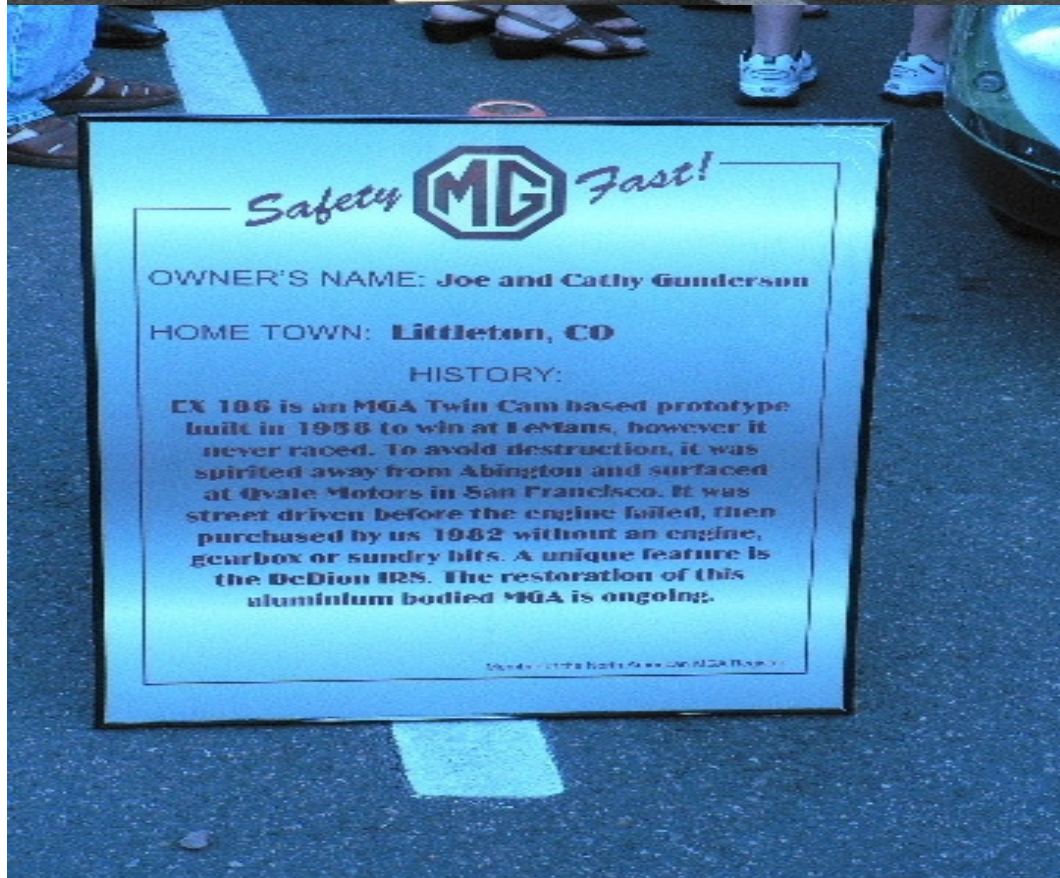


As I mentioned in News from The Editor, I had the pleasure of visiting with the MG Car Club, Rocky Mountain Centre over the summer while I was in Denver. It is always a pleasure to meet and speak with other MG people and in this case even more so because of the hospitality extended.

Below are a few photos taken during the evening.







A Report On The Robin Fredette / OMGC Work Shop – February 25, 2006

### **A Tech Session With The Men That Move Metal Molecules**

I'm pretty sure there has been little or no technical discussions on the topic of "molecules" in my conversations since the days of high school – many years ago.

And in high school, if my memory serves me correctly, we spoke of atoms, electrons, nuclei and similar stuff that made up the molecules and what bonds them together – regardless of their chemical structure. We never spoke about moving molecules about – least of all with specially selected tools or custom built equipment. But, Robin Fredette, at the mid-winter OMGC Technical Workshop, did talk about moving molecules. About molecules, and the characteristics of materials made up of molecules and the things that go on inside the materials when one applies a force upon the molecules. The tech talk reminded me of a high school shop class. The OMGC attendees were the novice students, watching Robin, the teacher, and Gordon Timbers, the apprentice, demonstrate the action of moving metal molecules with real tools and equipment - explaining in real truths. No conjecture here! No hypothesis here!

