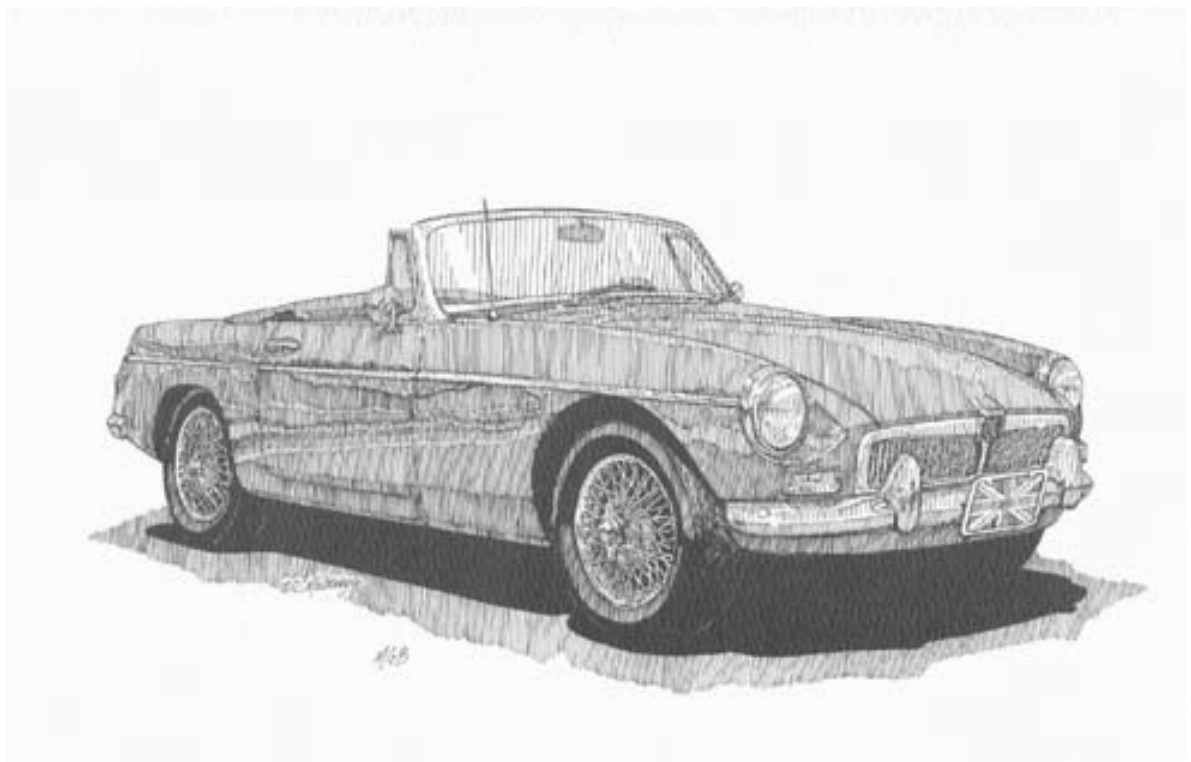




The Dashpot

Autumn 2006



Ottawa MG Club

The Dashpot is the official publication of the Ottawa MG Club. Submissions for consideration should be sent to: frejung@rogers.com

www.omgc.info

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From The Editor's Desk

Hard to believe, but we are headed for Christmas once again. All our cars are bedded down for the long cold winter and Santa is not far away with his bag full of MG bits and pieces. Club members are dreaming of rallies to come and the warm summer ahead.

I would like to take this opportunity to thank all those of you who have made a contribution to the Dashpot over the past year or so. In particular I appreciate all the work of Karl Leclerc, Sparky(Duncan Banke), Frank Rizzuti, Mike Daniels, Graham Ayers and most of all Len Fortin. Without you we could not publish a meaningful newsletter, keep up the good work. For those of you who have not yet had the opportunity to see your name in print, now is the time, remember there may be a Pulitzer in your future.

One other thing. We intend to publish a calendar for the club which will be in Colour and feature members cars along with all club activities. The calendar will run From April to March which will allow us time to ensure that the dates and activities are correct and up to date. Cost to be determined, but will be subsidised by the club.

Lastly, Len I tried my best to get the NAMGAR notice on Pages 20/21 to work, but this was the best I could do. They would not fit any other way.

Terry Haines.

President's Message

Aside from our Christmas party on December 9th, the year 2006 is history for the Ottawa M.G. Club. At our November meeting I had the pleasure of presenting the Hugo Leech Award to Karl Leclerc. Every year when this award comes up, I can't help but reflect on where our club has come from and where it is going.

For those who don't know, Hugo Leech was co-founder and first president of The Ottawa M.G. Club. The original purpose of the club was simply to give M.G. people in the Ottawa area a chance to get together, and to encourage them to get out and drive those great little cars. At that time we were happy simply to have five or ten cars meet at a parking lot and take a run in the country. As we grew, we got involved in events with other British car clubs in the area. These consisted of mostly of rallies put on by one club or another, or some other sort of social competitions...dart matches and the annual Fortin croquet extravaganza come to mind.

We've come a long way. For the past few years, our membership has held at about 120, with a few dropping out, and a few more joining each year. But really the numbers are not that important to me. The important thing is the number of members who are participating in our events, the number of members who are out driving their M.G.s and the number of members who have met through the club and become really good friends. I get a great deal of satisfaction from being involved in helping to make this happen.

