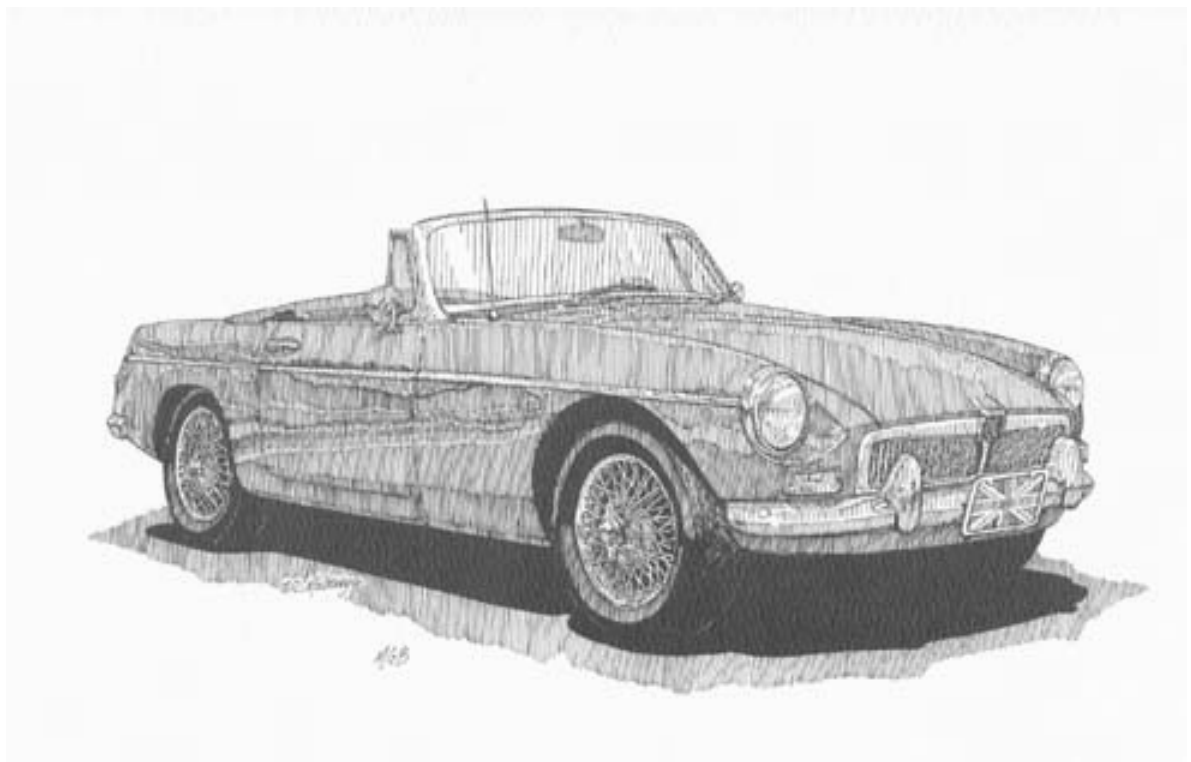




# *The Dashpot*

Winter 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)

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

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### *From The Editor's Desk*

Greetings to all OMGC members from your new editor. This is my first edition and I have to admit that without the considerable help provided by Frank Ruzzuti it would never have gotten off the ground. Frank has perfected a system for the Dashpot, which should make it easy for anyone with minimal computer experience to follow, but it seemed to take me forever to get it right. Oh well, next issue should be easier.

As you all know, we now have a new president, Mark Evenchick, and his introductory remarks are also included in this edition, and will continue to be a feature of all editions of the Dashpot. It is Marks hope, and mine as well, that we can make the Dashpot reflect the views and activities of club members and it is our intention to showcase members and their vehicles. So be prepared for contact from our cub reporter.

That's all for now, but if you have comments, wish to submit an article or just a letter to the editor, please don't hesitate. I can be contacted at: [freyung@rogers.com](mailto:freyung@rogers.com).

Terry Haines.

## *President's Message*

Welcome to OMGC 2006. This is my second time around as president of our club. I'm still wondering how that happened, but none the less I am happy to have another shot at it.

