



The Dashpot

Spring & Summer & Up To The End Of The Driving Season 2010



OTTAWA MG CLUB

The Dashpot is the official publication of the Ottawa MG Club.
Submissions for consideration should be sent to: newsletter@omgc.info

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



This edition of the DASHPOT is late. Very late!!! That's why I have grouped the Spring edition and the Summer edition and the Fall edition into this combined edition. I'm not going to dwell on that, or any other issue except this:

Remember the picture on the front of this edition and remember that it's a picture (circa 1965) of Jack Hughes in his MGA, racing at Harewood. You never know when information like this will become important. You never know.

Len

President's Message



Leading The MG80 Celebrations

Note from the Editor:

I'm writing the President's Message this issue to save time. If a picture is worth a thousand words... here are 3000 words.

Len

Fall Colour Run



Breakdown During The Gaps & Notches



In this little corner of the DASHPOT, I'd like to thank club member Michael Turnbull for conducting a *Special Hands On Technical Session* on Saturday, April 10th. Michael needed some help with a water pump replacement project and a temperature control valve replacement project on his 1975 MGB. A variety of helpers attended and the job was very successfully completed (and it worked, too!).

This special hands on Technical Session was open to all OMGC members, but we were especially interested in having folks attend that could be included in one of these two categories:

Category 1) people who **do** have tools to accomplish this type of project and who **have experience** doing this sort of thing; and/or

Category 2) people who **do not** have tools to accomplish this type of project & who **do not have experience** doing this sort of thing.

Michael supplied the parts, the garage space and the shop items (such as drain pans, towels, coffee, shop manuals) and the attendees were encouraged to supply the talent (either in the form of the skilled labour and/or tools or the confident advisor or both or neither). Thanks to all who did lend a hand. It is wonderful to have courageous volunteers to accomplish tasks such as these.

We want your MGA...

to be registered with NAMGAR!



Yearly membership is \$37.50 North America or \$52.50 International. 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 U.S.A. and Canada.

2010-11

5 Things You Should Know Before Buying a Car Cover

If you own a collector car, the purchase of a quality car cover can be an important investment. Before making this purchase, there should be ample consideration given to the quality of the car cover itself. Follow these tips while searching for the perfect cover for your perfect car.

1 While looking for a car cover for your vehicle, keep in mind that quality is a factor in this purchase. The better the quality, the better the cover will protect your investment. Look for a cover that is made specifically for your type of car. Many car cover manufacturers offer a variety of pre-made covers for most types of cars. The cover does not need to be custom made for your vehicle, just made for your specific kind of car.

2 If purchase price is not an issue, then it might be wise to consider a custom-made car cover. This will ensure that the cover doesn't blow away in a strong wind, will have elastic in all the right spots, can have extra layers of protection built in. The custom cover can even be made in a color to match your car or with some custom embroidery that is just for you.

3 The material that the cover is made from is important also. It needs to be breathable, if the cover holds in moisture it will have dire consequences on your paint. The cover is not supposed to be waterproof, it should, however, dry out quickly after a rain, so that the rain spots are minimal on the paint finish.

4 A cover that has several layers of padding is best for the protection of your vehicle. These added layers will protect your car against such tragedies as limbs falling from trees, the neighbours' cats, stray baseballs and the like.

5 Before you place the perfect cover that you have found on your car, make sure it is clean. A dirty car will be scratched and scuffed no matter what quality cover you put on it. However, having a clean car to start with will help to ensure a well-protected car through the long months in storage.

Car covers are made to protect your car all year around but at this time of the year it is even more important than ever to have your car covered. The sun can cause more damage to your car than you may think. Your car's paint is under constant attack by the sun's UV rays, industrial fallout, acid rain. Left unprotected your car's paint will suffer irreversible damage. Not only is the paint in danger your interior is under attack from the heat the sun generates. On a mild 73°F day, the temperature inside a car can reach 120°F in 30 minutes. On a 90°F day, the interior can reach 160°F in minutes. This will cause your dash and other materials to dry out and crack, also any plastics may melt, like your CD's or DVD's. Having a car cover can protect your vehicle from this and a lot more.

