



The Dashpot

Spring & Summer 2011



ALL ABOUT THE OCTAGON - AND EVEN MORE INSIDE



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 issue has a big bunch of information and stories and pictures included for your reading pleasure. By the time you are finished your reading of each and every page you will certainly be a little bit older, and perhaps a little bit wiser, but don't worry..... There is no test at the end. Enjoy!

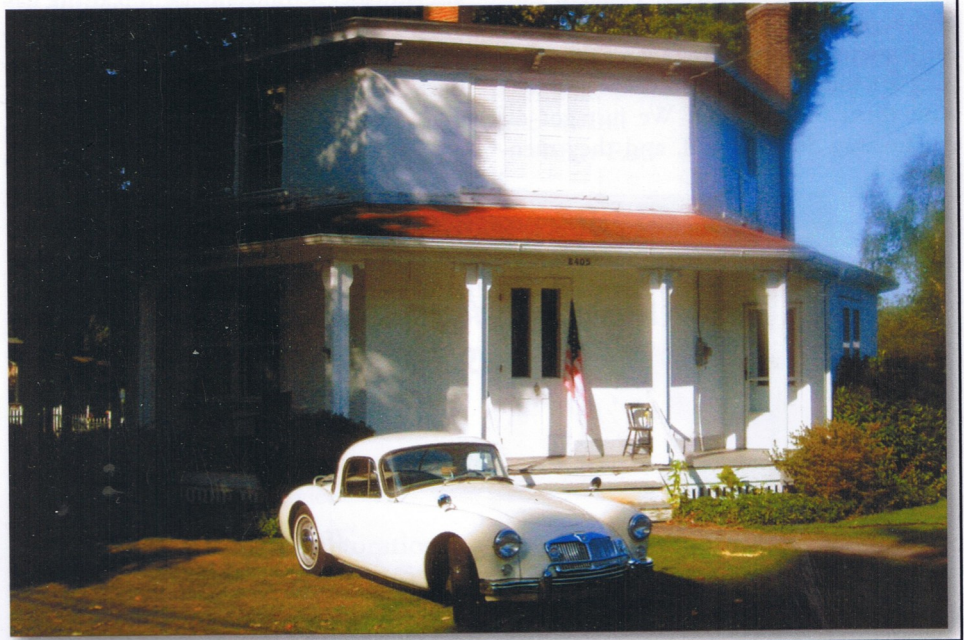
"Tight Corner" is the title of a book recently written by club member Roger White. [Published by BPS Books]
I have included my review of this new book in this issue of The DASHPOT for your consideration.

Octagonal Home of Clarence Darrow

Contributed by W. Dallas Woodall

Clarence Darrow was born in Farmdale in 1857 and spent his boyhood years (roughly 1864 to 1873) in an octagon home in nearby Kinsman (here in Trumbull County, Ohio). He was admitted to the Ohio Bar in 1878. He moved to Chicago in 1887 and developed his national reputation by defending labor leader Eugene Debs in a case associated with the Pullman Strike of 1894. His other famous case, the 1925 "monkey trial," tested the legality of teaching the theory of evolution in public schools.

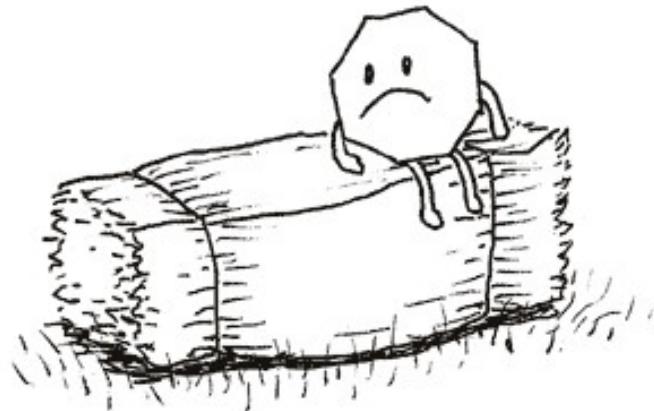
I, also, am a lawyer, having practiced in Trumbull County my entire thirty five year career. My former partner, Lynn B. Griffith, Sr., as county prosecutor in 1926, prosecuted a man accused of trying to bribe the county sheriff. Mr. Darrow defended the accused and was able to get a hung jury (11 to 1).



