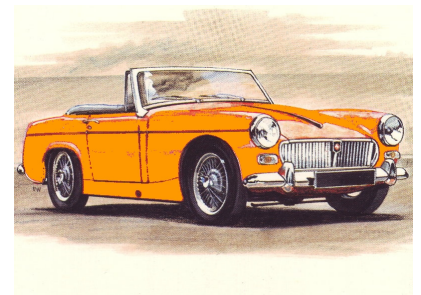
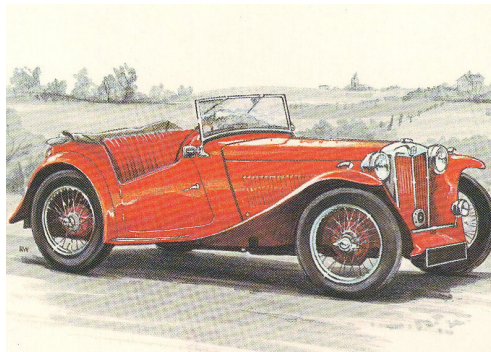
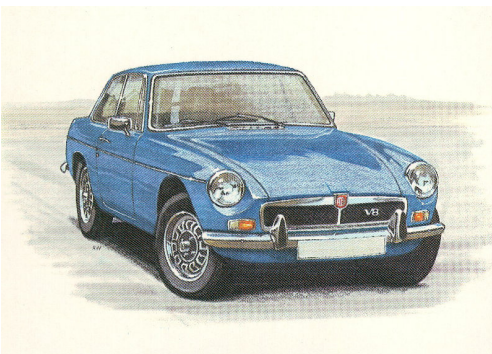
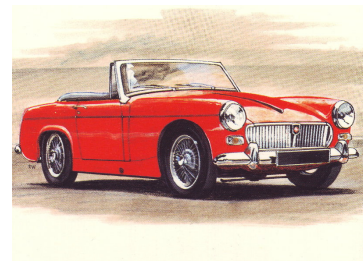
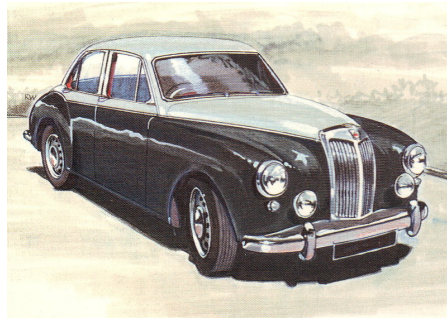
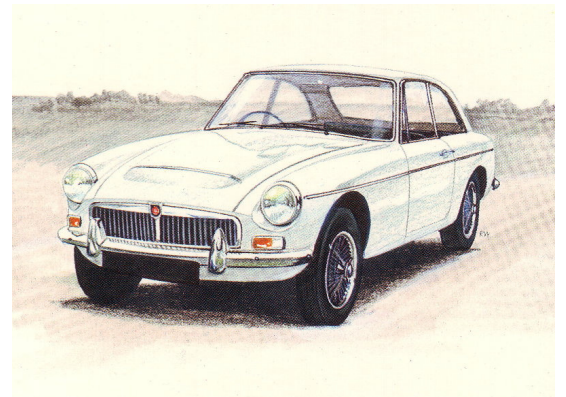
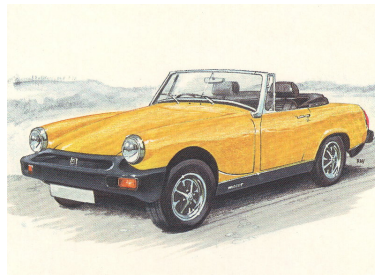
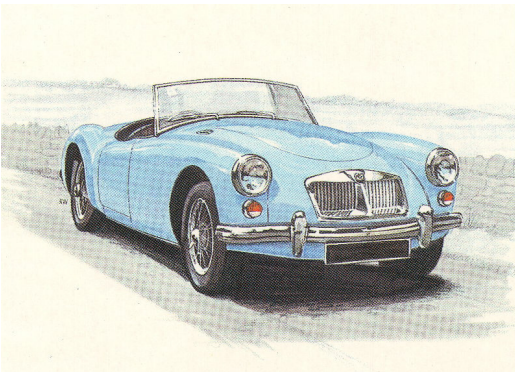
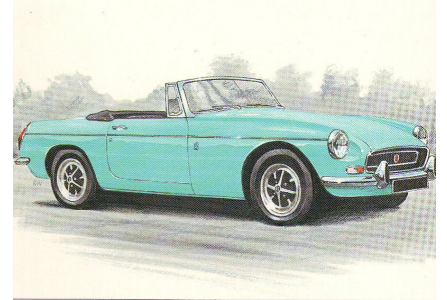
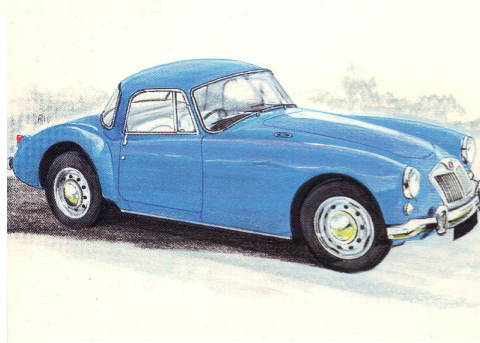
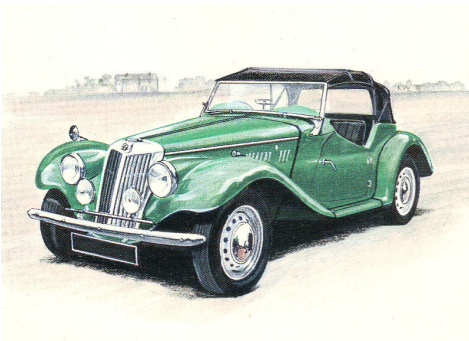
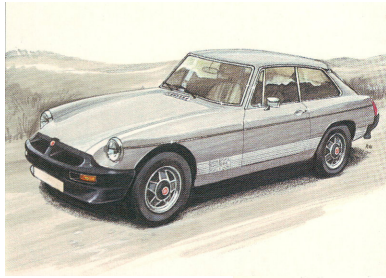




The Dashpot

Fall 2009



OTTAWA MG CLUB

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

**Visit us on the web at www.omgc.info
you will find web links to various suppliers, other clubs and
organizations as well as technical help, membership forms, regalia and library offerings and
other fun stuff**

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From The Editor's Desk



Did I ever mention that this publication is pretty easy to put together when one has the offerings and contributions from many sources? Well, it is pretty easy when this happens and it has happened again. Thanks to folks who have offered and contributed all kinds of stories, thoughts, pictures and stuff. Take a look where these things come from..... Roy Locock, Martin Truman, Trish Adams, Gordon Timbers, Terry Haines, Mike Daniels, Andy Bounsall, Deb Fortin, Don Barr, Paul Williams, individual tire info contributors, Norm Peacey, individual parts & service contributors, Dave Graham, Don Buchan, Nic Maennling, Mark Evenchick, Ivan Wood, Mike Walker. That's quite a crew of roving reporters and you can be part of that team. Search... find... advise... and I'll thank you!!! Len

President's Message

As new President of the OMGC, I would like to wish everyone the best of the Season. I would like to thank Terry Haines, our Past President, for his excellent leadership, and the very successful summer season of 2009. I feel the greatest strength of our club is the members, and I would like to build on the success of previous years. Without your enthusiasm and efforts, we would not be able to achieve all the diverse activities that make us an exceptional group. Although winter is a quiet time for MG'ers, we need to look ahead and start planning the 2010 season. This year, things will be slightly different because of NAMGBR, and there will be no Cheapo-Cheapo. The Committee will be looking for people to organize outings, both our old favourites and new ideas, and come forward with suggestions. For instance, one is for the 'navigators' to plan a trip/event to suit their ideas and shopping bags!