There are many types of car covers on the market today but one cover will help you protect your vehicle better than any other cover from UV rays. This cover is the Tyvek cover made from a white material that not only reflects the sun but is also water resistant. This space-age, lightweight Dupont Tyvek is easy to handle and store. It's long been used by contractors to protect homes during construction. HAZMAT suits are also made from Tyvek to protect people from the most harmful conditions. It is fast drying, mold and mildew resistant and will help protect a vehicle from acid rain, tree sap, dust and other harmful pollutants.

There are many types of protection to protect your interior like window shades that will help keep the sun off your interior, these are good but usually only cover the front windshield and that means that the sun still can damage other parts of your interior, this also allows the temperatures to climb in your interior damaging all your plastic items. With a car cover you will be protecting the whole interior from the sun's rays also helping to keep temperatures down protecting any items in your car and making it nicer when you need to get in and go somewhere. The overall protection that a car cover provides is well worth the price. It will help you keep the value of your car and you will spend less time washing your exterior and conditioning your interior from the sun's drying and heat damage.

The one thing I can think of that may be a drawback to this cover is the fact that this cover is only one layer thick and is very light weight. In windy conditions it may be hard to keep it on your car or other vehicle, yes this cover does come with two tie down grommets in the middle of the cover to help keep it in place with a cable lock or bungee cords to help secure it.

So if you live where the wind is strong and blowing all the time you might want to buy a three or four layer cover to help keep it in place. These covers are also UV protected and either water resistant or waterproof, they also come with tie down grommets to secure it from the wind and the extra weight of these covers will keep them in place. Having a cover on your vehicles will be a benefit to you and your vehicles.

If you would like more information on car covers and accessories, please visit us at

<http://www.clickitcoverit.com>

Dennis Ray

<http://www.clickitcoverit.com>



1 (800) 758-6070



A little bit of OMGC history

Reported by Andy Bounsall

Since long before I took over membership duties, the club's membership records have been maintained by the club Membership Director in an Excel spreadsheet. As you may know, I've recently been working with Webmaster Rob Grapes and Len Fortin to merge membership information from that spreadsheet into the database behind our club website. The hope is that this'll allow new and exciting features to be enabled on our website. It also promises to reduce the amount manual and redundant work currently being done. But I digress. That's another story for another time.

In the new membership database, I wanted to record the year that each member joined the club but on going through the membership records, I discovered something unexpected. According to the club records, we have six current members who've been with the club for more than 20 years: Mark and Heather Evenchick since 1988; Mike Price and Tom Roos since 1987; Dennis Campbell, Jim and Louise Nunn, and Carole Earle (widow of club founder Hugo Leech) since 1986. Knowing that we're celebrating the Ottawa MG Clubs 20th anniversary this year, I found this somewhat confusing so I decided to ask a couple of long-time club members if they could explain the contradiction. Their replies struck me as quite interesting in revealing a smidgeon of club history.

Mark Evenchick recalls...

Some years ago, I think, for the Club's 10th anniversary, the topic came up of when exactly OMGC was formed. At that time, I asked Jim Nunn, co-founder of the club, when it was formed. After some head scratching we came up with the year 1990. I know that my TD was on the road when I joined, and its restoration wasn't finished until June of 1989. I think that Len may have some of the very first club newsletters, which would show the dates. As you know, we don't keep very good records. It's possible that the list that you have may have been formulated after the fact. I do know that we didn't start assigning permanent numbers to members until Nick Roberts became President. I believe in 1996. This may be when the list that you have was compiled.

Len Fortin recalls...

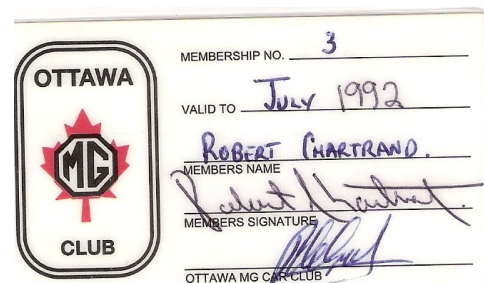
I understood that the actual meeting of Hugo Leech and Jim Nunn took place in the summer of 1987 at Dow's lake. The establishing of a club took place somewhere around that time and various new members joined along the way. Some stayed for a month while others stayed for years. Not all the names of the folks who only stayed for a month got written onto the piece of paper.