Robin spoke about "encouraging" metal molecules to either gather together or spread apart based on what tool and what method of "encouragement" was selected. And, of course, in Robin there is a deep resource of knowledge that helps him determine if it's better to spread the molecules out and thin the work or bunch them together and thicken the work, depending on just what the result required is. And then there is the critical selection of molecule direction – should the work curve down, curve up, curve in, curve out?

So with the right tools and equipment, and the right "encouragement" at the right spot – one might be able to fashion a fender for a '48 TC from a square, flat, four foot piece of metal. Incredible! Just incredible!

Robin didn't learn this skill from a TLC Video. Nor did he learn it from a Home Depot Saturday morning class. It has taken him years of blending knowledge of physics, with an eye for detail, and a heart for creation and a passion for a trade – that is really well beyond just any ordinary trade. To call it just metalwork would be an insulting understatement. Robin does metalwork. Robin teaches metalwork. Robin is metal work. With a shop full of mallets and hammers and custom built tools and equipment, Robin is a mover of molecules.

With thanks to Robin for such a great tech session!



## **Many thanks to Graham Ayers for the following:**

How many forum members does it take to change a light bulb?

- 1 to change the light bulb and to post that the light bulb has been changed
- 14 to share similar experiences of changing light bulbs and how the light bulb could have been changed differently
- 7 to caution about the dangers of changing light bulbs
- 1 to move it to the Lighting section
- 2 to argue then move it to the Electricals section
- 7 to point out spelling/grammar errors in posts about changing light bulbs
- 5 to flame the spell checkers
- 3 to correct spelling/grammar flames
- 6 to argue over whether it's "lightbulb" or "light bulb" ... another 6 to condemn those 6 as stupid
- 2 industry professionals to inform the group that the proper term is "lamp"
- 15 know-it-alls who claim they were in the industry, and that "light bulb" is perfectly correct
- 19 to post that this forum is not about light bulbs and to please take this discussion to a lightbulb forum
- 11 to defend the posting to this forum saying that we all use light bulbs and therefore the posts are relevant to this forum
- 36 to debate which method of changing light bulbs is superior, where to buy the best light bulbs, what brand of light bulbs work best for this technique and what brands are faulty
- 7 to post URL's where one can see examples of different light bulbs
- 4 to post that the URL's were posted incorrectly and then post the corrected URL's
- 3 to post about links they found from the URL's that are relevant to this group which makes light bulbs relevant to this group
- 13 to link all posts to date, quote them in their entirety including all headers and signatures, and add "Me too"
- 5 to post to the group that they will no longer post because they cannot handle the light bulb controversy
- 4 to say "didn't we go through this already a short time ago?"
- 13 to say "do a search on light bulbs before posting questions about light bulbs"
- 1 to hijack the thread and ask how to change the horn
- 1 forum lurker to respond to the original post 6 months from now and start it all over again.
- 107 to curse Lucas for having wired the darned thing in the first place.



During my trip to England this summer , I took the opportunity to visit (and buy parts) Brown & Gammons Ltd in Bladock, just north of London. The car above was in he garage and very much for sale  
As you can see from the enlargement of the sign in the front windshield.  
Although tempted, I didn't make an offer.



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## MGA MK11 DE LUXE

Produced by MG Car Company at Abingdon as a competition version of MGA using Twin cam chassis, but with an 1622cc pushrod engine, Dunlop disc brakes and centre lock steel wheels—very rare.

This particular car was re-imported from the USA in 1991 and fully rebuilt by Ron Gammons for Rally use. Equipped with works alloy hardtop, works style bucket seats, sump shield, tank shield, side jack points, two spare wheels, wood-rim steering wheel. Calibrated speedo, twin fogs, up-rated dynamo, fully balanced engine and the list goes on.