The picture and text above are reprinted with the permission of NAMGAR from NAMGAR's MGA! Magazine

ALL ABOUT THE OCTAGON

Octagon and Nonagon
Sat on a bale of hay,
When Octy yawned, "We oughta gone
To the mall today."
But Nonagon remained withdrawn;
No comments on the mall.
Cuz all along, the nonagon
was not a gon at all.



Welcome To These OMGC New Members:

Nancy Ferguson, Ottawa, 1974 MGB

Ron and Heather Roy, Cornwall, 1956 MGA

Frank Oakes, Ottawa, 1962 MG Midget

Steve and Annie Wincze, Canton CT, 1952 MG TD

Rene Laviolette, Rockland, 1952 MG TD

Mike Tremblay, Ottawa, 1977 MGB

Graeme Barber, Ottawa, 1972 Triumph TR6

Chris Henson, Ottawa, (looking for an MGB)

David & Elaine Stebbings, Kanata, 1977 MG Midget

Marc & Debra Bernier, Gatineau, 1970 MG Midget

Martin Centen, Winchester, 1979 MGB

Henry Patterson, Ottawa, 1973 MGB

Peter & Suzanne Wilson, Ottawa, 1974 MGB

Ian Hughes & Sandra Barnett, North Lunenburg, 1973 MGB



Click, Click, &bleep#%! No More!

If you own a later model MGB then no doubt your seatbelts and you make this noise when you are trying to pull them out. Before you go out and buy new ones, try this:

In half an hour you can fix up those ratcheting mechanisms so they operate properly; the outcome is really remarkable. And it can be done while the seatbelts are still in the car. All you will need is a Philips head screwdriver, a can of WD-40, a can of air, some silicone lubricant and a small touch up paint brush.



The problem with these mechanisms (see photo below) is the lubricant has dried up between the pink fibre washer and the plastic part that causes the seatbelt to latch. Clean this up and apply new lubricant.