This is certainly a different organization from what it was on my last go round. Back then our four-person executive took it upon ourselves to organize all of the events for our fifty or sixty members, whether they were interested or not. Yes, I did organize a rally that had only four entrants...and it was open to all of the British car clubs in the region. At least almost everyone took home a prize!

That was a low point. Since then with Jordan and Debi and then Len leading us, we have grown in size and in confidence. I am overwhelmed by the participation in our events in recent years. Several members have taken it upon themselves to organize events that have become institutions. So many participants at Joy and Bill's Gumball that we needed four bar-b-ques to feed everybody! So many cars at the fall run that they won't fit on Heather and Jordan's lawn! Forty rooms sold out for Cheepo Cheepo six months in advance! And everyone having a good time and no audible bitching! Incredible!

So why are we so successful? Beats me. It probably has something to do with the kind of person, who at some point in his or her life decides that it would be fun to own an M.G.. Perhaps being with those people brings out the best in us. I think it does for me anyway.

For those of you who haven't attended our events, you are missing out on some good times. Your M.G's not on the road? Bring the Toyota instead. You are always welcome.

Octagonally  
Mark

## *New additions to the OMGC Library*

*by Roger White*

### Books

#### How to Power Tune MGB 4-cylinder engines

The latest edition of this book by Peter Burgess, one of the extensive title list in the SpeedPro Series, offers clearly written advice and well illustrated hands-on guidance in improving performance of the B, whether mildly or significantly. Ultimate recipes can bring the power from 68 to 140 bhp.

#### MGB&MGB GT problems and how to fix them

An Auto-Doc series book by Roger Williams, this is a straightforward guide to fixing typical B problems. Chapters are headed clearly with titles such as: "Engine runs badly" and "The heater doesn't work very well". A chapter on "Engine noises" includes such sections as "whistling or wheezing" and "jingling or thumping from beneath car". A real help to the less-than-expert, but diagnostic advice about funny noises in particular may make you paranoid about your car!

### Videos

#### An MG is Born (DVD format; 4 hours)

British TV presenter Mark Evans has produced a 10-part series that was aired in the UK on completely restoring a clapped out '74 B roadster. Also now a consulting editor for *Practical Classics* magazine, Evans takes viewers through all the steps, glitches and all, to create a mouthwatering new B. Lots of humour, very good practical advice, and fun to watch even if you're not contemplating such a major project. Interspersed with features on MGs old and new with their proud owners.

*See Library page on OMGC web site for complete list of items available on loan for OMGC members.*

# *ENGINE DIAGNOSIS AND THE COMPRESSION TEST*

by Karl Leclerc

Curious about the condition of the engine in your MG? Want to know more about the one you are about to buy? One of the most revealing tests that can be performed is the compression test. The procedure requires a few inexpensive tools and can easily be done in a few minutes.

Let's start with a bit of background information: referring to the engine cut-away, the workings of an engine can be simplified. On the first down stroke of the piston, the air-fuel mixture is sucked into the cylinder through the intake valve. Following the closing of that valve, the upward movement of the piston compresses the mixture until a timely spark from the spark plug makes it explode (or burn really quick...). The expansion of the combustion gases pushes the piston downward. The sequenced downward motion of all four pistons imparts, through the connecting rods, the engine crank rotation. The next upward motion of the piston will be used to push the spent gases through the exhaust valve, into the exhaust manifold.

The amount of compression (or force) that can be generated by a given cylinder is dependant on a few things. First, the valves need to seal properly at the right time. As they age, valves and their seats become worn, gases start escaping to the cylinder head and compression starts suffering. Second, pistons, piston rings and cylinder walls must mate properly in order to prevent the same gases from escaping to the bottom of the engine and degrading compression. Piston rings are designed to be the wear component and, as such, will degrade with time. Fortunately, there are two simple procedures that can be carried out to provide information about the condition of both the valves and the rings: a dry and a wet compression test.

Only four tools are required: a ratchet and a socket to remove the spark plugs, a small oil squirter as well as a compression gauge. The two most common sizes of spark plug sockets are 5/8" and 13/16". They take the shape of a deep socket with a rubber insert to provide extra protection to the plug being removed or installed. Most socket sets will come equipped with both. If not, you can buy the specific one needed at any tool store (Canadian Tire, Princess Auto, Sears, etc) for about \$10. To work on MG engines, you will only need the 13/16". A deep socket of the same size (without the rubber insert) is a possible substitute. A compression gauge is also required and easily acquired from the same stores for less than \$30. The one illustrated (Part # 25-1016-0 at Canadian Tire, \$29) comes with screw-in fittings for different plug sizes.