We have always been fortunate to have members willing to organize events, such as the Gumball Rally, Fall Colour Run, Cheapo-Cheapo and the OVJ etc., but I encourage new members to offer to take on some of these roles, or assist the 'old and willing hands'.

Looking forward to seeing you at the Christmas Party on 19th December.

Here is a wonderful photo and some explanatory text from club member Mark Evenchick.



From a book by Paddy Wilmer (MG Club, UK, T-Series guru). You probably recognize the car on the left. The car on the right is the TA Tickford of Sandy Fraser from Wolfville Nova Scotia.

Photo taken during our first big MG adventure in '92, on the Cabot Trail.

Sandy has since sold the Tickford to someone in California and now has a TF.

The Ottawa MG Club is now an affiliate Chapter of the North American MGA Register.

[this is a good thing!]



We want your MGA...

to be registered with NAMGAR!



Membership is \$30 per year. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861.



Members receive *MGA Magazine*, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the **MGA, Magnette and Variants**; and an annual Get-Together in various locations in the U.S.A. and Canada.

Club member Nic Maennling told me of a business that operates in the Perth area, considered to be a "TREASURE TROVE OF USED MACHINE TOOLS". Here is the text from his note:

=====

Hi All,

You may know about this place but I could not resist spreading the word. They have the most eclectic selection of old / new / second hand tools, measuring instruments, machine tools, blocks of exotic woods, pumps, gauges, books, sockets, etc. etc. They are located where Rick's Marina was on Highway 7 on the way to Perth. Well worth a visit! Cheers, Nic Maennling

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Many thanks to club member Don Buchan for providing this wee bit of information about this company.

Visit them online at:

www.nosimport.com/

The Ottawa MG Club is now an affiliated with the North American MGB Register.

[this is also a good thing!]



North American MGB Register

Ottawa MG Club...By the Numbers

By Andy Bounsall

With MG driving season winding down for another year, I thought it might be interesting to take a look at the Ottawa MG Club membership database to see what it could tell us about our members and the MGs that they own. Although the membership count is known to be accurate, some of the vehicle information in the club database might be a bit stale. I will be trying to bring that information up to date as memberships are renewed for the 2010 season but for now, let's see what we can discover with the information at hand.

The club currently has 135 members who, according to the vehicle information in the club database, own a total of 166 MGs. I wondered how many of those club members were "old timers" and what percentage were relative new comers. Looking at the numbers, the membership is divided into four roughly equal groups. One quarter of the clubs members have belonged to the club for less than two years. Approximately one quarter of the membership is comprised of "old timers" who've been in the club for more than 10 years. The remainder of the membership is evenly divided between those in the two-to-five year group and those in the six-to-ten year group.

Length	Members	% of Total
< 1 year	15	11%
1 year	19	14%
2-5 years	36	27%
6-10 years	36	27%
11-15 years	17	12%
> 15 years	12	9%

Turning our attention to the MGs owned by OMGC members, we can take a look at how those 166 vehicles are distributed across the MG model range and how many people actually own each of these various models.

What's immediately obvious and I suppose it's to be expected is that the overwhelming majority of the vehicles in our club are MGBs. It's interesting to notice though that the MGB seems to be the only model where a single owner owns more than one example. Following in second place, and a distant second, is the MGA. Until I actually counted them, I wouldn't have guessed that there were as many as 18 MGAs in our club. The really surprising number though is that our club members own a total of 12 MG TDs.

Model	Vehicles	Owners
RV8	1	1
MGC	2	2
MGB	115	104
MGA	18	18
Midget	9	9
Magnette	1	1
TF	2	2
TD	12	12
TC	4	4
TA	1	1
J2	1	1

Look at how the number of OMGC members' cars is spread across the MG model range and compare that to how the published vehicle production numbers are distributed across those same models. For the most part the relative percentage of each vehicle model in both cases is actually quite close.

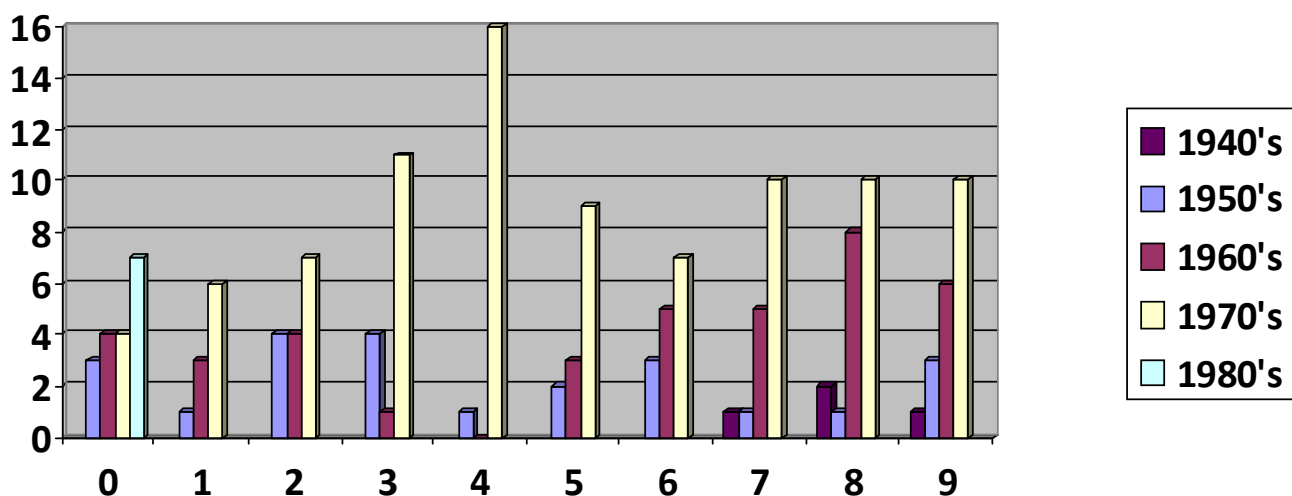
Model	OMGC Vehicles	% of Total OMGC	Vehicles Produced	% of Total Produced
MGB	115	69%	515K	70%
MGA	18	11%	101K	14%
Midget	9	6%	60K	8%
TD	12	7%	30K	4%
Other	12	7%	29K	4%

I was curious to see if OMGC members had a preference for any particular model year.

Considering the large number of MGBs in the club, it's not surprising to find that the 1970's is clearly the most well represented decade. Although 1974 seems to be the most popular single model year, the late 1970's models also seem to be quite popular. Unfortunately though, these numbers do not suggest a clear victory to either side of the age-old chrome bumper versus rubber bumper debate.

<i>Year of decade</i>	<i>1930's</i>	<i>1940's</i>	<i>1950's</i>	<i>1960's</i>	<i>1970's</i>	<i>1980's</i>	<i>1990's</i>
0	-	-	3	4	4	7	-
1	-	-	1	3	6	-	-
2	1	-	4	4	7	-	-
3	-	-	4	1	11	-	-
4	-	-	1	-	16	-	-
5	-	-	2	3	9	-	1
6	-	-	3	5	7	-	-
7	1	1	1	5	10	-	-
8	-	2	1	8	10	-	-
9	-	1	3	6	10	-	-
Total	2	4	23	39	90	7	1

OMGC Vehicles By Model Year



Finally, I wanted to know how this year's membership numbers stacked up against those of the past so I went back through the club records and was able to dig out these numbers. The general trend is that both club membership and the number of MG vehicles owned by club members is on the rise. A slight decline in membership numbers was seen this year, but I suspect that can be attributed to the down-turned economy. I fully expect that the trend toward increased club membership numbers will resume in the coming year.