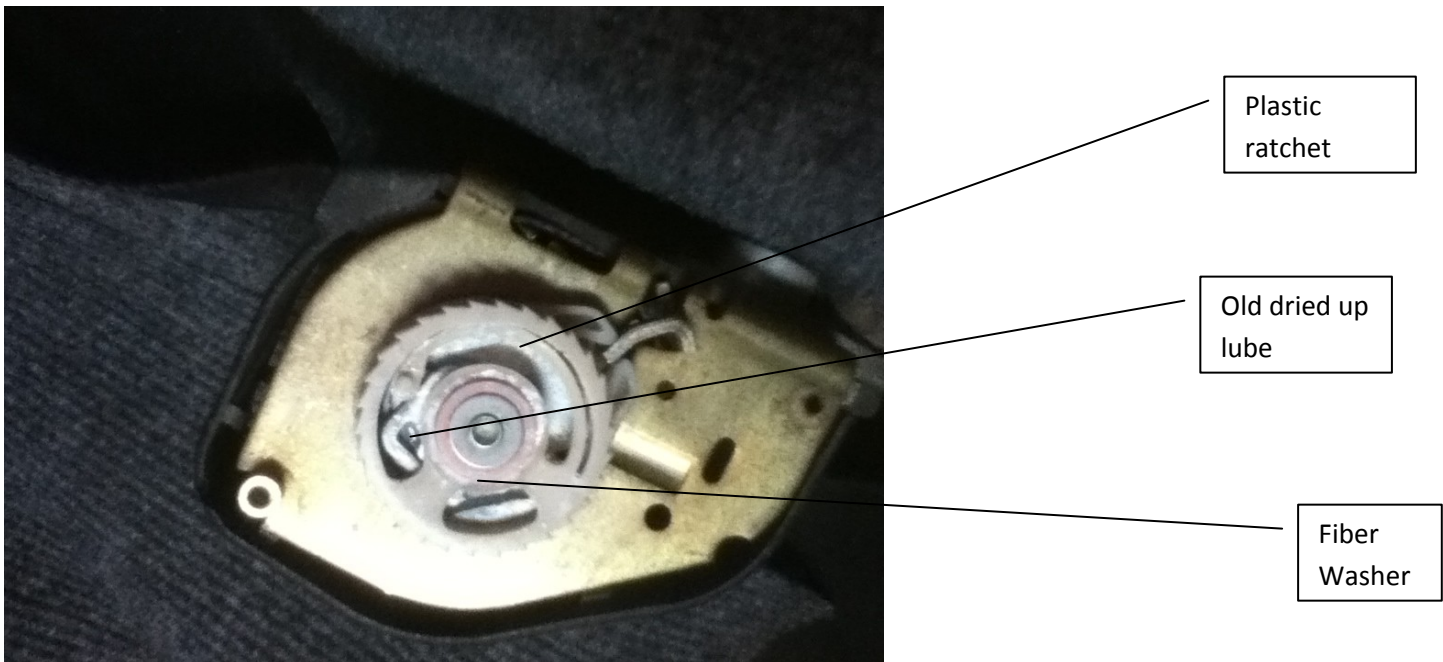


Figure 1 - Fibre Washer and Plastic Ratchet

The first step is to remove the cover to gain access to the parts in the photo. Be sure to open the correct side or bad things will happen! Next wash out the old lubricant with the WD-40 and wipe off the old gunk especially under the washer; you can use the paint brush for this. Blow out as much of the WD-40 as you can with the air and apply the silicone lubricant under the washer with the brush. Turn the plastic part back and forth by hand a few times and reinstall the cover.



Figure 1- Open this side



Figure 2 - Don't open this side!

Previously I tried white spray lubricant but after a year it became stiff and lost its lubrication.

That's all! You and your navigator will be much happier, especially the navigator which is, after all, the most important thing.

That was easy!

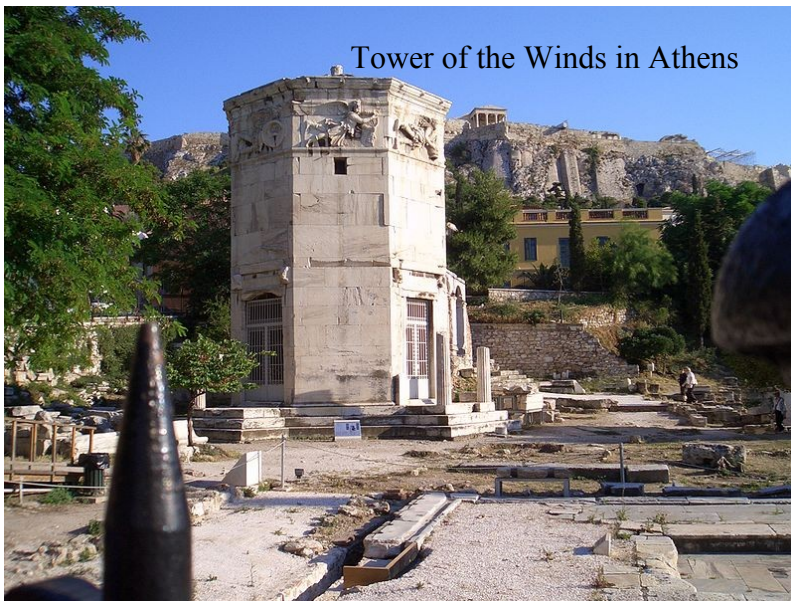
Todd Steeves

MORE ALL ABOUT THE OCTAGON



ashtray

barn in Michigan



Tower of the Winds in Athens



Vichy Pastilles Candy



House in Madison, New York



FROM ZERO TO HERO

The MGA twin-cam was one of the most controversial British engines, plagued by technical problems and failure – yet today it's an icon. Discover why

WORDS JESSE CROSSE PHOTOGRAPHY LYNDON MCNEIL

FAMOUS OR INFAMOUS? The MGA Twin-Cam engine built from 1958-60 merits both descriptions. Today it's highly valued by collectors, but it was a commercial catastrophe in its short production life, suffering in particular from holed pistons. Yet the fundamental design was sound and the powerful, high-revving twin-cam was a thoroughbred among more workaday power units of its time.