On the inside front cover of this magazine is a list of the eleven members of our executive. Each one of them has been involved in his own way and mostly on his own initiative in making our club run. I truly appreciate the contributions made by all of them. Thanks Guys!

There's no way to prove it, but I'm willing to bet that Karl and Pat drove more M.G. miles this year than the whole club put together did in our first year. I think that Hugo would be pleased!

Heather and I wish all of you a happy holiday season, and many safety fast miles in the New Year.

Cheers!
Mark

The Monte Carleton **Rally To The** **Boot'n'Bonnet All** **British Car Day**

Although the actual trophy has already been presented to the winners of this rally (that's the Redshaw Cup for those who are not familiar with this particular event) and the tally sheets were double and triple checked before the presentation was made – there still seems to be a small lingering feeling of disadvantage or handicap among some of the participants.

It was a wet one, I must say! The weather that is! But still there were participants who took the rally challenge and came to Kilmarnock for the start of the Monte Carleton Rally to the All British Car Day in Kingston. Juice and coffee and muffins were the tools we used to get us going on this rather dismal day. And once we were started, well, we were on our way to cover the 60+ miles to the Kingston City Park.

Participants were given a single sheet of paper with 20 "Locations" listed alphabetically. And 20 "Connections" were also listed alphabetically. Along the way, participants were instructed to watch for the "Locations" and enter the numbers 1 to 20 along side the "Locations" in the sequence they encountered them on the drive. And as they drove they also had to connect the "Locations" to the "Connections". Go ahead; try it below if you can without actually driving the route.

Anyway, at the Kingston end of the rally, after the sheets were collected and checked – the clear winners were Sparky & Beetle, with Robert & Lynn a somewhat distant second and Paul Williams solidly in third. [in fact, Paul managed to get a zero score but he was quite thrilled at achieving third place overall anyway].

With a total of 10 OMGC vehicles amongst the many, many All British Car Day participants, the event carried on just as expected but the weather was not going to let anyone be dry for very long and just after lunch it started to rain pretty darn hard. This August event is always well attended and the Monte Carleton has become part of the OMGC tradition so lets look forward to next years rally with enthusiasm.

OMGC Monte Carleton Rally To The Boot'n'Bonnet All British Car Day

About 100kms Along Highway 15

location	connection
_ Barriefield	Also a Street in High Tech Silicon Valley
_ Blanchards Hill	Also in Oregon
_ Brewer's Mills	Beer
_ Codes Corners	Bing and also Norm
_ Cranberry Lake	Built in 1812 To Defend Us
_ Crosby	Chicago Manufacturer Of Guitars
	Classes First Held in 1842 Royal Charter Queen Victoria
_ Elgin	Created By Flooding The Marsh In 1832
_ Forfar	Famous Ocean Spray
_ Joyceville	Founded in 1876 For Higher Learning
_ Lombardy	Greenhouses
_ Morton	John Oliver's Boat
_ Old Fort Henry	Northern Part Of Italy
_ Pine Hill	Ontario Orchards
_ Portland	P.I.N
_ Queens University	Salt
_ Rideau Ferry	Prison
_ Royal Military College	Royal Canadian Corps Of Signals
_ Sand Hill Road	Rural Dairy
_ Seeleys Bay	The Main and The Little
_ Washburn	

The Corn Boil Run – OMGC August 2006

You MGers know the feeling you get when you look out the window and all you see is dark clouds & light drizzle. It isn't a nice feeling. In fact it's rather unpleasant. And I don't like it one bit!

But one way to make the sun shine in your heart is to gather with a bunch of like minded MG folks and do a goodly bit of a run about the country side and then feast on corn and burgers and beer. Now that's a plan! And it was club members Don & Debbie Barr's plan also as an astonishing 13 OMGC vehicles gathered together for the 2006 edition of the Corn Boil Run on a particularly ragged-nastedy day. Do what we do best. Meet at a well-known spot – how about Tim Horton's. Run about the countryside and enjoy the scenery from the roofline down. Then head to a great spot to enjoy food and drink. Hah! Not rain, nor clouds, nor inclement weather will stop us from having a good time together.

The rain was intermittent. There were cloudbursts along the way. And the clouds seemed to follow us everywhere. There were puddles up to the lower rim edge. The wipers were trying to keep up on some occasions. There were raindrops splashing into my face. But I was among a great bunch of wonderful MGers who were smiling in the face of Mother Nature's bad weather gift (I've been told that is not a good thing to do, but I was among friends and I wasn't worried one little bit).

In fact, on the last couple of miles, Don put down the roof of his B so that he could lead the parade into his neighbourhood to show all the people who lived there just what kind of people we are. (the neighbours were all inside and warm and dry but as they looked through their windows they came to understand our passion for MGs and MG people).

And, of course, there is our passion for corn and burgers and beer and tall tales - and there was plenty of that around in Don & Debbie's wonderful back yard. So lets take our south-wester hats off to Don & Debbie Barr for a super Corn Boil Run. Thank you!!



A Few Words About Our Summertime Regular Monthly Meetings

If I followed the theme of the title above and kept this article only to a few words, I'd be missing an opportunity to review some pretty important points about the Ottawa MG Club and it's members.