<i>Year</i>	<i>Members</i>	<i>Vehicles</i>
2002	111	106
2003	113	107
2004	113	135
2005	120	139
2006	129	152
2007	134	158
2008	141	173
2009	135	166

MG Once Made Sporty Sedans Too



The MG name is inextricably associated with the sporty, two-passenger British roadster – a car that laid the foundation for the North American sports car movement following the Second World War.

What is less well known is that MG also made some interesting sedans before the war – including the 1937-1939 2.3-litre SA – as well as after. The post-war sedans were imported to North America.

In 1947, the MG Car Co. of Abingdon-on-Thames, Berkshire introduced its trim, little Y-series sedan. The separate fenders and headlamps betrayed its 1930s influence, but its engineering was more modern than the popular MG TC roadster's leaf spring-suspended beam front axle and stiff, ultra-quick steering.

The Y-series had rack-and-pinion steering and independent coil spring front suspension, which would form the basis for updating the TC into the more modern 1950 TD roadster. The Y model contributed its frame (shortened) and its superior front suspension and steering to the TD.

The Y-series, in A and B models, was produced until 1953. For its replacement, MG resurrected the name of its 1930s racing and road cars – the Magnette. While the Magnette sedan was being developed, the Austin Motor Co. and Morris Motors – producer of Morris, Riley, MG, et al. – merged in 1952 to become the British Motor Corp. (BMC). The new company was keen on corporate twins, so the Magnette had a companion Wolseley model – the 4/44, which later became the 15/50.

The unit-construction Magnette was designed by Gerald Palmer, who had worked on the pre-war Y-series MG sedan (as had Alex Issigonis of Morris Minor and Mini fame). In 1942, Palmer left Morris to become chief designer at Jowett Cars. After styling the lovely little Lincoln Zephyr-inspired Jowett Javelin sedan, he returned to Morris in 1949 with an assignment to develop the Magnette sedan and its tamer Wolseley twin.

Palmer produced the 1954 Magnette series ZA sedan, a thoroughly modern car with an envelope body and nicely integrated lines. In traditional English fashion, the Magnette's interior was nicely appointed in wood and

leather. It was quite roomy for four passengers and had an adequate trunk beneath its tapered lid.

The ZA Magnette was not powered by a traditional MG engine but, instead, by BMC's 1,489-cubic-centimetre, B-series, overhead-valve four that evolved from the 1,200-cc Austin A40 engine introduced in 1947. It drove the rear wheels through a four-speed, floor-shifted, manual transmission. Giving the sedan a full 1.5 litres brought grief to MG TD roadster owners who were still toiling along with their less than inspiring 1,250-cc motors. The roadster would finally get its 1.5 litres in the 1955 TF 1500 model.

When the MG sports sedan came into the hands of the

car magazine testers, it handled itself reasonably well. Road & Track (12/'54) reported the car's 60-horsepower engine would sprint the 1,129-kilogram Magnette to 96 kilometres an hour in 22 seconds and push it to a respectable top speed of 134 km/h. This put it in the same performance league as the MG TD roadster and not far off the TD's replacement, the TE.

Road & Track also tested the new MG TF 1500 in the same issue and reported that, while the TF's zero-to-96-km/h time of 16.3 seconds was considerably faster, its top speed was only marginally better than the Magnette's.

However, their low 4.875:1

rear axle ratios meant that the poor little engines were spinning pretty fast at normal North American cruising speeds.

Late in 1956, the ZA Magnette was succeeded by the ZB – which featured an optional model called the Varitone with two-tone paint treatment and a larger rear window.

It also received a welcome horsepower increase to 68, said to make it capable of reaching 140 km/h.

The ZB was also available with an optional manumatic automatic clutch in which the clutch pedal was replaced by a pressure-sensitive switch on the gearshift. The gears were engaged by servo units and shifts were slower than normal. It was a complicated

system and not very popular because it defeated the purpose of having a sporty car. It was soon discontinued.

The ZB Magnette was produced until 1958, when it was replaced by the Mark III Magnette – little more than a twin-carburetor version of the A55 Austin Cambridge with some MG trim. It was generally greeted with disdain by MG enthusiasts.

Other MG sedans followed, based on the front-wheel-drive, cross-engine Austin/Morris with "hydrolastic" inter-connected front-to-rear suspension.

Despite being the wave of the future, they just didn't have the magic and classic charm of those ZA and ZB Magnettes.

**This article is from The Gazette, Montreal, August 31, 2009
Written by Bill Vance, Canwest News Service**

Post-war MG ZA and ZB Magnettes Had A Classic Charm

(thaxn to club member Dave Graham for bringing this article to my attention)

Members of The Ottawa MG Club may recall recently that I lost my list of automotive parts and service and garages that I keep on my home computer and asked for help from the membership to restore it into production. Thank you to all who contributed bits and pieces of the list. It is now safe on my laptop and here it is for your future reference.

Parts & Service & Garage Resources

Prem Sookdeo at Redshaw Autocare - 25 Hawthorne Avenue, Ottawa 613-235-8342

Dave Rennies Auto Care, Richmond Rd. near Woodroffe 613-728-0214
has been reported to understand MGs from several of the Ottawa MG Club members.

Don Kavanagh's garage near the corner of Terry Fox and Hazledean.
He's an "old style" mechanic who knows his way around MGs. Website: <http://www.aaakavtech.aaro.ca>
Heartily recommended by several OMGC folks. Reported to be a great guy and a great mechanic. 613-831-5807

Adrian Sawyer (used parts) [OMGC] - 2465 South River Rd Kemptville 613-258-0234 adriansawyer@cogeco.ca

Bill Pickthorne (Moss Motors parts) - OMGC member e-mail: oxbear@compmore.net 613-233-4829

Chris Hollum (new & used parts) - 562 Orly Ave, Dorval, Quebec 514-631-2111 Fax 514-631-2115
(Orly Ave is south of Dorval Airport and just off of Cote De Liesse)

Orville Baptiste (electrical parts) - Mobile Power Technology 949 Gladstone Ave Ottawa 728-3861

Victoria British Ltd (parts & catalogue) www.VictoriaBritish.com 1-800-255-0088

16 Service Center near Manotick - First Line Rd off Bankfield Road (east of old Hwy 16)
formerly operated by Ted Pritchard and now run by John Hurley 613-692-4472

OBSOLETE Automotive, Point Edward Ontario. 1-800-265-7437

Brit-Tek www.brittek.com 603-463-3727

British Auto Sport. Troy, Ontario L0R 2B0 Toll Free 1-888-485 2277 (Fred McCutcheon)

Octagon Motors in Vancouver. www.octagonmotorgroup.com 1-800-459-0251.

Drakes British Motors in Kelowna BC. lendrake@shaw.ca 250-763-0883.

Scott is the mechanic in the family business. They come highly recommended. The Drakes have weekly orders to Moss Motors. They cover the shipping to Kelowna BC. Client pays the domestic shipping to Ottawa and no PST.

A large order directly from Moss Motors or Victoria British can be shipped to:

Rothel Parcel Service
1801 Ford Street
Ogdensburg, NY 13669-1845

Pick it up yourself, no broker, pay the tax at customs.

OMGC members who use POR 15 Rust Preventative Paint can purchase it in Ottawa at:

MALMBERG Truck Trailer Equipment Ltd. 1621 Michael St. 613-741-3360

They also stock "Metal Ready" and "Marine Clean" which are also used with POR 15.

OMGC members needing UPHOLSTERY repairs (ie: tops, seats, tonneaus etc) can try:

Lee's Upholstery 142 Oakridge Blvd, Nepean 613-225-0316

This business was formerly in Westboro but moved to a garage at home site.

I suggest you call before going to the new shop. Good work and reasonably priced.