In the early Fifties Gerald Palmer, designer of the MG ZA and Wolseley 4/44, penned a twin-cam conversion of the B-Series cylinder block in a bid to extract serious power from the unit. In 1954 the idea was taken on board by the Morris Engines Branch at Coventry and evolved into a working prototype.

At that stage the 1489cc MG twin-cam engine had competition from an Austin version. Both were due to be tried for the first time at a race meeting at Dundrod, Northern Ireland, in September 1955. The Austin unit was thought to be less powerful, with an included valve angle of 66 degrees compared to the MG's 80 degrees. The Austin was also based on a clean-sheet design that in theory would have incurred far greater tooling costs than MG's unit. Shortly before the two cars were due to leave for the event an order came from on high to remove the Austin twin-cam and replace it with a race-tuned pushrod engine. It was never seen again, but had development continued the future for the MGA may have been very different.

The prototype MG twin-cam was further developed to power the MG EX 179 record breaker in 1956 and, in 300bhp supercharged

form, the MG EX 181 in 1957. This engine had sodium-cooled exhaust valves, nitrided big-end pins running in lead-indium bearings, forged steel connecting rods with fully floating gudgeon pins and no cylinderhead gasket, pressure rings on the block face providing a seal. The supercharger breathed through massive 2½in carburettors dispensing a mix of methanol, benzene and Shell Premium petrol in large quantities.

Work was progressing at the Morris Engines Branch on a production version of the engine for the MGA, which had been launched in 1955 powered by the 68bhp, 1489cc B-Series engine. The block was still cast iron with a bore and stroke of 73.025mm x 88.9mm. Its alloy, cross-flow cylinderhead was a classic hemispherical combustion chamber design with two valves per cylinder, and an alloy front housing concealing duplex timing chains kept taut by alloy tensioners. Compression ratio was a substantial 9.9:1, making 100-octane fuel essential. The 'head was cast around tapered valve inserts.

Several types of carburettor were tried during development, including the new Weber 40 DCO3, the Solex 40PHH3 and the semi-down draught 1½in SU H6 with long throats to enhance gas flow. The twin SU set-up was the final choice and substantial work was undertaken by engineer Basil Wales (later to become head of BMC Special Tuning) on needles and springs to establish correct mixture settings throughout the operating range.

Using the B-Series block wasn't as simple as it sounds, says Peter Wood, who's been

JULY 2010 / CLASSIC CARS 73

ENGINES THAT MOVED US: MGA TWIN-CAM

building MGA twin-cam engines for more than 40 years. 'The 1489cc, B-Series block underwent fairly substantial modification, with repositioning of the cylinderhead studs and blanking of the distributor drive hole,' he says. The distributor was now mounted on the front housing, gear-driven by a dummy camshaft, and the position of the distributor – hidden awkwardly beneath the top hose – later took on greater significance. The dummy camshaft also provided the drive to the eccentric lobe oil pump, giving 60-65psi, while the B-Series' three-bearing crankshaft had a nose adaptor fitted with the timing gear.