When Nick Roberts became President and wanted to assign numbers to members, I volunteered to make the paper list of members a bit more formal in a spreadsheet. [I was getting good at that sort of thing (at the time) and also thought it would be of value to show the history of the club]. I created the spreadsheet from the paper list; and the spreadsheet grew through the years; and whoever subsequently managed membership used and grew the spreadsheet into what it is today. This explains why names such as Lonnie McPherson and Robert Chartrand are not on the spreadsheet. They were not on the sheet of paper and didn't come out of the woodwork until 20 years later.

Anyway, the establishing of a date for the beginning of the club was an agreed to date that didn't have to be too accurate because there was little evidence of any activities before the 1990 timeframe. Nobody kept notes of meetings and nobody took photos of events. I do have official photographs of the club from 1990 onwards and I do have official newsletters from 1990 onwards. It seemed like the right thing to do at the time.

If your spreadsheet data shows join dates before 1990, it must be a "true" copy of an original database that I created many years ago.

Now you know the rest of the story.....





The Ottawa MG Club Corn Boil Run 2010

This year's edition of the Corn Boil Run was a HUGE success! 16 cars attended! 6 airplanes attended! David and Michele Stringer were fabulous hosts!

The drive from Manotick to Alfred was trouble free (except for my small navigational error near Vars, which hardly anybody noticed) and we had a tour of "Turtle Lodge" (at Pres'quile). It has great potential for an event in our 2011 season.

Dave Sankey flew his plane from Carleton Place to David's back yard air strip and was the first OMGCer to arrive.

3 of Dave & Michele's friends also flew in during the afternoon. A real treat to see them land.

Club members Ensio & Jackie Neva were out for this event. They hardly ever get to come out because of their shift work.

Dalton & Chris Begin came out with Bob & Bernie Stark, in his SUV. You may recall Dalton has been ill recently, but he is looking much better and although he still suffers from dizziness & some imbalance, he is making great progress.

Some of Dave & Michele's neighbours were also on hand to help. (William & Shirley took care of the corn) (John, an older gentleman, mingled about and told great stories).

The food was fabulous - lots of corn & hot dogs & salads & 2 of the best desserts I have ever tasted!

Dave Sankey and the other planes flew out about 3 o'clock - a great sight to see the take off and then a fly-over.

Most others headed home at the 4 o'clock hour.

My drive home from Alfred to Kilmarnock (almost 100 miles) was pleasant and uneventful. Just the way I like it.



**Thanks
to
Dave
and
Michele
Stringer
for
organizing
this
event**



International Class Action Settlement Group

[a member council of the Canadian Regional Assessment Partners (or CRAP for short!)]

Class Action Settlement For The OMGC 2009-2010 Full Colour Calendar Error

Whereas, the Ottawa MG Club Full Colour Calendar does contain an error in the number of days represented – and clearly is missing 1 of the 365 days in the calendar year [being March 22nd]; and

Whereas, one Leonard Fortin, the developer and publisher of said calendar, did develop and publish and distribute said calendars to a wide variety of members of the Ottawa MG Club [125 copies to be exact]; and

Whereas, the said calendars did cost the Ottawa MG Club a fixed sum of money to print [\$10 each];

Therefore, the Canadian Regional Assessment Partners suggest a monetary fine be imposed on Leonard Fortin in the amount of \$ 3.42CDN;

Calculated in this fashion

1 day missing of 365 days in total = $0.0027397 \times 125 \text{ copies} \times \$10 \text{ value} = \$3.42$

Track Day At Belleville 2010

submitted by Mike Price

Andrew Penny and I must have worn broad smiles for at least a week following our track day at Shannonville, as part of Belleville MG2010. We had excellent instructors and a great system for helping us get around the corners with as much speed and as little drama as possible. Cones were set at the breaking point for each corner. We were instructed to do our breaking and down shifting upon reaching the first cone and before we entered the corner. The next cone was at the apex of the corner. Just steer for the orange. Then came the exit from the corner. We were told to unwind the steering and let the car drift to the outside of the corner where there was yet another cone at which to aim. Sounds simple, right? However some corners had more than one apex, causing me to try to think in more than one dimension, normally a prescription for disaster. But all was well, nobody got hurt or bent their toys. Shannonville fortunately is a very forgiving circuit where one almost has to look for things to run into. And the day was even undersubscribed, allowing us more track time than anticipated.