The compression test procedures can be done on a cold or hot engine. However, it must be appreciated that as an engine warms up, its cylinders, rings and pistons all expand. The information taken on a cold engine will still be valid but not as accurate as if the procedures were done on an engine that has reached working temperature. Since the engine is mainly operated at working temperature, it makes sense to warm up the engine prior to beginning the test. Just be careful where you put your fingers so you do not get burned or get surprised by a thermostatically controlled fan that may kick in even after the engine has been switched off, if your car is so equipped.

Once the engine has reached operating temperature, it is time to prepare for the test. Shut the engine off, disconnect the wires to the spark plugs. You can label the

wires to facilitate re-installation to the correct cylinder plug later. Or you can remember the following:

cylinder number 1 plug is the closest to the front bumper, with number 4 being the furthest away;

the 2 o'clock position is where the cylinder number 1 wire comes out of the distributor; and

the distributor rotates counterclockwise and fires the cylinder in the order 1-3-4-2. When in doubt, just label the wires. Next, unscrew the spark plugs from their holes using the appropriate socket.

The last preparation step is to disable the coil. If you are testing a T type car or an MGA, this step is not required as the starter motor and the coil work off different switches and you can turn the engine (using the starter pull switch) without turning the ignition on. In the case of cars that combine the ignition and starter motor on one switch like an MGB, if you still have the points type ignition system, disconnect the wire between the coil and the distributor. Not sure which type, you can also disconnect the center coil lead in the distributor cap and ground it to a good grounding point on the block with an alligator clip. This will prevent high voltage from building up in the coil without having a place to go. Safety again: ensure that you do not become the grounding point for all that voltage. Get a pen, notepad and we are ready to proceed with the dry compression test.

Screw the compression gauge in the spark plug hole for cylinder 1. You can rest the gauge somewhere safe against the engine if you are by yourself or remain under the bonnet as you ask your navigator to get in the car. Keeping the gas pedal fully depressed (to open the carburettor throttle disc), turn the engine over five or six revolutions. You will see the gauge reading jump higher at each revolution until the compression reaches a maximum. Take note of the compression reading for that cylinder and then release the pressure with the pressure release valve on the gauge. Unscrew the gauge and repeat the same procedure for the remaining three cylinders.

You are now leaning against the workbench, looking at four numbers like 155-150-155-160 and wondering what this all means. Well, there are a few things to consider at this point. First, an MG engine in excellent condition will probably read between 150 and 160 psi of compression per cylinder. An engine will normally wear with time and compression will follow south. An MG engine will most likely run well with compression between 120 and 150 psi. A freshly rebuilt engine may only show 120 psi until the rings have mated themselves to the cylinder bores before reaching some 160 psi. Any more than 160 psi and you probably have an engine modified or designed for high compression pistons or a significantly machined cylinder head. Once compression dwindles below 120 psi, it is normally a sign of serious wear and, if combined with other indicators such as oil consumption or low oil pressure will probably indicate that time for a rebuild is fast approaching. Compression below 100 psi would indicate that the cylinder is not contributing at all to torque production.

However, these four numbers by themselves do not tell the whole story. Consistency in between numbers is also important. The compression of each individual cylinder should be close to the others. 10 % is the figure normally used by the engine industry. This would mean that numbers like 145-140-150-150 would represent an acceptable variation. At the other extreme, a large variation in one cylinder, something like 150-145-35-140, requires to proceed with the wet compression test in order to get more informa-