The club, as you know, has grown quite a bit over the years. Sure, it has grown older, as we are way past our 15th anniversary. But it has grown smarter, too! Proof of this can be seen in the way the club has mixed new world technology with old-fashioned friendship.

Our illustrious president, Mark Evenchick, was anxious to take advantage of the summer driving season by having 'meetings' at various, more far-flung spots – not just a routine rotation between the same old east and west spots. And you may recall Mark saying that the business part of our monthly club 'meetings' doesn't represent everything that this club is all about. So, with a new world technology e-mail notice to each club member and with old-fashioned fellowship in our minds and MG adventure in our hearts we visited a number of wonderful spots during the summer regular 'meeting' dates.

Each of the four spots offered it's own individual charm and personality and, of course, it's own individual problems. But that's what MGers are all about – participation and adventure! Deb and I were able to attend 3 of the 4 meetings and enjoyed the drive, the food and the customary camaraderie. We missed the meeting at the Rideau Restaurant, north of Kemptville. But the Red Dot Café in Osgoode, the Ashton Pub in (where else?) Ashton and Darcy McGee's Pub in Bells Corners were great spots for summertime drives and get-togethers. [a note of thanks to Robert Lloyd-Rees for doing the preliminary contact for Darcy McGee's].

And if you were among the many, many folks who gathered at these spots you may recall that it was pretty tough for Mark to speak above the restaurant roar and pretty tough for participants to hear what was being said. Oh well, the business part of our monthly club 'meetings' doesn't represent everything that this club is all about anyway. And a bit of a walkabout and a bit of a tire kicker in the parking lot after dinner would get you caught up with all the recent happenings and future goings-on. That's part of the adventure.

Now, here are a couple of things for you to think about.... If you liked these summer-time drive 'meetings' - be sure to tell Mark that you did. And if you didn't, be sure to tell him that too. And if you have suggestions for other spots... yup... tell Mark!

The Ottawa MG Club Goes Up The Opeongo Line

I had no idea there was so much history in this neck of our province. Sure I've heard of Upper Canada, Lower Canada and the Canadian Shield; and Philemon Wright and the lumber mills; and Colonel John By and the Rideau Canal, but the story of the land and the people of the Opeongo Line is quite a fascinating tale.

Now the route of the original settlers (way back when, more than a century ago) and the route of the Ottawa MG Club overnight run (Aug 12-13, 2006) were not exactly the same. First off, the early pioneers didn't have the opportunity to start their trek at the Antrim Truck Stop [note for those that weren't on this event... the Antrim Truck Stop is NOT in Antrim as you might suspect – it's just north of Arnprior]. I'm glad we did meet at the truck stop because there was an abundance of wonderful breads and pastries and other such breakfast stuff to tide me over till lunch.

With about 125 miles to go we all headed West (well, actually North... then West, then North again, then West again, then North again, and then East to our destination) – so actually we were kind of like the original settlers... we knew where we were headed generally but weren't quite sure how we were going to get there. We just followed our leaders and stayed in the wagon train.

We were a little more than half way to our destination when, as all good travelers must do, we stopped at a high point in the land for a bit of a break and a walk-about. Foy-mount! The Black Water Factory Outlet for shoppers and the Tea Room at Foymount for lunchers. Then back to our 'wagons' and on with the trail-blazing ride. Crossing high-ways and county roads. Passing pubs and shops. Meandering around forests and brush. Constantly focusing on the journey that would bring us to our destination (although I, myself, was focusing on what the bar would look like and if there would be enough gin for everyone). And there, in the not to distant 'up-ahead', the Best Western Pembroke. [This is probably another example of where the original settlers' route and the Ottawa MG Club overnight run route were not exactly the same and didn't end up at exactly the same place as I don't think the Best Western was established until the mid-twentieth century]. After a wash up (but not at the creek-side as the settlers might have done) it was time to explore and get ready for our evening feast. A wonderful fixed item meal was served and enjoyed by all. And later, a sing along or an evening walk led us all to our overnight rest.

In the morning, with a wee run into the city of Pembroke and an opportunity for a group photo by the water, our Ottawa MG Club overnight Run Up The Opeongo Line came to an end. [except perhaps for Jordan & Heather, who, with some unfortunate MGB suspension problems had some extra things to do before they could head for home].

Thank you to Norm Peacey and Terry Haines for making the arrangements and leading the pack "Up The Opeongo Line". [and thank you to Quiller Graham for the transcription of the guided auto adventure from CD]

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**

Picture Me with My MG

Club Profile

Name: Dave & Colette
Membership: # 19 (1992)
Vehicle: 1966 MG B
106k miles
Colour: Midnight Blue
Purchased: Locally-four
years ago



"I've always had a British car"

Dave said his first car was a 1960 Austin Healy Bugeye Sprite. He also owned BSA and Ariel motorcycles but following a lengthy stay in hospital, after an accident, he started to look for another four-wheeled vehicle. He goes on to tell about a 1950's Morris Minor convertible (with cable brakes!) that took him and friends on many outings, including one from Bath to Bristol (over there). Just to watch the expression on his face, as he tells you how it took all four of them to stop the car at a busy intersection, raised hair on the back of my neck. This one he has to tell you in person.