I think we were all impressed at how well our MG's performed in primarily stock trim. We were told in the briefing that the MGB is a momentum car. In other words, use the car's balanced handling to maximize cornering speeds because the car does not have the power to make up for poor cornering technique. There were a few V8's on the track but they could really only wind it out on the long back straight. The fastest things to pass me were a fuel injected Spitfire (shame!) and a Mini Marcos.

I had done some modifications to my car which came in handy on track day. The castor adjustment gives a quicker turn in. I also have slotted rotors with larger kevlar/ceramic pads and larger bore GT brake cylinders at the rear. I found that at the end of the back straight I could hold off braking (a bit too long for my instructor) and then stand on the brakes with confidence and absense of fade. After stringing a couple of corners together, my instructor turned to me and said that all I needed now was 50 more HP. Amen!

REGISTRANT NAME	TIME LAP 2	TIME LAP 3	Difference in Whole Seconds and 100ths	RANK
Andrew Penny	2.47.23	2.46.93	0.310	5
Michael Price	2.51.00	2.48.00	3.000	16





Even though the number of participants was low, the Drive Your MGA Day event was a good one. The weather was fine and the roads were good and the vehicles ran flawlessly (that means no tech sessions needed along the way). Take a look at the PHOTOS pages of the OMGC web site in the 2010 Drive Your MGA Day area to see who attended.



A Week Before Christmas

With the annual OMGC Christmas party quickly approaching, I was remembering how I ended up missing the big event last year. A day or two after the fact, in a moment of inspiration, I wrote the following words. Enjoy...

*'Twas a week before Christmas and all through the club,
the members had gathered for some fun, and some grub.*

*The owners of As and the B owners too,
had all come together for a big Christmas do.*

*Their cars were all nestled up snug in their beds,
In garages and barns and utility sheds.*

*The folks all had fun, they ate lots of food,
They drank and they laughed. The party was good.*

*But everyone knew something just wasn't right,
'cause the Membership Guy wasn't there on that night.*

*Seems he just couldn't make it, and oh what a shame.
He had a conflict of schedule with a Senators game.*

*As the party broke up and the evening was done,
Good-byes were exchanged with everyone.*

*They each headed home to retire to their beds,
with memories of partying still fresh in their heads.*

*And I heard them exclaim as they drove out of sight,
"Merry Christmas to all...but where was Andy tonight"?*

MG80 Celebrations - Saturday October 16, 2010 Ottawa



Discover Waupoos Weekend - October 15-17, 2010 Prince Edward County

MG80 Celebrations

Once upon a time, there was a meeting of MGs from across North America – known as NAMGBR – in Bellville, Ontario. As this was only about 4 hours leisurely drive from the Ottawa area, quite a few members of the Ottawa MG Club decided to participate, so off they went on a weekend in late June where they met about 500 other MGs and their owners. Toward the end of the banquet on the last night of the event, a speaker from the MG club of the UK brought greetings to NAMGBR, and told of their plans for a world party on the weekend of October 16/17 to celebrate the 80th anniversary of the founding of MGUK. He explained the concept and how events around the world would be showcased on Google Earth, and invited all MG clubs and owners in North America to participate. At the next meeting of the Ottawa MG Club, details of this unusual event were brought to the attention of the club, with the suggestion that we “do something”.

This is what we did:

A number of club members already had a long-standing arrangement to spend the weekend at a B&B on the edge of Lake Ontario in beautiful Waupoos, Prince Edward County, but they agreed that they would have their own MG-80 celebration.