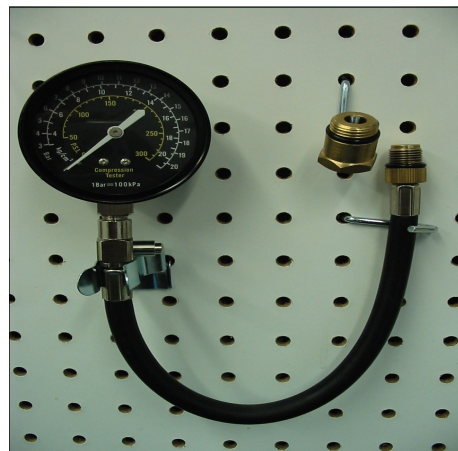
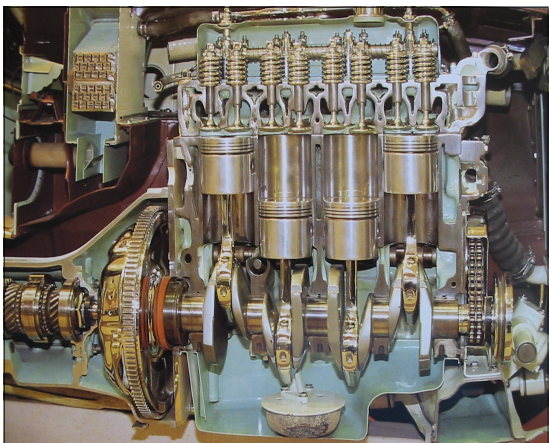
The wet compression test is very similar to the dry test. The only difference is that some engine oil (same type used for engine lubrication) is added to the cylinder being tested. Manuals normally recommend one teaspoon. Personally, I just use a small oiler that has an integrated squirter. Three squirts normally do it. Inject the oil in the cylinder about to be measured through the spark plug hole and then screw in the compression gauge. Continue the process as previously described, writing down the wet readings for each cylinder.

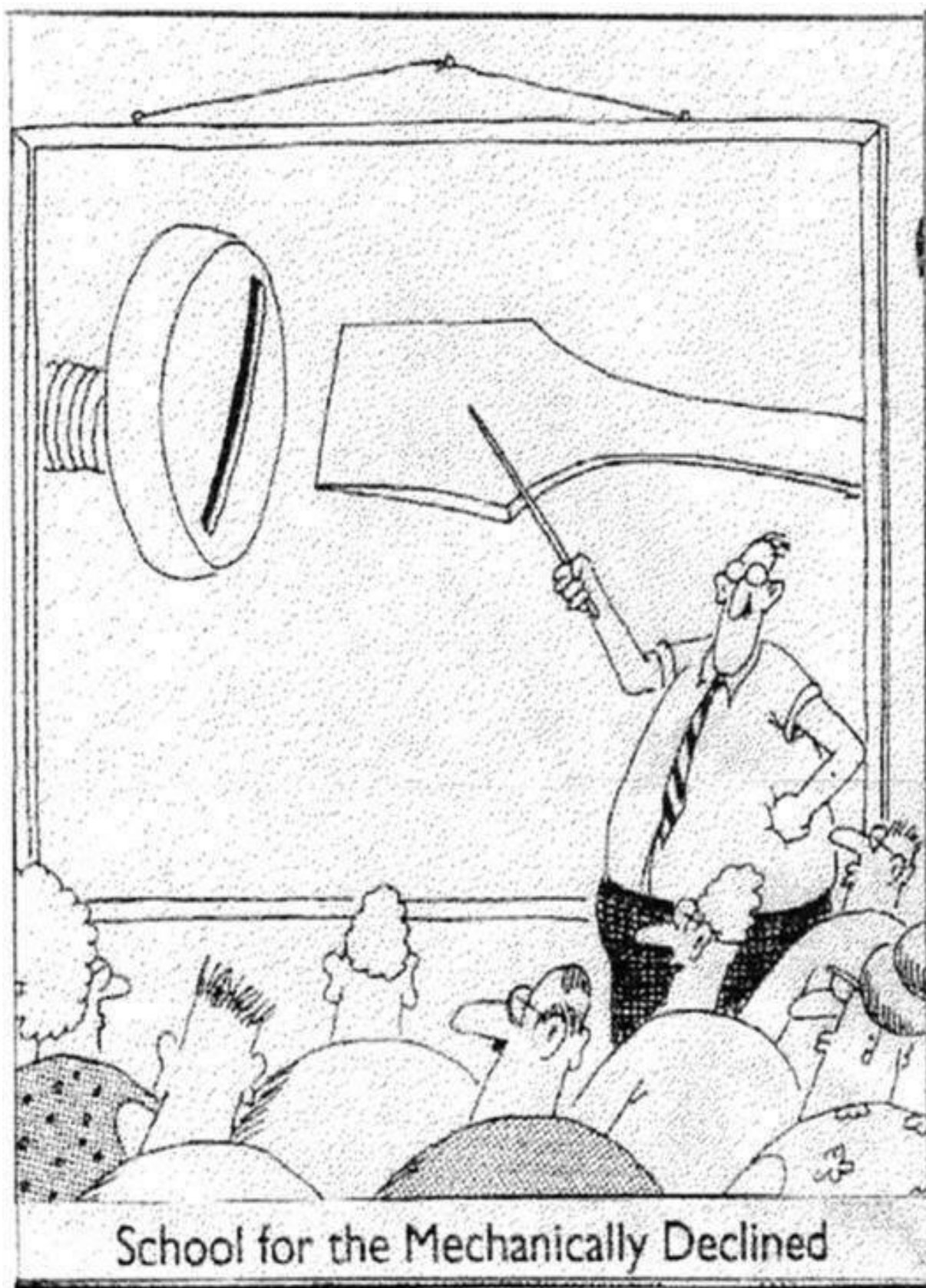
The first thing you will notice is the increase in compression in all cylinders. This is due to the oil increasing the sealing action of the piston rings and is somewhat normal. However, a big increase in compression, let's say going from 105-120-110-115 to 150-165-155-160 would confirm that the rings are worn on all cylinders. The oil is also used to differentiate between piston ring and cylinder valve problems. For example, if the dry numbers obtained earlier show one weak cylinder (150-145-35-140) and the wet test comes out similar (let's say 160-155-40-145), we can assume that the problem with cylinder number 3 is not a bad ring. These readings would be more indicative of a valve problem on cylinder number 3.