"Don't touch that switch....."

Dave's B has an unusual dashboard. Upon closer inspection, one is not easily able to distinguish its exact origin. With a dash cluster resembling that of a Triumph's, enough gauges for a fighter plane, and a row of dash switches straight from 007's DB5, it's a "one-of-a-kind". When discussing the function of several of the dash switches, I was given the impression that it was "a need to know basis" (Dave said he didn't need to know as long as the car ran!) Jury is still out on the source of the seat?



The Best Small Car in the World!

An Advertisement In The Publication "Speed"
August 1935



During the past four years M.G. cars have taken more records, won more races and premier awards in sporting trials than any other one make.

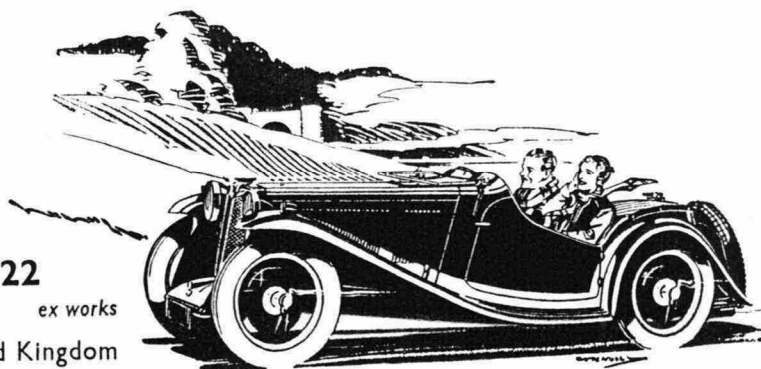
The design of the car you can buy is backed by this wealth of knowledge.

Your local dealer would welcome the opportunity to demonstrate the M.G.—the car with the safe performance.

Prices from £222

ex works

Buy a car built in the United Kingdom



ISSUED BY THE M.G. CAR COMPANY LTD., ABINGDON-ON-THAMES

The British Car Council **(BCCI) Long Distance** **Awards**

The British Car Council is devoted to providing help and information to its member clubs. It does so through volunteers that sit on the Board of Directors and "take care of business". Sometimes the "business" involves directing people to different events, locations and other resources for information. Sometimes the "business" is arranging insurance coverage for member clubs to be sure everyone is protected when clubs run events and such. Sometimes "business" is conducting the annual Long Distance Awards for mileage driven by members of the various clubs.

The Ottawa MG Club is a member of the BCCI, and as such, club members have the opportunity to participate in the BCCI annual "Long Distance Awards" program. The BCCI is an important group that the Ottawa MG Club is proud to be a member of. Annually, a fee is paid to the BCCI to permit us to be members and take advantage of the information resources, the insurance coverage and the Annual Long Distance Awards. The OMGC keeps the BCCI up-to-date with our newsletter and we communicate with them on a periodic basis.

The purpose of the BCCI Long Distance Award program is to encourage British car owners to drive their vehicles. As long as you do not use your British car to travel to and from work each day (unless it is 15 years old or more), you can participate in the program. The annual target is a minimum of 3000 miles - starting April 1 and ending October 31 each year. There is no cost to participate as the annual membership fee that the club pays to the BCCI covers the cost of the dash plaques that are awarded each year to successful participants.

The Ottawa MG Club has had a very healthy number of participants in the BCCI LDA over the last many years. In 1999 there were 8 Ottawa MG Club members who achieved the necessary driving distance. In subsequent years from 2000 through 2005 we have always had between 7 and 10 Ottawa MG Club members who reached the necessary driving distance. The forms have to be submitted to the BCCI by the end of the year.

The Long Distance Award Certification Form is available on / downloadable from the OMGC web site [www.omgc.info click on FORMS] and is also available on the BCCI web site [www.britishcouncil.com].

The annual Long Distance Awards are being prepared soon for the OMGC participants of the 2006 driving year. I'll let you know when they arrive and when they are ready to distribute. Congratulations to those Ottawa MG folks who participate in this worthy annual award process.

Information, program details and paper copies of the form are available from Len Fortin. Lets get out and drive our cars! Safety Fast!

An Advertisement In The Autocar - November 1932

(Isn't that Hugo Leech in the driver's seat???)



During 1931-1932, M.G. Cars have obtained more premier awards in club trials, competitions and road races than any other make of car, either small or large.

Turned by the Publicity Department of The M.G. Car Company Limited, Abingdon-on-Thames.

The Ottawa MG Club Christmas Party

will be held on

Saturday evening, December 9th 2006

in the banquet room at Louis' Restaurant on Cyrville Road

Cocktails: 6 pm / Buffet Dinner: 7 pm

The buffet dinner will offer:

4 hot entrees:
Roast Beef au jus
Lemon Chicken
Vegetarian Lasagna
Turkey Casserole

2 hot vegetables: Mashed Potatoes & Gravy
Mixed Garden Vegetables Includes Salad Bar

2 desserts: Carrot Cake
Chocolate Cake Includes Coffee and Tea

=====

Singing and musical entertainment and some fun and games are planned for the evening.

Some of the expense for the buffet dinner at this Christmas Party will be covered by funds from The Ottawa MG Club treasury.

Each attendee will be responsible for the cost of their drinks from the bar.