TIRES and MGs

This is not about what brand or size but when and why to buy new tires.

In Volume 19, Issue 1 of the MGB Driver, a story is told of an MGB that was totaled because a tire that was between 6 & 7 years old and with less than 15,000 miles blew at 60 miles an hour. The driver lost control of the B and it rolled. The occupants were lucky to receive only minor bumps and bruises.

Post accident research showed the tire tread had separated and the belt had come undone and wrapped around the rear axle. These were not retreads but brand name tires with very good tread showing.

The moral here is..... do not determine the value of your tires from the tread wear, our Bs generally do not get enough usage to wear them out before the safe life of the carcass has expired. Read the side wall for the manufacture date and plan on replacement when the tires are between 7 or 8 years old. To determine the date of tire manufacture look on the tire sidewall for an oblong box which will have either 3 or 4 digits. 3 digits tells the week and year of manufacture prior-to 2000. 4 digits tell the week and year of manufacture from 2000 on. So "198" means 19th week of 1998 and "2303" means 23 weeks of 2003.

My brother-in-law in Virginia had to get new tires for his SUV. He had his dealer order new brand name tires from a well know French tire manufacturer. When they arrived the dealer called him to bring in the vehicle. Upon arriving at the dealer, he was told the tires would need to be re-ordered because the ones delivered were already 7 years old and the dealer refused to install them on a customer's car. The new replacements arrived with a 2 month old manufacture date.

When buying new tires, before they are installed on your vehicle, insist on seeing the manufacture date on all the tires and refuse ones that are not new and ensure all the tires have similar dates.

And this note from club member Norm Peacey:

This is a picture of one of the Continental tires on our "B". I bought them new, from Frisby Tire in August 2004. The picture of the tire clearly shows the manufactured date immediately to the left of the tire size markings, the date says 0602 (6th week of 2002). They were already more than 2 and 1/2 years old when I bought them. Paid full price as well as taxes, install and balance. However, I was surprised when I looked at them as 2 of them have cracks in the tread grooves that run completely around the circumference of the tire.

Needless to say we will be putting new tires on before next season. As I said in my response to your first query, I plan to use Motomaster tires which were recently on sale for about \$300 plus tax but including install and balance. That is less than half what I paid for the Continentals. If they last the same 8 years I will be way ahead of the game.



I have read subsequent articles in MGB Driver on this issue and it is very controversial with many different views.

MGB TIRE TALK

Originally published in The Dashpot March 2004 by Paul Williams

When selecting tires for your MGB, there's no shortage of brands and types from which to choose. Most modern tires will do a fine job, and for many "B" owners, simply getting a good deal on a set is reason enough to buy them.

Tire size is another thing to consider when buying new rubber. Some owners prefer a modern lower profile tire as opposed to the original sizes. Others want the tire to be "correct" for the car.

It's all personal preference, really. But historically, some tire brands are more closely connected to the B than others, and that may influence an owner's purchase.

Dunlop is arguably the brand most associated with the MGB. It was the brand rated to the earliest cars, and various Dunlop tires were used right through to the Limited Editions of 1980. Other companies used by MG at various times were Michelin, Pirelli and Goodyear. Uniroyals were also seen on late versions of the car.

From a practical standpoint, the size of the tire is probably more important than the brand. But over the years, MGBs were fitted with many sizes of tire, depending on the year of manufacture. When calculating modern equivalents, it doesn't help that from 1962-1980, when MGBs were on the market, there were four different systems used to describe tire size.

So let's look at brands and sizes throughout the years, as they relate to the "B".

MGBs were introduced in 1962, and those early cars were fitted with 4"-wide pressed steel wheels and Dunlop Gold Seal 5.60x14 tires. The number "5.60" is the section width of these crossply tires in inches, and if you change that to metric, you'll find it's a very narrow tire indeed (about 145 mm).

The "14" is, of course, the wheel size in inches. That remained constant throughout MGB production.

Wire wheels were always an option with Bs, and in contrast to the early 4" wide pressed steel rim, the 60-spoke wires were 4 1/2", and took a different model tire - the Dunlop Road Speed (also optional on the pressed steel rims) - but with the same 5.60x14 size.

Notice that the aspect ratio of the tire is not given when using this early 5.60-14 nomenclature. By today's standards it's approximately a 90 (90% of the tires width), giving an effective modern size of 145/90-14, (Yokohama's information page on its website points out that with the old form of measurement, tire sizes ending in zero, like 5.60, had an aspect ratio of 92, and those ending with five, like 8.25, had an aspect ratio of 82).

In 1965 the standard Gold Seal crossply tire was changed to a Dunlop C41, but radials became available for the first time. These Dunlop SP radials were also very narrow. A modern equivalent would be 155/85-14. The GTs got 165-14 tires, giving them a modern size of 165/80-14 if they were to retain the same wheel and tire diameter as those on the Roadster. In modern use, this is a very tall tire.

We didn't get the MGB-GT V8 in Canada, but in the U.K. it arrived with 175HR-14 tires (from Goodyear, Michelin and Pirelli) on a 5" wide rim. Note that with this nomenclature, the aspect ratio is still not given, but to be consistent with other wheel/tire combinations, this equates to 175/75-14 size.

Rubber-bumpered cars used 165SR-14 tires and the LE cars received 185/70SR-14 tires (Dunlop SP4 or Uniroyal Rallye). According to A.D.Clausager's Original MGB, all tires up to 1973 came with inner tubes. Only with the introduction of the GT-V8 were tubeless tires specified.

What does all this mean to you? If you're running a rubber-bumper B or an early 70's chrome bumper car, the "correct" tire is a 165-series. Pirelli makes one, called the Pirelli P1000, in the 165SR-14 size, and Michelin makes an XAS that will also fit. Many other companies make a 165-14 tire, but check the aspect ratio. If it's a 165/60-14, for instance, this will be useless on a B, being way too small, and making the wheels turn nearly 11% too fast.

The advantages of a narrow tire like the 165SR-14 is that less steering effort is required to turn the car at slow speeds, and the steering is lighter at road speeds. The car will also have the "correct" factory look.

A 185-series tire as used on the LE was originally fitted to a 5" rim, but they'll fit on the 4 1/2" Rostyle (first introduced in 1970) without trouble. However, if your springs are sagging a bit, you may get some rubbing against the inner fender at the front when turning the wheels, or at the rear when going over speed bumps. Also, a wider tire requires more work to turn at slow speeds. If you're considering a 185-series tire, find other people in the club using them and get their comments. There are some really nice 185s out there, though. (the Yokohama Avid 14, for instance, even though you would never have found a Yokohama on any original MGB).

The 175/75-14 size, as originally fitted to the GT-V8 seems a nice compromise. A bit wider and more modern looking than the 165s, not requiring the steering effort (especially with 72-spoke wires if you have them) of the 185s. But not common, unfortunately.

If you have a really early car, and want the look of the skinny 5.60 tires (perhaps on a spare set of rims, for show), these tires are available from the Michelin vintage series, and other manufacturers, although Dunlop doesn't seem to be one of them.

Wheel and Tire Trivia!

Dunlop Gold Seal tires were used on the MG Midget in 5.90-15 size, and on the Sunbeam Alpine in 5.60-13 and 600-13 sizes. Dunlop tires were also used on the MGA in 5.60-15, with Dunlop Road Speed tires in 5.90-15 as an option.

The name "Rostyle" as in Rostyle wheels comes from the initials of the maker of the wheel, the Rubery Owen company (hence RO-style wheel).

A factory chrome Rostyle wheel was available from 1970-1972.

The standard wire wheel on the MGB had 60-spokes. A competition wire wheel was available with 70 spokes.