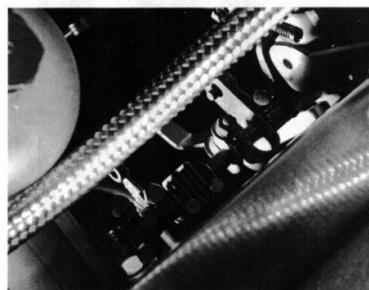
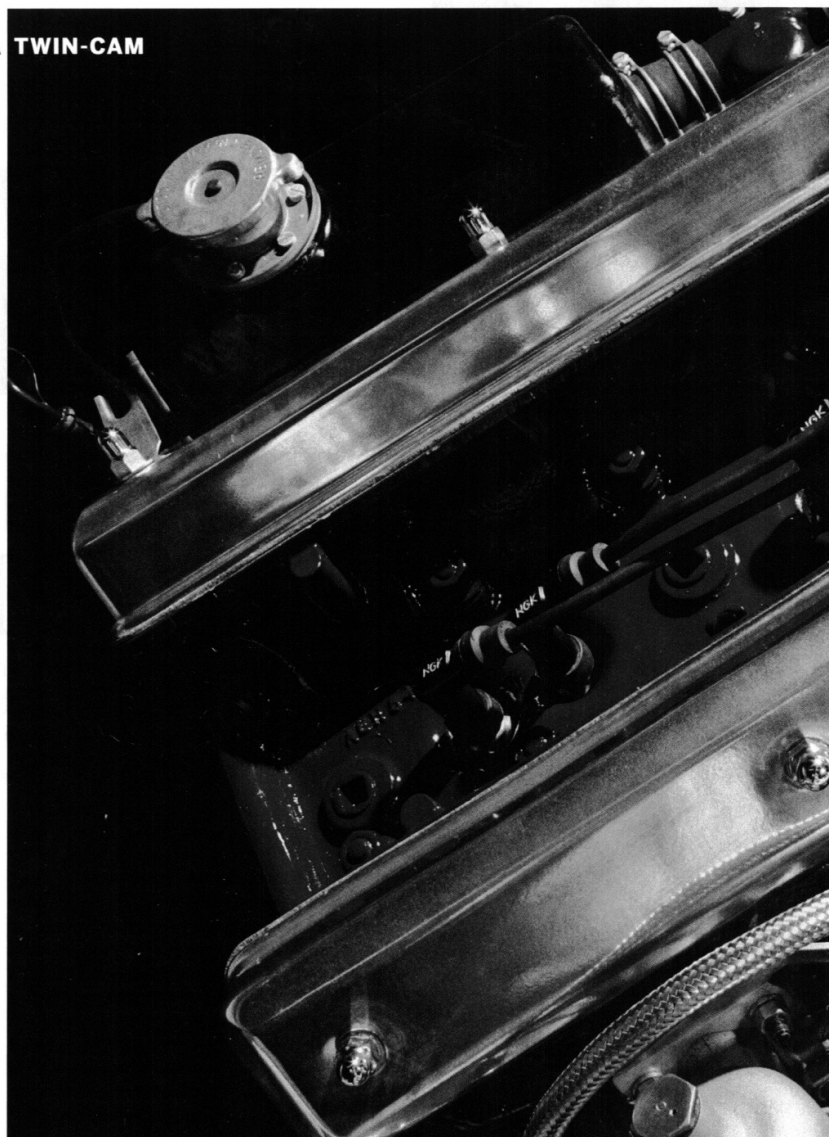
After thorough testing the engine was ready for production. But then, perhaps in deference to the US market, BMC bosses decided to increase the capacity from 1489cc to 1588cc without further development work by the Engines Branch. This was achieved by increasing the bore to 75.39mm, but to accommodate it the block had to be siamesed with cylinders one/two and three/four bunched up to save space. The increase in capacity produced 108bhp and 104lb ft torque – but the lack of development following the change made a substantial contribution to the twin-cam's later woes.

The bottom end was substantially enhanced with forged connecting rods and fully floating gudgeon pins. Piston circlips replaced the pinch-bolt arrangement typical of BMC engines. Production engines would have a one-piece forged steel crank with a longer nose as standard and a rope seal at the rear. Vandervell VP bearings replaced the B-Series' white metal bearings to cope with the engine's maximum 7000rpm.

The twin-cam's short production life featured 'numerous modification instructions', says Wood. As a result, each of the 60 or so engines he has rebuilt has been treated individually. He has encountered development cylinderheads with bronze tappet guides and even bronze valve seats, and – although most production engines had inverted buckets running directly in the aluminium cylinderhead – Wood has also seen early production 'heads with thick valve stems, threaded at the top to take a disc-like tappet. This design was similar to the Wolseley 6/80's, but Wood believes it was derived from a Hispano Suiza V8 aero engine. It proved too weak for the high revving twin-cam engine though, and disc tappets were apt to snap off with disastrous results.