Finally, the compression test may also provide information about other components of the engine. For example, readings of 150-90-85-145 and 160-85-90-155 show little difference between dry and wet, making it unlikely that rings in cylinders 2 and 3 would be the issue. However, because they are adjacent, cylinders 2 and 3 may be leaking into each other due to a bad seal in the head gasket. This may be fixed by a simple re-torque of the cylinder head or by replacing the faulty gasket. As another example, if similar ring wear was shown in either the front two cylinders (1 & 2) or the rear two cylinders (3 & 4), one might suspect that the associated carburettor (either the front or the rear one) may be running too rich, resulting in the residual gasoline washing the oil off the cylinder walls.

As you can see, the amount of information provided by the compression test can be substantial: wear of the piston rings, sealing of the valves and even clues about the condition of other components. And the whole process can be completed in a few minutes with a few inexpensive tools.

Safety Fast!







# *Me Humble Bea*

Part 8  
by Graham Ayers

My son Christopher and I had the good fortune to attend the 11<sup>th</sup> Annual North American MGB Register Convention - MG2002 - in Grapevine, Texas at the beginning of July.

Members of the NAMBGR came from 23 of the 50 States, from California to New Jersey, and one Province, some having driven hundreds or even thousands of miles, and included one member who flew in from Alaska.

Our own Ottawa MG Club was suitably represented by Debi & Len Fortin, who drove Debi's 'new' 1979 MGB roadster 1850 miles to attend.

The selection and quality of the MGs was outstanding with models of the marque from a J2 and TF, 'A Coupe and Roadster and Midget. The 'B, predominant as usual, supplied many examples of all variations ~ pull and push-button handle, rubber bumper, 'C and a factory V8 GT, as well as several other personal V8 conversions.

During the four days of the event there was a constant variety of activities, seminars & tech sessions on everything from rebuilding SU carburettors, to a photographic tour of the Abington factory, to a rolling diagnostics session by John Twist, regarded as somewhat of an MG guru in North America.

Some of the motoring activities included a day rally to test one's cooling system and a night rally to test one's electrical system, MG Olympics and Funkhana, the ever-popular Valve Cover Races, that continues to produce more and more outrageous racers every year and of course a car show.

There was a constant coming and going of MGs as people took themselves off for a bit of exploration of the many attractions in the area. Dallas and Ft. Worth and local wineries were only a few miles away.

My son and I did not have the pleasure of driving our MG. It is still nowhere near ready and I would want to put on some serious local mileage before venturing off on a trip of that distance. We did the next best thing and rented a car. Okay so it wasn't an MG but it was a convertible and as one sharp lady (Debi) pointed out the first and last letter were MustanG.