Winner outright of **TWO** Monte Carlo Challenges in 1993 and 1995, crewed by Ron Gammons and Paul Easter, also finishing with a fourth place in 94' after leading the event right up to the last remaining kilometers, a terrific record.

A unique historic motor car.

**£25,000**

No offers

19.07.2006 06:11

# Picture Me with My MG

## **Club Profile**

**Name:** Dave & Helen  
**Membership:** #107 (1997)  
Past Technical Director  
**Vehicle:** 1975 MG B  
**Colour:** Blaze Red  
(aka: Orange Pumpkin or  
Orange Blossom Special)  
**Purchased:** September  
1996 (20k miles)



*by Sparky*

### ***"I wasn't really looking for an MG!"***

Dave had been looking for a VW convertible (a VW? maybe a Corvette!) but thought that the cars available were over priced. While looking through an Old Autos paper he came upon this MG. The car's owner had moved to Australia and had someone selling it for her. Dave drove to Toronto to look at the car (the advertisement said red....but it was definitely orange!). Oblivious to the time change, the seller called the owner in Australia with an offer – a short negotiation later and Dave was the 2<sup>nd</sup> owner of a MGB.

### ***"I think the Ottawa MG Club is great"***

In the fall of 1996 Dave read an ad in the local newspaper giving a date, time and location for club meetings (when we needed to advertise for members!). He remembers going to his first meeting in May of 1997 at the Aylmer Marina. Dave mused that if he had joined when he first got the car he could have attended the first Cheepo Cheepo. Both Dave and Helen gave praise to present and past members for making this a fun and unique car club. They have attended many events and hosted some themselves. Also, they are recipients of the Long Distance Award every year since joining the club.

### ***Memorable MG experiences***

On a trip from Lake Placid to Stowe, accompanied by members Gilles and Lorraine, Dave explained a unique way of making up for lost fuel pressure. The only way he could get up a hill was to run the engine till it stalled, free wheel reverse it to turn around, run it down the hill until he could get enough fuel in the system, then with a catch-in-gear start he'd turn around and go up the hill to restart the process. "On some hills I had to turn around 5 times!" Can you imagine doing this 300-400 times? (Helen says this may be an exaggeration). They made the 150 miles to Stowe, where they purchased a fuel pump. In fact, his only two breakdowns in 10 years have involved fuel pumps (always carries a spare). Ask Dave to tell you about another time when he and Len were water boys!

# *Ottawa All British Car Day* *2006*

***Saturday, July 15th***

It has been said often that I go to "MGish" events just to get a dash plaque. And if you've seen my handsome collection, you might be led to believe that to be true. But it's not! The dash plaque is a tangible item to help me remember the more wonderful things about the event. The ABCD 2006 dash plaque is a welcome addition to my growing collection. It will help me recall many things about this wonderful event – the great location; the delicious lunch; the wide variety of British vehicles; the goodie bag and the downpour of rain. But let's not speak of rain – let's speak about the goodie bag...

Perhaps it's a bit unfair to highlight just one or two of the sponsors of this event, however, if I might:

- the Dawn McKendry / Royal LePage, Manotick pens! I can't tell you how many times I need a pen while in the MG and find myself out in left field with none. A pen in the glove box is useful and practical and this one works!  
The Lant & Co. package of SPF15 sunscreen (although at this particular event, with the threat of rain, it was not an item in great demand)! I know from experience it will be so very handy at a future run or show.

Thanks very much to all the ABCD 2006 sponsors for helping make this sort of gathering possible. Please support them as they continue to help us pursue our British Car passion.

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Farm Boy

Mid-morning I met Mr. Julian Evans, the Acting British High Commissioner, as he toured the field to make his selection of his 'favourite display car'. He confided in me that he had a soft spot in his heart for the Morris Minor – but in the end he was drawn to an exquisite Rolls Royce – colour and condition nothing less than perfection.