The fragile tappet soon gave way to an inverted bucket design that was quite short and ran directly in the aluminium of the 'head. The short tappets rocked and scoured the soft aluminium cylinders they ran in and from engine number 1587 they were again upgraded, with longer tappets running in austenitic cast iron sleeves.

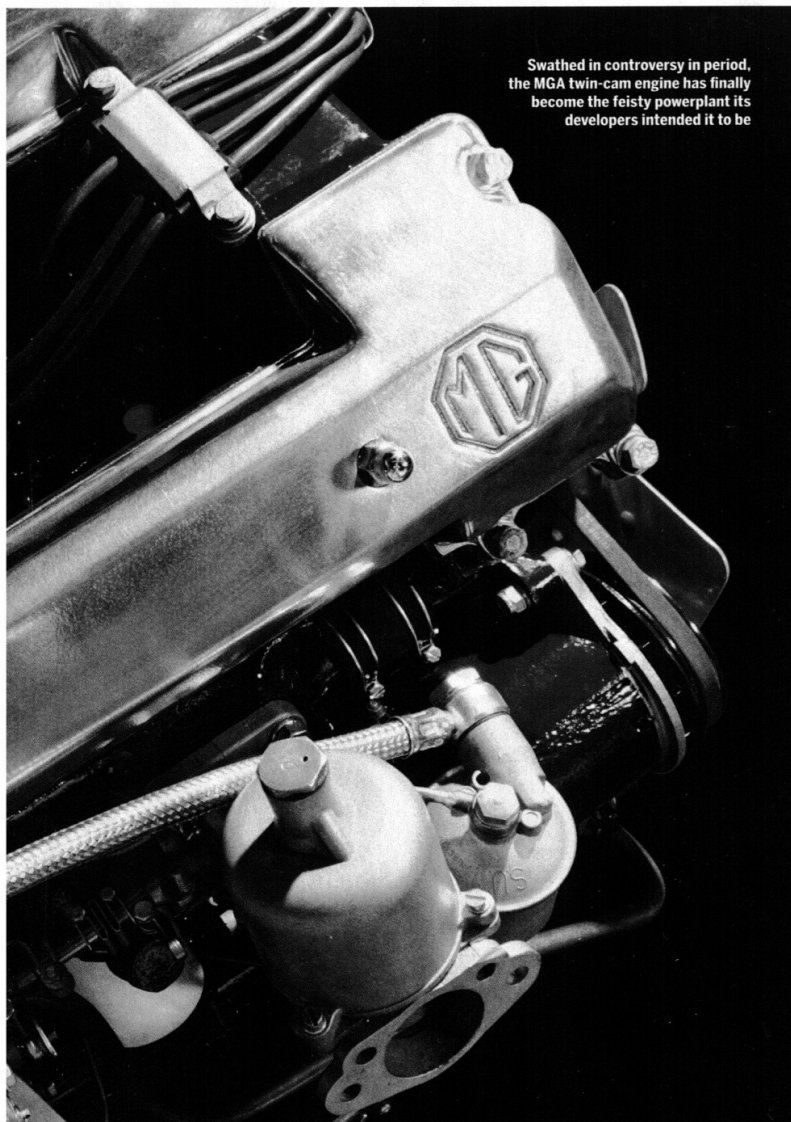
After these changes the 'head gave no further problems – but within a month or so of the Twin Cam entering production in 1958, MG encountered major problems as customers



began to experience catastrophic failures in the form of holed pistons. It was only after the first of these that the Engines Branch was given a 1588cc production engine for evaluation; investigative work was also done at Abingdon. The factory threw everything it could at the problem, which was caused by severe detonation. Detonation – also known as 'knock' or 'pinking' – occurs when fuel explodes instead of burning evenly from the point of ignition through the mixture. When it

becomes severe the effect is like setting off a miniature grenade on top of the aluminium piston. Causes include fuel that has too low an octane for the compression ratio, lean mixtures leading to high cylinder temperatures, and over-advanced ignition timing at high load.