Dunlop and Dayton make wire wheels for MGs in both painted and chrome plated styles. Dunlops are made in India. Until recently, their chrome-plated wheels had chrome spokes, but Moss now supplies new ones with stainless steel spokes. Daytons are made in the US, and their chrome-plated wheels have stainless steel spokes. Both brands sell 60 and 72-spoke versions.

The "Minilite" style wheel is very popular on MGs and other British sports cars. It was designed by the John Cooper Company for use on Cooper racing cars in the 1950s and 60s. They called it the "petal" wheel, because the spokes kind of looked like the petals of a flower. It was very light, being made of magnesium. According to Mike Cooper (son of John), the Minilite Company simply copied the wheel and marketed it as their own. Cooper never patented or licensed the design, and likely lost significant revenue by neglecting to do so. The wheel remains popular and is still copied by Panasport and other companies.

And Even More Tire Talk From Various Contributing Club Members

From Paul Williams:

Want original equipment size tires? They're available from Talon Tire, Montreal (either Falken or Kumho brands). If you're running 165 series tires, the aspect ratio is 80, designated as 165/80-14 on the B. 175/75 will also work. Rubber bumper cars can take a 185/70, which are still common (1010tires.com is Canadian and has a good selection) www.canadiandriver.com/helpful-tools to access tire calculator/comparator tool. www.talontire.com for the tires

From Pierre Ranger:

I got my tires two years ago through Dave Rennie's Auto Care (on Richmond Rd. near Woodroffe). He can help you with proper selection. He also has done all the repair work on my B for years. He has an excellent reputation for all repairs and has done right by me for the B for 15 years. Dave is fair priced and can tell you what is needed for the B.

From Terry Haines:

All sizes of MGB tires are available at a reasonable price from Talon Tires 2607 rue Diab, St Laurent, QC H4S 1E7. Phone: 514-337-0833 or email at: info@talontire.com

From Norm Peacey:

My thought process for replacement of my 8 year old Continentals is as follows:

- 1- We drive a limited distance each year.
- 2- New tires carcass life is about 10 years at which point the rubber has dried out and is prone to breaking up.
- 3- We do not push the B beyond normal road use, although I would love to try a track day sometime to learn.
- 4- Warranty is based on tread life and therefore is not an issue for the B.
- 5- Our lives are too short to gamble on old tires.

I have compared Michelin (from Costco), Goodyear (Frisby), Continentals (Frisby) and good old Canadian Tire Motomaster. The Motomaster wins hands down. On sale, 4 tires for \$300 plus tax. "Lifetime" road hazard and free repair. Free valve stem and balance with purchase. They are terrible tires in ice/snow but those are not an issue. At that price I can afford to replace them every 8 or so years, not worry about old age and get the ride benefits of new tires.

From John Balint:

I had to replace the tires on my 76 Midget last spring. A OMGC member at the Spring Tune Up session recommended Frisby Tire and Cooper brand for tire size. I found what I needed but the Midget was too small for Frisby Tire's alignment equipment. They sent me to Grant Street Garage where they could do the alignment on a Midget.

From Dave Sankey:

I get tires for my B at Walmart. Ulysses brand. This is the 2nd set in 10 years. They work for me & aren't expensive.

From Gerry Neville:

I would recommend FRISBY Tire on Industrial Road. I have been dealing with FRISBY since I have my car. I purchased tires, had my spoke wheels balanced, wheel alignment, tire repairs etc. I have got good service.

From Rick Dancer:

I bought Falken Ziex ZE512 195 65R14 tires from President Tire on Coventry for my 75 "B". They are semi-sticky so they hug the road well, and they have a wide profile that fits in the "B" wheel well without modification or chaffing. They are mounted on standard "B" steel rims. I have purchased all my tires from President for several years.

From Doug Wilson:

They're just tires. Cheap:Walmart / Better:www.TireRack.com / Expensive:Goldwing www.goldwingautocare.com

From Graham Ayers:

In 1998 I bought 4 - Pirelli P1000 165/80 R14 tires for my Bea from Talon tire - (514) 337-0833. They had ALL sorts/kinds/makes/sizes & if they didn't have them in stock they could order them from a huge stocklist. As for performance - they look great, on a new wire wheel, on a car on axle stands.

From Roger White:

I went to Costco and got Michelins there for about \$90 each, had them installed on the Rostyles and balanced by Prem at Redshaw and I am happy. I went with the largest "footprint" for a 79 B, i.e. 185/70/14.

From Andrew Penny:

Frisby Tire in Kanata - Mike Vandenburg, Manager. 613-591-8473 Great guy - always steers me straight. I buy tires for 3 cars there. Will typically give you a price break if you mention OMGC.

From Mike Walker:

My BGT got new tires this spring. Here are some notes: www.mgexperience.net/article/tire-sizes.html has a good analysis of MG tire sizes. I found that [tirerack.com](http://www.tirerack.com) provided the best choice of tires (you can search by size / they have Pirelli, Dunlop and several other brands in the MGB tire size range). I ordered from Tire Rack and the tires arrived at my door as expected in about a week with no surprises. There are some Canadian on-line sites with prices about the same that I found later. Tubes and bands for my wire wheels came from Moss and Frisby on Industrial Ave mounted and balanced them. So far I'm happy with my Pirellis.

Phillips or Pozidriv?

by Norman Nock
British Car Specialists,
Stockton CA

Looking through British cars parts books I found that many of the screws holding relays to the firewall were not Phillips(R) but Pozidriv(R) If you look at the part number in the factory book, you will see an identification telling you what type of screw it is. The search for information about these two classes of fastener has been frustrating. I visited libraries, bookstores and tool suppliers and the only answer that kept coming up was "sorry we don't have any information on that."

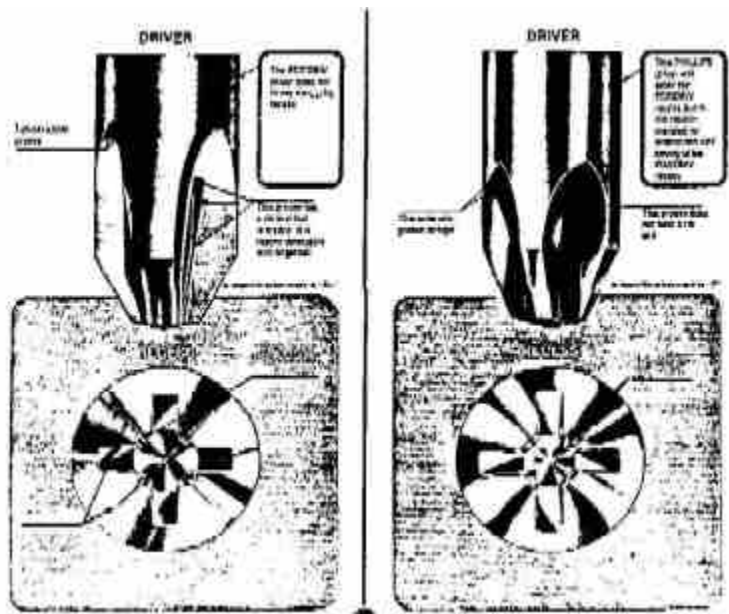
Finally. I found there is still a Phillips Screw Company. I contacted them and after a few phone calls they realized I planned a technical article on the subject. They searched their archives to see if any articles have ever been written about Phillips & Pozidriv screws. To their knowledge, none ever has.

The story starts when Henry Phillips purchased a crude form of the recessed screw head concept from an inventor named J.P. Thompson. Phillips developed that screw into a workable form. He founded the Phillips Screw Company in Oregon in 1933, but never actually made screws. He had called on every established screw manufacturer in the US and was told simply that the screw could not be made.