The rally masters graciously allowed us to drive in one of the rallies, on the condition that we refrained from using the air conditioning! We didn't. But one thing we did do was get a tad 'fricasseed' - that's Texan for sunburned.

The rally was of the 'direction and question' variety, taking us on a nice leisurely two-hour drive through some small Texas towns and the surrounding countryside.

At one point were trailing three MGBs and had a Midget behind us. We watched as they headed off in the wrong direction at a 'cross' intersection that they misread as a 'T'. The Midget hesitated then followed its bigger siblings, never, like they, to be seen again.

At the awards ceremony the North American MG Register presented the Fortins with a 'Thornley' award in recognition of their MG Spirit. They have attended every NAMGBR Convention since the first one in 1992 and in doing so have driven 25,000 plus miles. An example of this spirit is the fact that they were driving back from the 'B Nationals in Texas, getting home with just enough time to do a load of washing before heading out again in Debi's MGA to Charlottesville, Virginia for the 'A Nationals. That is true spirit and dedication to the marque.

The Texas MG Register who is to be commended for putting together a terrific event hosted the event. They did however, show a mean streak by putting a drop-dead-gorgeous Tartan red 1966 roadster in the lobby of the host hotel and so that we would have to look at it every time we went in. And we did. Every time.

We enjoyed ourselves immensely and came away with enough memories to last until next year's convention in St. Louis, Missouri. Dare I say it? Perhaps we will be able to drive.

As for our own 'Bea', well, I've finished the suspension on all four corners, installed the new splash panels, undersealed all four wheel arches, sealed all the body seams, primed and painted the floors and sidewalls, removed the carburettors, installed new needles & seats, float bowl seals and hopefully fixed the leak. The dash has just been stripped for the fifth time while I attempt, in vain, to get the wrinkle paint to look original.

The chance of getting any actual driving in this season is unlikely. Heck, at this point I'll settle for a start and run scenario. But that's okay it just gives me more time to do more things and get them just so before we hit the road in earnest.

For example, figuring out why the clutch is so heavy to push. Could it be frozen from sitting unused for so long? Am I faced with having to pull the engine?

Argghhh .....



Tempus fugit. But where does it fugit to?

I found, to my astonishment, that it has been almost a year since my last Running Report (likely will be so at the time of printing) and in no manner can I justify the paltry amount of work I have done on the car.

Last winter passed in a flurry of non-MG related activity. Come to think of it, this summer has too.

In my last report I had removed the carburettors from the car to find a leak on the front one. A loose screw on the float camber cover may be the culprit. Unfortunately the head was so badly mutilated the screw had to be replaced. I cannot begin to imagine what was used, in a vain attempt, to tighten the screw. But I would like to meet the person who tried.

The "While I'm At It" factor kicked in, as it so often does. So while I was at it I replaced the float needles, seats and float chamber seals. All for naught.

Subsequent carburettor-related discussions on an MG website prompted me to check the state of the throttle spindles. The considerable wear clinched it. The obvious choice was to have them rebuilt by a professional.

The carburettors sat, bolted to a plate and clamped in the vice, on the workbench for months while I procrastinated, avoiding the inevitable and daunting task of separating the carburettors and their linkages.

Before I continue may I tell you about the plate? It is a nifty little device that allows the carburettors to be removed from the manifold without disturbing the linkages. Simply use a piece of material of your choice (wood/metal/what-have-you) large enough to span the air-filter can mounting holes, mark them, drill holes in the material, bolt it to the carburettors - et voilà. They can now be removed as a unit.

Finally, unable with any conscience to find anything else to do, I dove in and removed the carburettors from the plate, making copious drawings and notes on the linkages before and during disassembly and shooting a roll of close-up photographs as I went, with 'front', 'rear', 'left' or 'right' plainly visible.

The rebuild included having the bodies reamed and bushings installed for the new throttle spindles and an SU Service kit (CSK 50) that included the jet assemblies, float needles and seats, tab washers, and all the seals and gaskets.

They were set up to be close to tuned, so that the car would start and run. I was responsible for the final tuning. I was given about a dozen pointers on how to do this but, since I didn't write them down at the time, they have retreated into the dust and detritus of my memory.