Later in the morning I found a few small items at the Vendor displays. I just love it when I find what I think to be a bargain – whether new or used. It gives me a good feeling of helping the vendors that come out to the show like this and it fills a need I have to “gather” MG stuff. I’m sure other ABCD participants feel as I do. So be sure to lend your support when you need parts / pieces / regalia and automotive items to:

MacGregor British Car Parts	Global Automotive	KDC Ven-
tures		
British Auto Sport	Clarence and Cripps	Driwash Car
Wash		
Cirrus Concessions	British Vehicle Electric	Talon Tire
Malmberg Truck Trailer-POR 15	Transport Books at DRE Motors	

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Lunch at “Land Rover Land” was a treat – turkey sausages in a bun with all the trimmings and chips and soda pop! Tasty! Jolly good! A big super thanks to the “Land Rover Land” folks for cooking up a storm. [oops, did I say storm?? that’s a bit later in the story]

OK. It’s now later in the story. The clouds were starting to gather. The thunder could be heard not far away. There were a number of worried folks about. Perhaps we’ll advance the schedule... yes, lets advance the schedule! So, ahead of schedule, all the door prizes and ‘Participants Choice’ awards were conducted in a great downpour of rain. Brollies were held high. Voices were almost at a scream level. A wonderful array of door prizes from sponsors were awarded to participants.

Participant’s Choice Awards went to:

- 1<sup>st</sup> Andre Rousseau 1968 Triumph GT6
- 2<sup>nd</sup> Paul MacDonald 1979 Triumph TR8
- 3<sup>rd</sup> Jordan Jones 1973 MGBGT V8



With the display field a bit soggy and the worst of the rain past, I stood in back of the registration tent and tried to "burn" a few more memories to connect to my dash plaque:

- Rob Grapes' young son, Adain, polishing the GT V8 with a passion only second to his father's
- Frank Rizzuti's wife Paula and son Antonio buzzing about in the registration tent to be sure all was in order for event participants
- Peter & Heather Boosamra's tumultuous arrival at the site, all the way from Cornwall, after being almost "washed off the Merivale Road"
- Our pre-event meeting place at IKEA, where just a half dozen MGs attracted scores of eager viewers with stories of, "I used to own one of these..."
- Chatting with Wes Myers of the Boot'n'Bonnet club to exchange tall tales of events past and to set new targets for next year's planned events.
- A few quiet words with Bob Stark to go over some plans for Cheapo-Cheapo 07. Yes, Bob is already up to mischief for next years OMGC event.
- Paul Williams reading the winning door prize numbers in such a huge downpour of rain, I could hardly see him and he was standing right beside me.
- Chatting with the folks in "Land Rover Land" – not about the lunch, but about their military ambulance vehicle that shook so badly in convoy that healthy military attendants ended up as patients because of all the rough knocking about in the back of the vehicle.

Just meeting people who like British cars

That's a lot for one little dash plaque!!



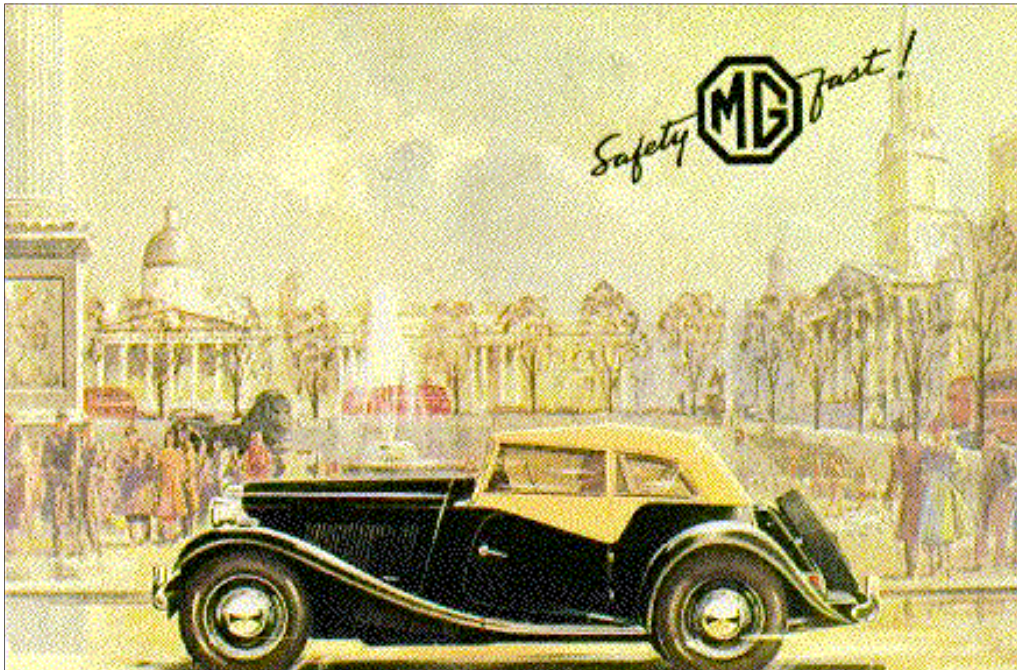
And one more thank you must go to all the OMGC folks who volunteered for duty:  
Emmett Hicks      Doug McClure      Rob Grapes      Paul Schiemann Paul Williams