Discover Waupoos Weekend Attendees:

Andrew and Monica Penny; Len and Deb Fortin; Karl and Penny Koch; Mike and Mary Jean Price; Stuart Langford; Quiller Graham and Colleen Trim; Bob and Glynis Corral; Ihor and Heather Gawden; Pierre and Debbie Ranger

As the Discover Waupoos Weekend ran from Friday, October 15th through Sunday, October 17th we chose to have a 3-day celebration and “do something” on each day that would honour the octagon and the 80 year celebration. We planned to do everything we could to celebrate the wonderful times these MGs of ours bring us.

Day 1 (Friday, October 15th) would be the travel day to Waupoos, but not just any ordinary travel day..... it would be a travel in the pouring rain day! Good thing Mother Nature obliged us. We met around noon in Kilmarnock at Len and Deb Fortin’s place for a tomato soup and grilled cheese sandwich lunch and then we were off on the 80+ mile trek to Waupoos in the pouring rain. Len led the pack along the route in the “A” with the roof up, no side-curtains and hand operated intermittent windshield wipers. All others drove with the roof up except for Stuart Langford who demonstrated his hearty soul by driving his “A” with the roof down! Along the way, near Sharbot Lake, Heather and Ihor Gawden joined the group in their TD.... with the roof down! By 4 o’clock we were in Waupoos and no worse for the wear at all!

Day 2 (Saturday, October 16th) would focus on driving on all kinds of MGish roads in the area and doing all kinds of MG event things, like visiting points of interest and shopping at local stores and driving through little towns and chatting with the local Prince Edward County folks. And, so it was planned, and, so it was done. A visit to the Fifth Town Cheese factory. A wee stop at the

apple orchard. A drive down a country road with trees and leaves in full Fall colour and splendour. [did I mention the weather had changed for the better – in fact it was an absolutely spectacular Saturday] A taste test at one of the local wineries... or perhaps there were two taste tests, or was it two wineries with taste tests at each?? I don't exactly remember. And a visit to the town of Picton for fuel and a bottle of wine for dinner. And a special visit to The Bluffs (where the view of the area is just wonderful). Probably put on pretty close to 80 miles in our jaunt around the Prince Edward County area – and I think I spend about \$80. There were a couple of folks who chose not to come into the village, but instead remained at the B&B and took an 80 minute nap! Just right for the celebrations.

Day 3 (Sunday, October 17th) was the going back home day. The weather continued to be very favourable and the route home included crossing the bay at the Glenora Ferry. A short, but very pleasant ferry trip that added a bit of spice to the traditional roadway excursion. It was tough to find something that was representative of 80 for the celebrations. The distance across the bay wasn't even close to 80 miles; there were only 36 cars on the ferry; the depth of the water in that area is barely 20 meters; the crossing took only 15 minutes; so we decided to give a cheer every time we passed a local speed limit sign... 80 k/hr maximum. I cheered several times all the way to the Kingston area where my voice gave up. Happy Birthday MGUK!

(written by Len Fortin)

Meanwhile, back in Ottawa

At lunchtime on Saturday, October 16, with the sun shining brightly from a clear blue sky, 43 MGs gathered at Rockcliffe Flying Club for an ambitious photo op involving a small plane piloted by Chris Hobbs, with fearless photographer, Chuck Clark, hanging out of the side. Some of the cars were formed into an octagon, with the remaining cars lined up alongside, and all the club members stood inside the octagon, forming the number 80. A scenic route had been prepared and maps printed, so once the aerial photographs had been taken – along with many others on the ground – and fortified with lots of hot coffee, our loooooong convoy set off to cause chaos, driving around our nation's beautiful capital city. Our route took us past points of special interest and particular beauty : Rockcliffe Parkway into the city centre, along the Rideau Canal (a UNESCO World Heritage site) to the National Arboretum, back along the other side of the Rideau Canal, past the Chateau Laurier Hotel (the opening of which was delayed by a number of months because some of the furniture for it went down with the Titanic – just thought I'd drop in that snippet of local history), west on Wellington Street to the Supreme Court of Canada, taking in our Parliament Buildings along the way, then over the Ottawa River for a quick sweep through the province of Quebec via the National Museum of Civilization, then back over the river, past the National Gallery with the famous (but creepy!) sculpture, "Maman" the spider, to our final destination, "Earnscliffe". This lovely house overlooking the Ottawa River is the home of the British High Commissioner, David Carey and his family, where we had been invited for afternoon tea – how British is that? But before we tuck into the cucumber sandwiches-with-the-crusts-cut-orrrff, did I say earlier that there were maps of the route? Yes I did – however, it should be known that Mr. President had brought only 25 maps. Oh, and there was construction and road closures as well, which made it necessary to amend the route on the fly. Not everyone knows downtown Ottawa well – needless to say, we had