However, I shall not worry about that just for the moment...

Come reassembly, I was pleasantly surprised at how easily the carburettors went back together. Everything fell nicely into place, even down to the pre-load on the throttle and choke spindle return springs.

All the nuts were tightened and the cables attached carefully. I have found, from bitter experience, that concentration on the immediate job, be it even the simplest, (i.e.: the split pin in the throttle cable clamp) is absolutely essential.

An aluminium rocker cover (a birthday gift my wife bought at a British car flea market - auto jumble to some) was sitting in place on the engine, already cleaned and polished, pending final installation. This was bolted up, with a new gasket, and carefully installed to minimize the chance of leaks.

An oil and filter change came next.

Then fuel pump was stripped and overhauled with new copper washers on the banjo fittings, new lines and clips installed and carefully reconnected and checked, at least twice.

The exhaust pipe was fitted, a bear of a job unless one has an assortment of extensions and a swivel joint for the ratchet. A touch of grease on the socket will usually keep the lock washer and nut on the socket until it is started on the stud.

Battery cables were reinstalled with the clamps thoroughly cleaned and the negative ground point polished down to bare metal. To do so I had to remove some of the new underseal I had generously applied.

The battery is on trickle charge.

The car is now ready to be started.

Along with the anticipation goes the trepidation that:

A: it won't.

B: it will

C: I have forgotten something major.

Fear of the unknown.

Procastination is no longer an option. I must add fuel to a tank that has been dry for three years.

Pull the choke.

Turn the key.

## *OMGC Opeongo Line Run 12th August 2006*



This year your executive is attempting to add one additional overnight club run to our summer schedule. Norm Peacey and Terry Haines have done a some research on the "Old Opeongo Line" which runs from Castleford (just north of Arnprior) to Barrys Bay. Unfortunately they could not find any suitable accommodation in the Barrys Bay area and so the hotel chosen is the Best Western in Pembroke. They are in the process of confirming costs for the rooms, dinner and breakfast the following morning and will advise anyone interested in the trip as soon as known. They hope to get around 40 cars and also to make the second overnight run an annual event.

The run is scheduled for August 12, 2006 and is approximately 200 kilometers one way from the start point which will be the Antrim Truck Stop, at the second traffic lights on the highway 17 by pass at Arnprior. Start time will be 0900, and if you arrive early you can enjoy a very good and inexpensive breakfast at the restaurant.

If you are interested in joining this happy group please call:

Norm Peacey at 613 823-5508, or Terry Haines at 613-822-8642



## **MG 2006 – Gatlinburg, TN 21-25 June 2006**

[WWW.MG2006.COM](http://WWW.MG2006.COM)  
[Info@MG2006.COM](mailto:Info@MG2006.COM)

Plans are underway for MG 2006, the next all-Register MG gathering in North America. This event will be held Wednesday through Saturday, 21-25 June 2006 and will be based in beautiful Gatlinburg, Tennessee.



Agreements with hotels and convention centers have been made; other details such as activities and a location for an all-MG display are currently underway.

Gatlinburg is located in the Great Smoky Mountains National Park; the most visited National Park in the United States. This location was picked because of its centralized location of a majority of the MG owners in the United States, as well as for its ability to have the hotels located within walking distance of each other, similar to the layout we had for MG '96 in Indianapolis. The fact that the roads in the area are some of the best MG-friendly roads in North America is a plus!

Gatlinburg is also only a few miles away from such attractions as Pigeon Forge (and its numerous tourist attractions, restaurants, and shopping) as well as the many driving opportunities in the area such as the Blue Ridge Parkway and the Tail of the Dragon.

There will be something for everyone at MG 2006. I'm sure that you will NOT want to miss this one! Information will soon be available on the Council's website regarding the hotels and the daily activities planned.

The North American Council of MG Registers is requesting the assistance of each national Register and each local club for assistance in making these four days a memorable experience for all involved. Help will be needed with driving tours, the car display, event registration, and many other hidden tasks that cumulatively make for a great event.

I urge you all to save the date and make this a vacation that is sure to please the whole family! You will have a "Smokin' Good Time!"