The net cost of the buffet dinner will be \$15 per person.

This can be paid in advance or at the door but please reply to me if you plan to attend so I can confirm the number of attendees with Louis' Restaurant management.

There is room for up to 80 attendees, but don't wait till the last minute to get your name on the list for this wonderful seasonal celebration with MG friends.

Len Fortin

613-283-0470

fortinl@passport.ca

MGB VOLTAGE STABILIZER REPAIR

You turn on the Ignition in your 66 MGB and the fuel gauge needle doesn't move although you know the tank is half full.

You're driving your 70 MGB at 50mph and all seems well but the oil pressure wavers around from 50 to 10 psi, simultaneously the temp gauge swings from 180F to 120F and the fuel gauge shows that you are nearly out of gas!

What the *** is going on??? Is it an attack by the "Prince of Darkness"?

No! It's the Smiths Instruments voltage stabilizer dying under your dashboard.

So, what is the function of the voltage stabilizer?

The electric instruments e.g. fuel gauge (all cars), temp gauge (all post 1968 cars), and oil pressure gauge (approx '68-'72 cars) need to be fed from a stable supply of nominally 10 volts rather than directly from the "12 volt" system. This is because they are voltage sensitive and since the car's electrical system voltage varies from 12 to almost 15 volts depending on the state of charge of the battery, their readings would vary accordingly.

To create this constant 10 volts supply a device called a "voltage stabilizer" is required

MGB voltage stabilizers operate mechanically, and contain bi metallic strips heater wires and contacts that continuously open and close, so they don't last forever. They are packaged in a little grey metal box about 1" X ½"X1/2" with 2 terminals on the top, connected to green and green/light green wires.

You will find the unit behind the dash it's mounted on the firewall on the driver's side close to where the steering column passes through into the engine compartment.