Ron Murfitt Dave Graham Mike Daniels Adrian Sawyer Eric Dudley  
Sparky Banke Roger White Andy Bounsall Terry Haines Dave Sankey  
Len Fortin Gord White Ernie Jacob Norm Mouldey Frank Rizzuti

## *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
Touque	\$16
Hat	\$15
Pins	\$10
Crests	\$8
Club jackets (available in a variety of colors and sizes)	\$170

Your favourite item of clothing can be embroidered by special order.  
For all your regalia needs see Doug McClure, [miatamcclure@hotmail.com](mailto:miatamcclure@hotmail.com) or 824-0168.





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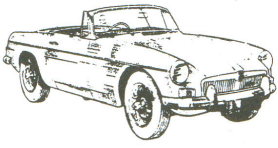
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Please bring your payment to the next meeting or mail to  
Memberships, 57 Tiffany Place, Kanata, Ontario, K2K 1W5  
(\$35 New Members, \$30 Renewals (due April 1st), cheques payable to The Ottawa MG  
Club)

## 2006 / 2007 Membership & Renewal Form

Driver First Name	<input type="text"/>	Driver Last Name	<input type="text"/>
Navigator First Name	<input type="text"/>	Navigator Last Name	<input type="text"/>
Street Address	<input type="text"/>	City	<input type="text"/>
Province / State	<input type="text"/>	Postal/Zip Code	<input type="text"/>
Day Phone	<input type="text"/>	Evening Phone	<input type="text"/>
Fax	<input type="text"/>	Email	<input type="text"/>
1. MG Model	<input type="text"/>	1. Model Year	<input type="text"/>
2. MG Model	<input type="text"/>	2. Model Year	<input type="text"/>
3. MG Model	<input type="text"/>	3. Model Year	<input type="text"/>

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, ☐ Get-Togethers, ☐ Car Shows
- 2) Driving Events: ☐ Short One Day Runs, ☐ Longer Two Day Runs, ☐ Non-Competitive Rally, ☐ Competitive Rally
- 3) Technical Events: ☐ Speakers at Meetings, Videos, etc, ☐ Hands On Technical Seminars, ☐ Garage Tours
- 4) How would you like to be contacted about events? ☐ Phone ☐ Email

Additional Comments?

<div></div>
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## *MG on The Net*

### *Web Links*

#### **Suppliers:**

<http://www.precisionsportscar.com>  
<http://www.daytonwirewheels.com>  
<http://www.lbcarco.com>  
<http://www.mgocaccessories.co.uk/acatalog/>  
<http://www.triple-c.com>  
<http://www.propermg.com>  
<http://www.mossmotors.com>  
<http://www.motorheadltd.com>  
<http://www.obsoleteauto.com>  
<http://www.the-roadster-factory.com>  
<http://www.macgregorukcarparts.com/index.html>  
<http://www.performancebritish.com/>  
<http://www.victoriabritish.com>  
<http://www.brittek.com/>

#### **Clubs:**

<http://www.bootnbonnet.org>  
<http://www.cornwalloldecарclub.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>

#### **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>  
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