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## *Ottawa MG Club Celebrates The Christmas Season At Louis' Restaurant*

It can surely be said, OMGCers are a great bunch of folks who love to get together for just about any reason at all – regular monthly meetings, classic car shows, great road driving events, educational technical sessions. Even during the winter's "not-so-great" driving season. Surround a specific date and time with a great theme, and we tend to keep up our reputation as folks who love to get together. The Christmas Party for example.

On Friday evening, December 9<sup>th</sup>, we enjoyed each other's company with a 'cocktails and dinner' get-together at Louis' Restaurant on the Cyrville Road. I must admit, I was a bit concerned at first when this was to be our first attempt at such a Christmas event not being held at a club member's home. But our overall membership and event participation numbers have grown to the point where it was necessary to move to a larger place. After speaking to Tom and his staff at Louis' Restaurant, I was assured the location and the food line-up would be just right. "Don't worry about a thing." said Tom. "I'll take care of it and I'll even make sure there is some sort of turkey dish for the MG folks to enjoy."

Well, with that end of things under control, now it was a matter of getting folks to 'sign up' for the event. I should NOT have been so worried. OMGCers responded by the dozens. In fact we had 5.5 dozen attendees (that's 66 people to those who don't understand the math in this equation).

With cocktail hour from 6pm to 7pm, we were at our best doing our MGish thing, which, of course, is chatting about everything from A to Z and all in between. Many thanks go out to Emmett Hicks for acting as the ticket seller – a wonderful job done. And thanks to Deb Fortin and her on-the-spot helpers for the table decoration set up. The place really looked festive and everyone appeared to be having a good time.

When Tom was ready to start the buffet, we were asked to take a seat so the food line up could be manageable – but what was this???? 66 people attending with only 8 tables with 8 places each??? (that's 64 place settings for those who don't understand the math in this equation) (and that's 2 places short for those that don't understand the math in the other equation). We had a decision to make. Either we set up an entire other table for just two folks, or, we send those folks (Gordon & Carmen Timbers) home with a doggy bag. I don't think they were last to sign up for the event or last to arrive at the restaurant but they did, somehow, end up as last to find a seat. So Tom, wisely, added two extra settings on an extra small table attached to one of the 8 place tables. Worked out fine! The food line was a bit slow but I attributed that to the quality of the offerings and the time it took for each of us to be sure we had a bit of everything.

After dinner, with Mark Evenchick leading us on the guitar and everybody following along on the song sheets acquired and distributed by Gerry Neville – we raised the roof with Christmas carols and songs from the front of the booklet to the back. I'm no music teacher but it sounded great to me and I enjoyed every note. Thanks again for coming out to the Christmas Party.

## *Cheepo Cheepo 06*

By the time you read this we should be in mid February and well into thinking about this summers driving. Just for the fun of it lets see who has their MG out for the first drive of the season and I will announce the winner (of what I don't know) at Cheepo Cheepo.

Advise me of your first drive via Email at [rob-ber@sympatico.ca](mailto:rob-ber@sympatico.ca) noting the date and time.



This years Cheepo Cheepo has forty one cars registered for the June 3<sup>rd</sup> weekend at Grey Rocks. This is the largest outing we have had to date and the route and departure procedures will be a little different. But we will hear more about that from Mark once he has had the opportunity this spring to check out the route choices.

The starting point this year is The Tim Horton's in Hull on Limbour. This just on the east side of the Alonzo Wright bridge. A map will be provided at a later date.

The departure time should be approximately 9:00 AM to arrive at Grey Rocks by noon. The resort has arranged to setup an area for us to have our picnic there. This early arrival will give us the opportunity to take advantage of the resorts facilities.

For departure day, please arrive with a full tank of petrol, a picnic lunch and if you can arrange it good weather.

If you need further information contact me Bob Stark at 613 258-4636

*Safety*  *Fast*

## *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
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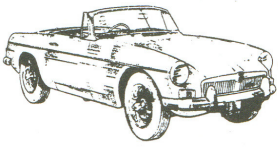
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OTTAWA MG CLUB  
2006 / 2007 MEMBERSHIP & RENEWAL FORM  
Membership Number\_\_\_\_\_

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

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

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

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

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

Comments:

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<http://www.macgregorukcarparts.com/index.html>  
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### **Clubs:**

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