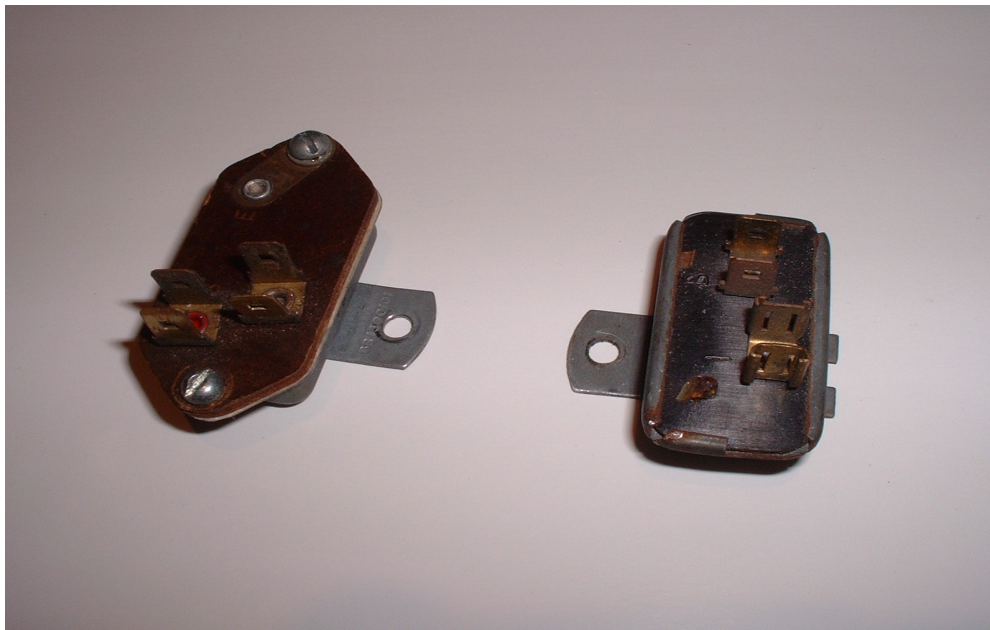


FIG.1 Voltage Stabilizers

On the left is the earlier version used up to 1968, on the right the later one

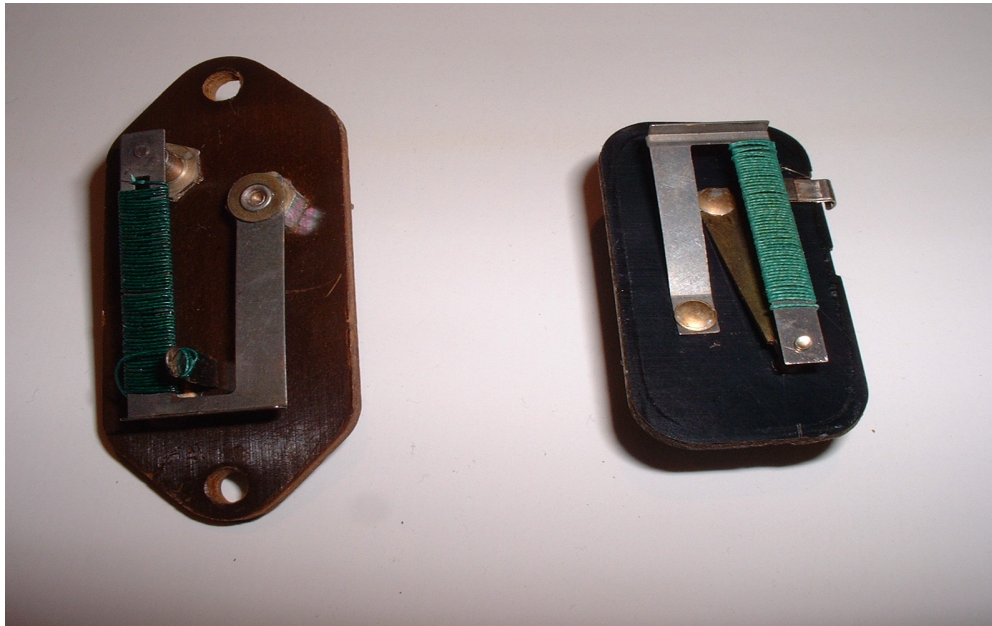


Fig.2 Inside-the-can views

(On the left is the earlier version used up to 1968, on the right the later one)

If the stabilizer in your car has died or is dying you have 2 options;

1. Buy an aftermarket replacement of dubious quality, cost about \$30,
2. Take advantage of modern electronics and fit a solid state chip, inside the case of the old unit. The gauges will then be accurate with stable readings, forever
And the chip costs about one dollar!

Here's how to do the electronic upgrade

You will need the following:

Tools:

Soldering iron and flux cored solder.
Needle nosed and broad nosed pliers
Drill and 3/16" bit
Vise
Small Hammer
Small screwdriver with thin blade
Tin Snips

Components:

1" Heat shrink tubing 1/16" diam. (small piece of PVC electrical tape will do)
Voltage regulator chip TI (Texas Instruments) # uA7810CKC
(OMGC members, call Mike Daniels for your FREE sample!)

1. Early Version Upgrade:

Drill out the two rivets which attach the stabilizer assembly to the metal can, taking care not to drill into the brown phenolic insulating board or the brass 'E' connecting strip.

Carefully remove the stabilizer assembly from the can, it should look like the L.H. image in Fig.2

Remove and discard the bi-metallic strip assembly by cutting the spring 1/4" from the 'I' terminal and cut off the fine green wire from the 'E' terminal.

Carefully bend the remaining 1/4" tab so it is perpendicular to the support board

Prepare the 3 attachment terminals by tinning them thoroughly using the flux-cored solder

Using a pair of needle nosed pliers shape the leads of the voltage regulator chip, avoiding sharp bends and ensuring that you start the bends at least 1/16" away from the device body as shown in the picture below. The leads are quite brittle so care is required

Solder the three device leads carefully to the terminals.



Fig 3 The voltage regulator chip soldered in position

Check that the connections are correct i.e. looking at the top side of the chip (heat sink tab facing away from you), the centre lead is 'E', top lead is 'I', bottom lead is 'B'

Note: The Tab and centre terminal of the chip are internally connected to ground (E) the same as the housing can, so it's not a problem if the tab touches the can.

Place the assembly into the metal can replace the drilled-out rivets with nuts and bolts. It should look like the L.H. image in Fig 1.

Re install your new hi-tech precision regulator in your M.G.

BEFORE Turning on the ignition double check that the light green/green lead (LGG) goes to the 'I' terminal and the green (G) lead goes to the 'B' terminal and the fixing screw to the firewall is tight

Turn on the ignition, et 'voila' your gauge will now read rock solid and will be more accurate than ever before.

2.Later Version Upgrade:

This unit is more difficult to dismantle. The requirement is to gently bend back the crimped edges of the can so that they can be re-crimped later without breaking off, and to be able to remove the stabilizer assembly phenolic board without damaging it.

Start by levering back through 90 degrees the two short tabs with a thin blade screwdriver Repeat the process on the long side (the one which has the unit mounting tab on the base of the can) e.g. the RHS of the can shown in Fig. 4 below.



Be careful not to damage the grounding (E) terminal that is wrapped over the edge of the stabilizer board.

Fig 4 Showing the stabilizer assembly removed from the can

Next, the opposite long side of the can needs only to be prized up slightly just enough to allow the stabilizer board to be lifted out of the can.

The underside of the board should look like the RH image on Fig.2

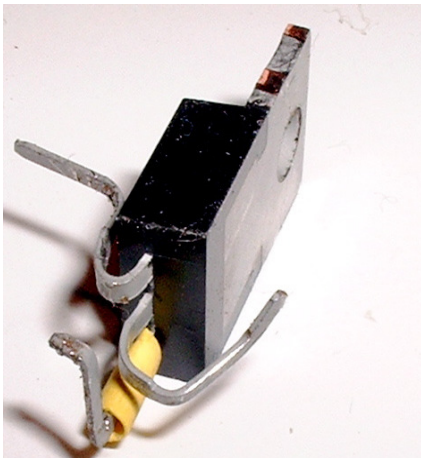
Remove and discard bi-metallic strip assembly by cutting it off the board leaving ¼ "of the spring attached to the terminal post

Carefully bend this to form a vertical "tab"

Remove the flat copper strip ('B' terminal) by bending, it will break off easily at the rivet. Disconnect the green wire from the loose grounding tab.