*Figure 1:
Close up of
Pozidriv
screwdriver and
screw head (left)
and Phillips driver
and head show
subtle differences
between the two.*

*Phillips driver is
designed
to torque out as
extra force is
applied to
fastener,
preventing
damage to
screw head.
Pozidriv screw-
driver incorporates
visible
ribs in the groove
so
driver will not
torque out.*

*Material supplied
by the
Phillips Screw
Company.*



Phillips then called on the American Screw Company, a newcomer to the industry whose president personally became interested in the new product, despite the opposition of his engineers, who, like others in the industry, had insisted it could not be made. According to one printed report, the president of American Screw Company said: "I finally told my head men that I would put on pension all who insisted it could not be done. After that an efficient method was evolved to manufacture the fasteners and now we have licensed all other major companies to use it."

Use of the Phillips Screw spread through the automobile industry at a rapid rate. By 1939 it was used by all but two automobile manufacturers. By 1940 Phillips screws were used by the entire automotive industry, although one major manufacturer still would not use them on its passenger cars. Gradually the Phillips screw and screwdriver worked their way into other industrial applications, then consumer products, and eventually showed up in hardware stores.

American Screw Company spent approximately \$500,000 in the 1930s to produce the Phillips screw, and obtained patents on the manufacturing methods. It was the sole licensor of the process. By 1940 10 American and 10 foreign companies were licensed to manufacture the screw. The first off the assembly line were plated with gold and silver and made into a necklace for the president's wife and into a set of cufflinks. I have had the privilege to know the grandson of Henry Phillips who showed me the necklace and cufflinks.

American Screw Company advertised that these fasteners could speed up auto assembly lines because they could be used safely with power drivers--tools that might slip and mar a car's finish if used with conventional slotted screws. These screws could also be driven with more torque and would hold together tighter than slotted screws. Phillips screws also centered more quickly and easily.

Mr. Phillips had come up with a recessed cross screw designed for efficient installation on an auto assembly line. The idea was that the screwdriver would turn the screw with increasing force until the tip of the driver popped out--which brings us to the real reason behind the invention of this screw: It was designed to come out as if it was driven in by screwdrivers so the screw head would not be ruined or broken off. When tightening a Phillips screw with a Phillips screwdriver you will notice that when the torque gets to be too strong, the screwdriver winds itself out of the screw--a feature built into the design of the system. A recent evolution of the Phillips design resulted in the patented ACR Phillips II(R)--a screwdriver that has ribs on both the driving and removal faces on the wings, making it ideal for assembly line and home use.

Development of a screw that would not "torque out"--the Pozidriv screw--came as the result of a joint effort of American Screw Company and the Phillips Screw Company. Since the Pozidriv screw will not torque out, any damage to the screw or the surrounding surface is minimized. Phillips drivers should not be used with Pozidriv screws (and vice versa), as they tend to ride out of the recess and round the corners of both the tool and screw recess.

Early BN1s did not use Pozidriv fasteners, since they were introduced into the industry only about 1955-56. Here's where to look for them in later Healeys: Door lock handle; door lock; door striker; heater control panel; vent windows; window frames; trunk stay brackets; truck lock; hood stay bracket; shroud brackets; hood striker bracket; regulator and fuse box. In the parts book, Pozidriv screws will have the letters CMZ, PMZ or RMP in front of the part number. Pozidriv screws also have slots cut into the face of the screw head to set them apart from Phillips screws.

Thanks to the American Screw Company and the Phillips Screw Company for their assistance in the preparation of this article.

Phillips, Pozidriv and ACR Phillips II are registered trademarks of Phillips Screw Company.

Visit: <http://www.justbrits.com/pozi/pozidriv.html>

OMGC Car Display at Rideau Place—Sunday September 13th

Andy Bounsall 56 MGA
Les White 62 MGA
Todd & Jen Steeves 78 MGB
Don & Carol-Ann Buchan 51 MGTD
Mike Walker 69 MGBGT
Len & Deb Fortin 77 MGB

A great day display running from 10am till 2pm included a BBQ lunch for participants. There were various curious onlookers who dropped by to see the vehicles. Many who actually owned and drove an MG for years. Les even took a resident out for a spin in his A—she was thrilled!! There were several connections re-linked to the vehicles and to schools and to mutual friends and acquaintances.

Thank you to all who participated.



OMGC Christmas Party

Date: Saturday, December 19th

Location: Nepean Sailing Club [3259 Carling Ave in the East Room on the 2nd floor]

Cocktails from 6:00pm till 7:00pm [bar products and prices listed below]

Buffet Dinner from 7:00pm till 8:30pm [meal items listed below]

Special activities throughout the evening

Pierre & Debbie Ranger will conduct the Christmas Smiles For Seniors Program

Brian & Sheila Swan will have products from Guatemala for sale

Brain Swan will offer a slide presentation on their work in Guatemala

Some game activities including "What's In Santa's Bag"

Fireplace Lounge after dinner

Bar closes at 10:00pm / Facilities close at 12:00pm

Cost per person \$35 [to be paid in advance - preferably by cheque payable to Ottawa MG Club]

Payment should be sent to: OMGC Treasurer 539 Thessaly Circle Ottawa K1H 5W8

The maximum capacity of the facility has almost been reached so act soon!

Bar Products & Prices (cash, interact and all credit cards except AMEX accepted)

House wine in a carafe (red or white) \$21.50

Bottled wine (Pinot, Shiraz, Chardonnay etc) Average cost around \$25

Beer on tap (Bause, Sleemans, Keiths etc) per pint \$5.50

Buffet Meal Menu:

- Fresh bread and butter
- Tomato and basil soup(served)
- Roasted turkey
- Maple baked ham
- Roasted mini red potatoes
- Scalloped potatoes and Stir fried vegetables
- Mixed green salad with balsamic dressing
- Caesar salad
- Vegetable platter
- Assorted sweets and squares platter
- Regular and decaf coffee

And while we are all thinking of the coming snow and winter season.....

We are looking at our annual **OMGC Ski Trip** being held at Calabogie in February 2010.

A package is available from Thursday 4 Feb to Saturday 6 Feb which would include two nights in a Junior Suite, continental breakfast for two and two days lift passes for two at a cost of \$542.00 or \$271.00 per person.

We chose Calabogie this year since Grey Rocks is now closed and Calabogie is relatively close to Ottawa, and for those who do not wish to stay overnight, it is quite possible to do a return trip and enjoy a full day of skiing.

Please let me know as soon as possible if you are interested in overnight accommodation and how many in your party.

Terry Haines freyung@rogers.com

Some pictures to remind us of the Roy Locock Tour Around The World in Bridget The Midget

Roy and
Bridget
meet the
folks from
the Ottawa
MG Club at
the
Travelodge
Motel in
Ottawa



Roy meets folks from the Austin Healey Club



Bridget & Roy & Trish Adams Polly Blue



Bridget The Midget



Exclusive Importer Of Cunifer™ Brake Line

Home	FAQ	Technical Help/How To	PDF's	Shop On Line
Links below contain tubing and the nuts and fittings for that size tubing				
3/16"/4.75mm Brake Line	How To and PDF's			
1/4" Brake Line	Directions for how to use the 007 Flaring Tool			
5/16"/8mm Fuel/Hydraulic Line	Tool Video			
3/8" Fuel/Hydraulic Line	How to install Brake Lines			
1/2" Fuel/Hydraulic Line	Common Flares - Pictures and specifications of Common Flares in PDF for printing			
6mm	Burst Pressures - Burst Pressures for tubing in PDF for printing			
	PDF Catalog			
	Technical Questions			
	To jump to specific help information click on the links below:			
	How do I tell what I need to replace the brake lines on my car?			
	What size are my brake lines?			
	How do I tell what the diameter of my brake lines are?			
	How do I tell what size (diameter) my brake lines are without fancy tools?			
	How do I tell how long the brake line is?			