lots of fun getting lost and finding our way again. Most people made it to the regroup points, and we all ended up at Earncliffe only a tad late, where enjoyed dainty sandwiches, scones with jam and fresh cream, and drank tea from lovely china teacups. Unfortunately, Commissioner Carey and family were not able to be with us due to official engagements elsewhere in Canada, so we were hosted by Ewan Wallace (First Secretary), his wife Gillian, and their two children, Zoe & Adam. Our beautiful cars looked spectacular in such gracious surroundings, and as we admired the house and grounds, Ewan and his family and staff admired our cars, and his son Adam and daughter Zoe were delighted to be taken for a quick spin by club members. President Ivan thanked Ewan for hosting our MG-80 event, and all too soon, it was time to start heading our separate ways home, looking forward to checking out the website to see all the other MG-80 events that had been going on around the world.

A movie of our MG-80 weekend is now in production – the exclusive world premier takes place at our Christmas Party on Saturday, December 18.

PS- our aerial octagon-80 photograph was front and centre on the official MGUK website for a few days – how's that for a Canadian coup!!

Trish Adams and David
(and Polly Blue)

Naylor & Hutson TF 1700 cars
Inspired by the MG TF built at Abingdon In the 1950s

<http://www.naylorcarclub.org.uk/>

The TF 1700 was hand built by Naylor Bros in Bradford and later by the Hutson Car Co.

The Naylor Car Club arranges social events, meetings, discussions, tours and road runs as well as providing a forum for the exchange of information about the cars. Activities and matters of general and technical interest are provided through the Club magazine and this site.

They were developed as an improved form of the original with increased power and improved suspension and braking. 100 cars carrying the Naylor badge were produced in 1985/86. They were fully type approved and had full backing from the Austin Rover Group. The chassis is steel and the body, mounted on an ash frame, has steel panels. Unlike the MG TF, in order to meet legislative requirements, the doors have forward hinges and the instruments are in front of the driver. The engine is an Austin Rover "O" series 1700cc producing 77 BHP at 5180 rpm.



In 1986 Naylor Cars were acquired by the Hutson Car Co a further 61 cars with the Hutson badge were produced.

The Club is affiliated to the RAC Motor Sports Association and is organised into regions, Thames, Western, South Western, Anglia and Northern who arrange meetings and events. As well as a mutual interest in the cars the Club provides a social network so that members and their partners can enjoy themselves with no element of competition, apart from a well polished motor.



NEWSLETTER

Cheepo Cheepo 2011

Were Back

Duis aute irure dolor in reprehenderit in voluptate velit essnem



June 4th 2011 may seem to be a date far in the future but already the planning for Cheepo Cheepo is at the half way point. A reservation list has been established and a standby list started. If you have not signed up and think you would like to join us contact Bob Stark. In the past we have accommodated all, either through cancellations or increased hotel space. For those members that have already signed on and are heading south before January 1st please contact me as I will require your credit card information to be forwarded to the hotel. For the rest of us I will be collecting the information in January.

A deposit, in the amount of equivalent to full payment per person must be paid by March 1, 2011. This deposit is refundable in full for any cancellation up to 30 days prior to arrival.

The rates for this all inclusive weekend are:

1-bedroom suite

\$203.92 per person per night (single occupancy)

\$140.13 per person per night (double occupancy)

2-bedroom suite (2 bathrooms)

\$165.20 per person per night (double occupancy)

\$142.05 per person per night (triple occupancy)

\$128.17 per person per night (quadruple occupancy)

When I collect the credit card information we will clarify the appropriate accommodations and amount.