Fig. 5 Chip lead bending details

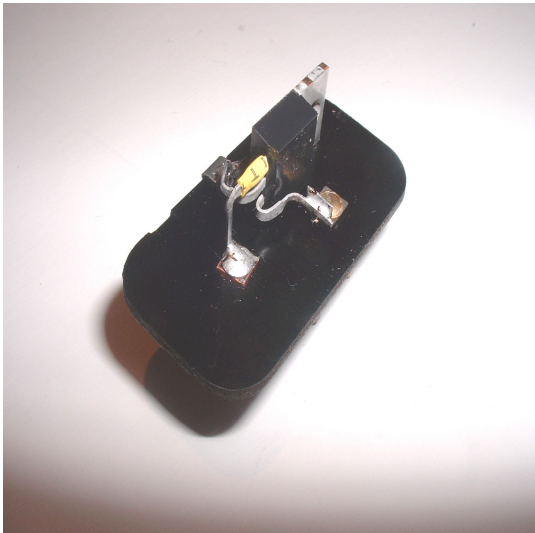
Carefully bend the 3 leads of the the chip as shown in Fig 5 so that the 2 outer leads will match up with the 'I' and 'B' terminals. Insulate the 'B' terminal lead with heat shrink tubing or a small piece of PVC tape.



Start bends at least 1/16" away from the plastic body

Prepare the 2 attachment terminals and the loose ground tab by tinning them using flux cored solder, also lightly tin the 3 leads of the chip

Fig. 6a Chip installed and soldered into position



Solder the chip into position on the board as shown in Fig. 6 a & b
The ground lead should be soldered to the ground tab which will be bent around the edge of the board.

Insert the completed assembly back into the metal can.

Take care that the grounding tab is wrapped around the board such that a small portion of it is visible on the top side.

Note: the metal heat sink of the chip is internally connected to the ground pin so it's not a problem if it touches the wall of the can

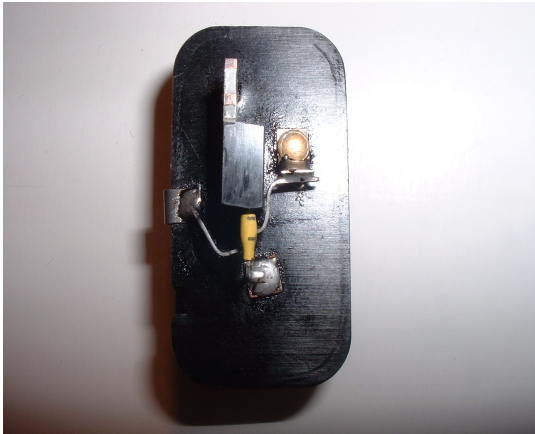


Fig. 6b Chip installed and soldered into position

Referencing Fig. 7

Start to crimp the edges of the can over the board. First the two short tabs just tight enough to locate the board evenly in the rim of the can
Then carefully roll over the fully bent back long edge taking care to trap the grounding tab in the joint

Finish the crimping by putting each side in turn in the vice, and ensure that the ground tab is trapped tightly to the can



Fig 7 The finished product

Re install your new hi-tech precision regulator in your M.G.

BEFORE Turning on the ignition check that the light green/green lead (LGG) goes to the 'I' terminal and the green (G) lead goes to the 'B' terminal and the fixing screw to the firewall is tight.

Turn on the ignition, et 'voila' your gauge will now read rock solid and more accurately than ever before



GT32

Whistler • BC

The MG Drive

EVENT SCHEDULE (subject to confirmation):

WELCOME DAY Monday, July 23	SHOW DAY Tuesday, July 24	DRIVE DAY Wednesday, July 25
<ul style="list-style-type: none"> • Registration opens • Regalia sales • Hotel check-in • Car wash 	<ul style="list-style-type: none"> • Car Show and lunch at the Whistler Golf Course (6 mins walk from the host hotel) • Golf Tournament at the Whistler Golf Course • Regalia sales • Vendors 	<ul style="list-style-type: none"> • Spectacular drive to (6 miles) over summit of Whistler Mountain • Catered lunch on the mountain • Vendors
<ul style="list-style-type: none"> • Get to know the hotel & surroundings • Vendor setup 	<ul style="list-style-type: none"> • Shopping & Spas in Whistler Village • Local tours of your choice • Tech talk 	<ul style="list-style-type: none"> • Return to Whistler • Tech Talk
<ul style="list-style-type: none"> • First Timer's Reception • GT-32 Orientation • Hospitality Suite 	<ul style="list-style-type: none"> • Dinner. Choose one of Whistler's 90 fine restaurants or party in your room • Hospitality Suite 	<ul style="list-style-type: none"> • Dinner on your own or at one of Whistler's fine restaurants • Vendor late night • Hospitality Suite

The Canadian Classic MG Club welcomes you!
While the Car Show has classes for MGA's, we also have classes for MG's.



CONTACT
Peter & Anne Tilbury, GT32 Club
Tel: 604-535-0648 • Fax: 604-535-0648
Up-to-date information is available at:
Address for completed forms:
GT32, 17240 26A Avenue, Surrey, BC V4N 1V1

32

C • Canada

with Altitude!