Visit:

<http://www.fedhillusa.com/?page=tech2#4>

Club member Mike Walker told me about a friend of his, who had trouble finding and fitting Jensen brake lines, recommends this site for technical help and specialty fittings for all brake lines, including British. He says they are also very knowledgeable and responsive with advice on British brake fittings.

JJ's Simple Storage Rules:

The real thing to watch for during winter storage is to ensure that you have the 50/50 mix solution of antifreeze.

Rodent prevention is key.

Soft top should be up otherwise creases will develop during storage.

Fuel stabilizer in the gas tank is a must. A full tank of gas to ensure moisture is kept to a minimum.

Tires properly inflated.

If you can roll the car a foot or two so the tires don't sit in the same spot. That being said I've never done it and have experienced no problems.

If you're particular, spray WD40 around the 'bright' parts such as the carbs, coil etc. to protect from moisture.

Put a large plastic sheet under the car to help moisture retention, even on a concrete floor.

You should remove your battery and keep it in a warm place.

Keep your car in gear and your handbrake off.

Change your engine oil and filter. If you don't, the contaminants in the old oil will affect your engine bearings.

Do cover your car if you can with a proper car cover. Do not use plastic!

Hugo Leech Award Recipients for 2009—Dave & Helene Moore



These folks are clearly deserving of this fine award (and you know I'm speaking about a lot more than just the hat here!).

Club support,
event participation,
constructive feedback,
lend-a-hand attitude,
and overall fine folks!

Congratulations!



WINTER STORAGE

Ask a dozen MG owners how each of them stored his MG last year and you will receive a dozen different answers. Methods range from abandoning the MG under a tree in the front yard, to complex routines involving raising the MG off the ground and removing the seats. There is not a "proper" method as each owner has slightly different considerations and requirements — yet there are basic rules to follow in any storage procedure that will reduce the probability of damage during storage. In addition to the normal precautions for freezing temperature, some thought must be given to location, access, traffic around the stored MG, humidity, rodents, etc. It is important to develop a plan that you can easily follow and that you implement before winter shows its icy Artie fury.

DAMAGE WE HAVE WITNESSED!

Damage during storage results from neglect or abuse - and we've "seen it all!" Cars stored without antifreeze resulting in cracked blocks, burst radiators and heaters; old gasoline evaporated until all that's left are giant, hardened blocks of varnish knocking around inside the tank; gasoline lines, fuel pumps, and carburetors plugged with gooey aged petrol. Dented fenders, cracked glass, perforated soft-tops caused by carelessness or accidents from adults and children. Corroded chrome, frozen brakes, scaly undercarriages, and mildewed interiors from damp storage. But the damage from rodents is most pervasive - those nasty creatures burrow into the seats, the bonnet insulation, the interior - even the exhaust pipe. We have found nests in the boot, fender wells, pedal boxes, inside the heater boxes and air cleaners, in the folded tonneau... nearly everywhere. We disassembled an engine once to find a mouse next INSIDE a cylinder. This past spring a baby mouse fell FROM the heater onto the mechanic's foot during a test drive!!

BASIC RULES

Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing hi the engine block, radiator, or heater. A full tank of gasoline reduces the amount of water that can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces bearing etching, caused by dully, acidic, contaminated oil. Topped off master cylinders reduces water contamination in the hydraulic lines.

Store the MG with the hood (top) up, windows and vents closed. The folding hood (or soft top) can develop nasty creases when left folded throughout the winter. Closed vents and windows make it more difficult for small furry creatures to foul or devour parts of the MG. It's always nice to clean the MG's interior prior to storage - discarded bottles and cigarette butts do not enhance the interior bouquet. Ensure that the boot

(trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. Discharging an entire can of WD-40 (or similar product) on all the engine components, especially the bright metal or aluminum parts (carbs, coil, anti run-on valve, etc) easily protects the underbonnet (engine-bay). A large piece of plastic on the floor protects the underside of the MG from moisture rising up through the concrete

Finally, take the MG on the last run of the season allowing it to heat up fully. A half-hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not see the MG until Spring, it is necessary to remove the battery to prevent freezing. Should the battery freeze and burst, sulphuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

STORAGE CONSIDERATIONS

Consider the following questions and make your own storage plan from these concerns:

- 1) **Location** - Will the MG be stored close to home or in a barn forty miles distant? Will the MG be stored inside or outside?
- 2) **Access** — Will the MG be locked hi a building to which you will have little or no access, or will it be available every day? Will it be possible to drive your MG during the whiter 01 will it be positioned in the corner of the garage?
- 3) **Traffic** — Will the MG be isolated from movement, or will the family Vista Cruiser discharge four energetic, careless children who will open doors against it?
- 4) **Humidity** — Will the storage area be very dry or will there be a puddle of melting snow forever swilling under the MG?
- 5) **Temperature** — Will the storage temperatures be room temp, just above freezing, or dead cold?
- 6) **Animals** - Will the family cat use the soft top as a springboard, will Fido jump against it, are there furry rodents which may use the MG as a hotel or find the leather seats tasty at mealtime?
- 7) **Owner Maintenance** — will you really have the opportunity, inclination, time, and resolve to visit your MG every week or month?

INSURANCE

Insurance is a MUST — even on your stored MG! Always keep a theft/damage/vandalism/fire policy in effect on your MG. MGs are still stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your MG -or worse; and fire is always a possibility. This comprehensive insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your MG with the insurance agent before the loss!

Continued...

SYSTEMS PROTECTION

1) ENGINE: Fresh oil will adequately protect the engine for several months of relatively dry storage. If you are going to store the MG longer than the winter, or if the humidity is high, then start the engine at regular intervals and allow it to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Turn the engine over slowly, before replacing the plugs — by the crank in the earlier models, or pushing while in fourth gear — as this moves the oil throughout the head, pistons, and valves. Cover the tailpipe outlet with duct tape to prevent moisture from entering the exhaust system. Cover the air inlets at the air cleaner(s) with tape to keep moisture from the carb internals and cylinder head.

2) IGNITION: Normally there are no preventive measures, but if you are going to store the MG for several years, oil the distributor cam.

3) COOLING: Ensure the cooling system is filled with a clean 50/50 solution of glycol antifreeze and water. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.

4) FUEL: If you plan just a winter's storage, then a full tank of gasoline with the addition of a can of "dry gas" or "Stabil" is satisfactory. If you plan to store the MG for a year or more, then drain the float bowls to prevent a build-up of varnish and oxidation of the metering needle. Gasoline purchased years ago seems to last forever; gasoline purchased today goes bad after a year or so. Starting the MG with "old gas" or "bad gas" requires fresh gasoline in the carburettor just to get the engine to start running. Sometimes starting fluid (carburettor cleaner or ether) is necessary. Once warm, the engine will run on old gasoline.

5) CLUTCH: Two problems can occur in long-term storage: the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis can avoid these trouble spots. Damp storage is a real problem with the clutch and aggravates this rusting. Start the MG and drive it fore and aft — even a couple of feet — every so often!

6) SUSPENSION: Winter storage causes no problems with the suspension. Very few MG owners place store MGs on jacks for the winter — but if this is done, place the stands under the outer portion of the front A Arms and under the leaf springs where the U bolts surround the axle and spring. This keeps the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If you place the MG on stands, then reduce tire pressure to 10-15 lbs. Whether on stands or on the ground, be certain to move the wheels a couple of times during storage. Several rotations work well to prevent the bearings from rusting.

7) BRAKES: Rolling the MG back and forth prevents the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Operate the brakes on a regular basis to prevent the cylinders from freezing. Some owners back off the adjustment on the brake drums so that

there is no chance of the shoes rusting to the drums -this also allows the cylinders to move farther while exercising the pedal. Exercise the handbrake, too! Rapidly work the handle, up and down, to keep the cable and linkages free. Store the MG with the handbrake OFF!