Bob Stark 613-258-4636

Email "robber@ripnet.com"

OMGC Cumberland Heritage Museum & Picnic Event - Scavenger Hunt

There is a small garden beside the Dupuis House:

What are 3 of the garden products being grown there?

Garlic, White Borage, Parsley

At Waton's Garage:

What year was John Watson's Garage License issued?

1932

What brand of anti-knock compound is in the ESSO gasoline?

Ethyl

What happened to Jessie Cameron's kitchen?

Converted to a barn for animals

At the Pig Shed:

What are the names of the original 2 pigs in the shed?

Georges & Julie

What are the names of the current 2 pigs in the shed?

Porky & Pine

What is the horsepower rating for the Fairbanks-Morris diesel engine in the sawmill?

40HP

At the Somerville-Winters' building:

What species of tree logs were best suited to make pump pipes?

Tamarack

What company manufactured the tractor stored in the building?

McCormick-Deering

What was the Community Hall originally used as?

Loyal Orange Lodge

In the Foubert House:

What brand of automatic washing machine is on display?

Beatty

What brand of hand operated flour sifter is on display?

Victor

What odd flavour of Campbell's soup is on display?

Mutton

Photographs in the schoolhouse show several boys wearing short woollen pants:

What were these short woollen pants called?

Breeks

In the carpenter's woodshop:

How many old fashioned hand planes are on display?

8

What power source does the scroll saw use?

Foot power / treddle

What were the first names of Mr. & Mrs. Duford

Elphege & Exilia

How many children did they raise in this house?

14

What local town did the Train Station come from?

Vars

What is the number on the CNR Caboose?

77559

What are the wheel assemblies of the caboose called?

Trucks or Bogies

In the Mainville House:

What is being advertised on the large thermometer?

Five Roses Flour

How much is a Daily Double Cigar?

5 cents

What was the cost of the original fire truck & equipment at the Fire Hall?

\$4000

How many Gothic shape/style windows are in the Knox United Church?

9

Cumberland was named to honour someone of royalty; who was it?

Ernest Augustus, Duke of Cumberland

What year was Cumberland created?

1799

There are 2 turkeys in a cage beside the Taylor Barn. They are not yet named.

Suggest names for these 2 turkeys.

A prize will be awarded to the most imaginative names:

_____ & _____

OMGC Cumberland Heritage Museum & Picnic Event - Scavenger Hunt

The winner of the most imaginative names for the turkeys: Joy Curnoe (Plump & Delicious)

Scavenger Hunt 1st place: Andy Bounsall

Scavenger Hunt 2nd place: Iain Reid

[Prizes: gift cards from Tim Horton's]



Thanks
To
Mike
&
Bernadette
Walker
For
Organizing
This
Event



NAMGAR Chapter News - November 2010

Hi all - Wow, we can't believe that we're already headed into the holiday season. We hope that both your MG experiences and your chapter's events were many. Here are some items that you can share with your chapters members.

1. **MGA! Editor** - If you're into editing and publishing newsletters on a local level and want to try your hand with the next level, contact Steve Mazurek at editor@namgar.com as NAMGAR is in need of an editor in the second half of 2011.
2. **Newest Chapter** - Please welcome the Rhody MGs Car Club as the 52nd affiliated NAMGAR chapter. The chapter contacts are Joe & JoAnn Sabatino and the Rhodys are an all MG club located in Rhode Island. There are currently two other car clubs seeking affiliation.
3. **NAMGAR Web site** - This site just keeps getting better and now there's the NAMGAR Store. Check it out for holiday gifts. It's hard to believe but a few chapters still have not supplied their logo and a short chapter write up for the site. Please check out your chapter on the NAMGAR Web site.
4. **Regionals** - Take a look at your 2011 events calendar and see if one of your events might make a good NAMGAR Regional. We attended the Pocono Regional at the end of last September and had a ball. Heck a regional could be a car show, a long weekend, a rallye or whatever you want to make it. Why not include other NAMGAR people and cars with one of your local events. Don't forget that the Key West Regional is coming up April 25 - 28, 2011. Check www.namgar.com for details.
5. **Focus Events** - The MG Vintage Racers NAMGAR Interest Group is having their Focus Event West at Infineon Raceway in California April 8 - 10, 2011 and their Focus Event East at Lime Rock Park, CT September 3 - 5, 2011. Check www.namgar.com for details. Congrats to the MG Vintage Racers who will be celebrating their 30th anniversary in 2011.
6. **Rallye To Reno** - Now's the season for your chapters 2011 planning meeting and don't forget to put MG 2011 and the Rallye To Reno on your club's events schedule. Details of both can be found at www.namgar.com. BTW - the host club for MG 2011 is the Reno British Car Club, a NAMGAR chapter.
7. **Thanks for the efforts put in by our chapter contacts and have a wonderful holiday season.** Don't forget those MGs can be taken out during the winter months and so can you! Questions, concerns or general feedback please don't hesitate to contact us.