	MOUNTAIN DAY Thursday, July 26	FAREWELL DAY Friday, July 27
Lillooet (85 of 4,000 feet e road	<ul style="list-style-type: none"> • Travel to the top of Whistler Mountain, by gondola (20 mins) • Lunch at 6,000 feet in the Roundhouse • Take the Peak Chair to the summit of 7,100 feet • Glacier skiing and snowboarding 	<ul style="list-style-type: none"> • Farewell Breakfast and Goodbyes • Hotel check-out
	<ul style="list-style-type: none"> • Vendors • Tech Talk 	
at one of arants	<ul style="list-style-type: none"> • Awards banquet at the Telus Conference Center (4 mins walk from the host hotel) • Banquet speaker will be Senator Larry Campbell, a former mayor of Vancouver and MG owner • Hospitality Suite 	

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to welcome other MG's and other British cars

ET US:

Chairman and Registrar

9851 • Email: info@GT32.com

ilable at www.GT32.com

Registration Forms:

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It's not too soon to think about the 2007 driving season, is it???

In keeping with our event theme of 'Escape To Kingston' I am proposing a 'T-shirt & Cap' ensemble as special attire for this June 2007 outing.

The ensemble will consist of a grey T-shirt and a striped cap. The T-shirt will be screen printed with this logo and text:



The cost of the T-shirt and cap ensemble is \$15.00 including all taxes.

If you are interested, contact Bob Stark at (613) 258-4636

A SEASON ENDING

This has been a great club season with many enjoyable drives and club outings. As we have noted in the past the weather is not a deterrent to the participation in these activities and this is what makes membership with the Ottawa MG Club great.

By this time the cars have received their end of season service and are safely tucked away. This is also the time we look back on the seasons activities and make lists, must do, should do and would like to do. To assist in this matter the winter sales catalogues start arriving from the likes of Moss Motors and Victoria British.

A look on the bright side the off season is short and some members will have their cars back on the road in just over twelve weeks.

A look ahead to 2007.
CHEEPO CHEEPO
ESCAPE
TO
KINGSTON

The planning for this event is 90% plus completed. The felons are known.

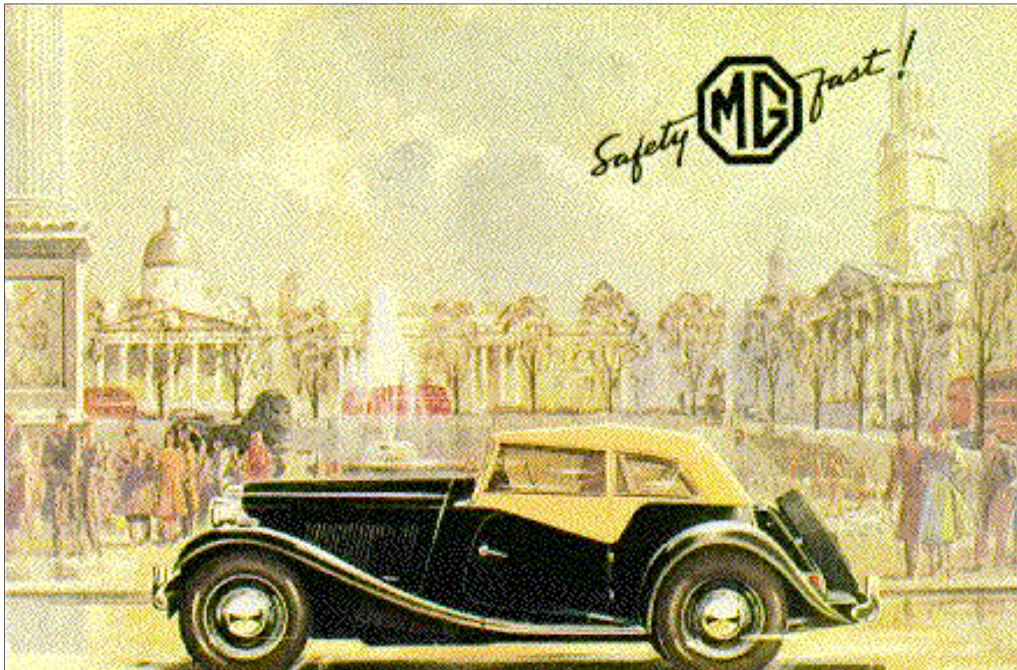


The confiscated booty to be awarded has been found. I have decided to go with an appropriate T-shirt and Cap at a cost of \$15.00 if sufficient felons are interested. I will need these numbers by the end of February to have them for the June 2nd weekend. If you are interested contact me at 613 258-4646 or Email robber@sympatico.ca.

MG Club Regalia

Item	Price
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 or 824-0168.



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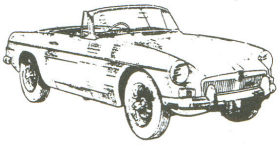
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(\$35 New Members, \$30 Renewals (due April 1st), cheques payable to The Ottawa MG

2007/ 2008 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"/>		
2. MG Model	<input type="text"/>		
3. MG Model	<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>

MG on The Net

Web Links

Suppliers:

<http://www.precisionsportscar.com>
<http://www.daytonwirewheels.com>
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<http://www.victoriabritish.com>
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Clubs:

<http://www.bootnbonnet.org>
<http://www.cornwalloldecарclub.com>
<http://www.victoriamgclub.com>
<http://www.svmgcc.org/index.html>
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<http://www.mgdriversclub.com>
<http://www.mgcarclubdc.com/index.html>

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<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>
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