8) BATTERIES: No battery will hold its charge forever. If the battery charge is reduced far enough, the electrolyte freezes, the case cracks, and the battery is ruined. If you store the MG in freezing temperatures, then you must charge the batteries several times throughout the winter. Use a "trickle charger" or run the engine to recharge the battery(ies). Sometimes it is easier to remove the battery! On the 1977 and newer MGBs with the electric clock, remove the bottom fuse in the fusebox. This stops the drain (albeit tiny) caused by the clock. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.

9) BODY: To prevent oxidation or scratching, cover the MG with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the MG to breathe, and can exacerbate oxidation and rusting. If you plan to store the MG in a heavy traffic zone (the family garage, for example), then additional protection is in order. Thick cardboard, a suitably supported piece of wood, or even an old mattress suspended from the ceiling prevents damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Make every effort to keep the floor dry!! If you plan to store the MG outside, then keep the car well ventilated and do not allow snow to pile up, under and around the car. Park the MG on a large sheet of plastic to keep the MG dry. You can park your MG in a large, specially prepared bag — a hermetically closed environment. This "bagging" is a wonderful solution for some enthusiasts!

10) INTERIOR: Low winter humidity dries leather seats, allowing them to contract and crack. Prepare the leather with LEXOL to keep the hide supple. Mice cause the greatest damage to interiors! They eat the seats, the foam, the carpeting, the wiring insulation - they eat EVERYTHING!! Close off access to the interior. Keep the vents tightly closed. Erect the hood (soft top). Close the windows. Some owners remove their seats prior to storage. Several dishes, filled with mothballs, in the footwells, on the battery compartment, in the boot and in the bonnet will repel most mice. Use the "Old Fashioned" mothballs - naphthalene.

Develop your plan and store your MG carefully!
We'll see YOU and YOUR MG next summer!

John H Twist, Service Manager
University Motors Ltd
6490 Fulton Street East
Ada, Michigan 49301-9006
Phone (616)6820800
www.universitymotorsltd.com

© University Motors Ltd 1st 030893 101000 jht P-Winter Storage

Very good view from here All 34 MGs fit onto the top of the dam!

Quebec Hydro	Left at Quebec Hydro station, up and over the dam. Parking is very limited, so just pull over to the side to get a look at a high view, you can go over the dam (one lane) for a different view and turn around and come back over the dam. Colors should be great; certainly the view is something you don't see often. Turn around time and photo opp. should be about 15 minutes. Keep in mind we are coming back towards Wakefield, if you don't feel like going up and over the dam and back you can wait at the bottom near the hydro facilities. NOTE: the lead car will go right across the dam, all cars are welcomed to follow cars will turn around on the dirt road on the far side of the dam to come back over the dam.	.5 km	82.5 km
Low, Paugan St	At Hydro Station right onto Paugan St	.5 km	83.0 km
Low, de Martindale	At stop sign left onto Martindale	.5 km	83.5 km
Wakefield	Back on to hiway 105 towards Wakefield, turn right onto McLaren, it's the first traffic light as you approach Wakefield	20.0 km	103.5 km
McLaren	Turn left on the Hiway 5	.2 km	103.7 km
Hiway 5	Hiway 5 becomes hiway 105 back to old Chelsea		
Old Chelsea Rd	Turn right on Old Chelsea Rd		Several of us got misdirected here.
Kingsmere Rd	Turn left at Kingsmere Rd		Not all 34 MGs
Notch Rd	Turn left at Notch Rd		But quite a few.
Mountain Rd	Turn right at Mountain Rd. to Vanier Rd turn left	.1 km	
Vanier Rd.	All the way down to Chemin Lucerne (lower Aylmer Rd to you old guys) turn left	8.0 km	
Chemin Lucerne	All the way back to the Champlain bridge and turn right on Samuel de Champlain	8.6 km	
Champlain Bridge come Island Park Drive	Continue on Island Park to Scott, turn right	3.1 km	
Scott Street	Scott St. to Churchill, turn left on Churchill	.8 km	
430 Churchill (at Byron), Masonic Temple. Our caterer is the Newport restaurant, Home of Elvis Presley a block before (Richmond Rd and Churchill)	It's on the right at the top of the hill after Byron. Parking: on the street On Ravenhill first side street Right on Ravenhill to the school parking lot Side street Edison parking on the street (that is where Debbie and I live 477. Everyone welcome for a swim (water should be about 60F) after lunch or maybe some shopping in Westboro. Tell any of the shop owners you know me (Pierre Ranger) and they will give you a 15% discount (just kidding)	.5 km	Really enjoyed the location and the food and the company! Overall, a superb event and all for about \$20 per car

Fall Colour Run

Sunday
October
4th


A Resounding Success

With
Thanks
To
Pierre
And
Debbie
Ranger
And
All
The
Many
Participants


MG FALL COLOR RUN: Sunday October 4th, 2009
Lead car green MGB plate RDRS B, with Pierre and Debbie Ranger
CELL phone number during the run 613-286-5913
Walkie talkie we will use **channel 13**

LOCATION/JUNCTION	INSTRUCTION	DISTANCE In Kms	MILEAGE POINT
Champlain bridge parking lot	Out of parking lot turn right onto Western Parkway		0 km
Champlain Bridge	Right onto Champlain Bridge	0.3 km	0.3 km
Aylmer Rd. traf light	Right onto Aylmer Rd (upper Aylmer to you old guys)	1.6 km	1.9 km
St-Raymond, traf lite	Left onto Blvd St-Raymond	0.6 km	2.5 km
Pink Rd, traf light	Left onto Pink Rd.	3.0 km	5.5 km
Mountain Rd	(2 traffic lights) right onto Mountain rd.	0.8 km	6.3 km
Notch Rd	(Turn off is semi hidden) right onto Notch Rd	3.8 km	10.1 km
Kingsmere Rd	(Straight through after stop sign) Turn left at stop sign onto Kingsmere Rd	4.4 km	14.5 km
Gatineau Parkway	Up to Gatineau Parkway, go over Parkway take ramp on right for Parkway, under Kingsmere Rd. an carry on Parkway (going south)	2.0 km	16.5 km
Champlain Parkway	Turn right on Parkway to Champlain lookout to the top	3.0 km	19.5 km
Champlain look out	Ten minute pit stop if everyone wants to take a look and there are outdoor facilities there as well. Chance to regroup Let the tail catch up	10.6 km	30.1 km
Fortune Lake Parkway	Back down the Parkway with a left turn onto Fortune Lake Parkway. Road sign indicates arrow to Meech Lake	2.4 km	32.5 km
Dunlop Rd	Turn left at yield sign (down hill Rd).	4.0 km	36.5 km
Meech Lake Rd.	Turn right at stop sign onto Meech Lake Rd. You will go past ski hills - Skyline with chair lift, carry on to old Chelsea	.3 km	36.8 km
Scott Rd	Left onto Scott Rd past Hiway 5 to stop sign	4.0 km	40.8 km
Hiway 105	Left onto hiway 105	2.6 km	43.4 km
Chem de la Rivière	Right fork at traffic light onto De la Rivière	7.9 km	51.30 km
Wakefield	Onto Wakefield through town to where the train stops on the right. PIT STOP (three accesses men, women, and handicapped) Parking is tight but there is more parking across the street at restaurant and a bit past the building and behind the building stop time about 15 minutes	10.0 km	61.3 km
Martindale (Low)	Continue on hiway 105, past Ferrelton, Brennan's Hill to Low. NOTE 105 HAS A NUMBER OF THREE LANE PORTIONS, so even if the pack gets broken up there are plenty of opportunities to regroup as we travel on. Right on Martindale	20.2 km	81.5 km
Paugan St	Right on Paugan St.	.5 km	82.0 km

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