Lee & Liz Niner - NAMGAR Chapter & Interest Group Coordinators

We want your MGA...

to be registered with NAMGAR!



Yearly membership is \$37.50 North America or \$52.50 International. 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 U.S.A. and Canada.

2010-11

Don't Send Your Keys Home Without You!

(the Geoffery & Helga Dix story)

This is one of those stories where you get involved in the thick of things right in the middle of the action. You weren't actually at the "scene of the crime" when it took place, but now that you are in the middle of the events, as they are unfolding, you just have to tag along to see how things work out in the end.

So here we are, at MG2010 in Belleville, at the main hotel, just before the Saturday night banquet, enjoying a cocktail or two, and club member Geoffery Dix is looking a bit pale, looking into space. It doesn't take too long for Geoff to explain that he has lost the keys to his "B". Well, not exactly lost them.... he knows exactly where they are. They're just not where he can easily get them. You see (and this is the part where you were not at the actual "scene of the crime") Geoff had been doing "walk-about's" in the late afternoon and had spent some time with club member Mike Price as they both were involved in some MG technical activity at Mike's "B" in the parking lot. And it doesn't even matter what the activity was all about... all that matters is that Geoff had dropped his "B" keys into Mike's "B" front seat area. And failed to retrieve them before Mike drove back to Ottawa later in the afternoon. Geoff had "lost" his keys in a place where he knew exactly where they were.

"No worries!", say a bunch of us, who now were getting involved in the aftermath of "the crime". All you have to do is get out your spare key that's hidden in the vehicle, and, "Bob's Your Uncle!"; right? Oh, you don't have a spare key hidden in the vehicle? Well, perhaps just get the spare key that is likely on Helga's 'spare key ring'; right? [Helga always carries a large assortment of spare keys for various locks, just for situations like this]. Oh, there is no spare "B" key on the 'spare key ring'. [Helga said it should have been there, and couldn't understand why it was not]. Well, it's probably a piece of cake to get the "B" started with a bit of 'hot-wiring' technique so maybe we could have a mini-technical session in the parking lot and do a bit of 'hot-wiring' practice. However, if one has to practice first, that means one might not be very good at conducting such a technical session without risking all kinds of unpleasant results (fire, explosion, electrical shock). So what we needed was an expert!


John Twist was the obvious candidate. He is an expert on MGs. He is at the convention. And Geoff had spoken to him on a couple of occasions over the last few days on other MGish matters. It was time to locate John amongst the large cocktail crowd.

After just a few words being exchanged between Geoff and John, explaining why John's help was needed, the group quickly moved to the parking lot area. Along the way, John was getting familiar with the vehicle that needed his help by asking questions of Geoff..... what model year? USA or Canadian model? stock or altered? and does anyone have a couple of jumper wires with alligator clips? [I retrieved a couple from the official OMGC Spares & Tool Bag]


In less than 60 seconds, the bonnet was up, the leads were swapped, the jumper wires were installed and the car was running – and a complete set of verbal instructions was provided on how to repeat the action tomorrow morning at departure time and at any other point along the way home, if we had to stop for gas. Incredible!



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