With failure numbers climbing, factory engineers came under pressure to find a solution. They also scrutinised the ignition timing, and a works memo said the backlash on



Swathed in controversy in period, the MGA twin-cam engine has finally become the feisty powerplant its developers intended it to be



RACES, RALLIES, RECORDS

THE PROTOTYPE TWIN-CAM engine showed great promise at its first outing, in an EX 182 MGA at Dundrod in 1955, even though the car crashed out. The engine also went into the MG EX 179 record car, which reached 170mph in 1956 at Bonneville, taking 16 world records. In 1957 Stirling Moss reached 245.64mph in the mid-engined EX 181, powered by a supercharged twin-cam with a webbed crankcase and developing 290bhp at 7300rpm.

MGA Twin Cams were successfully raced by privateers, and ex-development MGA 'SRX 210' was fitted with a 1762cc unit and raced at Le Mans by the MG Car Club North West Centre in 1959, '60 and '61.

Works cars took part in the 1958 Liège-Rome-Liège rally, the 1959 Acropolis, Alpine, Monte-Carlo and Tulip rallies and the 1960 German rally. Works cars were also sent to the Sebring 12 Hour race in 1959 and '60.

The twin-cam went into both coupé and roadster versions of production MGAs. Other changes included 10¾in Dunlop disc brakes all-round and Dunlop centre-lock disc wheels with Dunlop Road Speed tyres. Otherwise only two small badges revealed a Twin Cam car's identity. Inside, the rev counter scale was increased from 7000rpm to 7500rpm.

By now survivors will have been properly sorted and can finally deliver the lusty performance craved by their original owners.

'The fundamental design was sound: the twin-cam was a thoroughbred among the workaday units of its time'

the distributor drive should be checked; if it was excessive both the dummy camshaft and distributor should be replaced. The wandering vacuum advance retard of the Lucas distributor was dealt with by substituting a non-vacuum distributor. In hindsight the subsequent reduction of the compression ratio to 8.3:1 was probably a hasty reaction, reducing performance by 8bhp.

Problems persisted despite these changes and the factory was still producing modified pistons well after Twin Cam production ended in 1960 and also offering customers replacement pushrod engines. Yet despite deliberately trying every combination of abuse, from low octane fuel to grossly mistimed ignition for hundreds of miles of testing, factory engineers only managed to replicate the symptoms once.

The problems were exacerbated by poor

maintenance in the field. Wood explains: 'The engine needed a cold spark plug, on the verge of a racing plug, and the correct specification was the Champion N3. But people often fitted the wrong plugs and failed to time the ignition carefully enough.' There was nothing to prevent owners using lower octane fuel, and the fact that engine revs were unlimited made it even more vulnerable. Oil consumption was another problem and changes in oil control ring specification were made at engine numbers 445 and 606.

Much later it emerged that engine vibration hitting crucial frequencies (around 4000rpm, says Wood) made the rear carburettor float stick, leaning the mixture. When this happens leaning at high revs can cause detonation, and the random nature of the failures explains the factory's inability to replicate them. This theory is supported by Engines Branch's

discovery that pinking was worse at 95 per cent load rather than 100 per cent. The source of the vibration could have been the increase in capacity which the original development team at the Coventry Engines Branch never had an opportunity to evaluate. The fix was fitting a thick neoprene gasket with Thackery 'spring' washers behind the carburettor mounting nuts to soak up the vibration. Modified in this way the engine is safe and robust on its original 9.9:1 compression ratio.

Production of the MGA Twin Cam ended in April 1960 after just 2111 cars were built. Since then reliable, powerful twin-cam engines built by specialists have demonstrated what might have been had it not been for a lack of quality control at the factory and that crucial decision to increase capacity, made in haste and regretted forever. **EB**

Thanks to: Peter Wood of Westwood Portway (fax only: 01296 738499), Bob West (01977 703828, www.bobwestclassiccars.co.uk), Frank Burry of the the MG Car Club Twin-Cam Group (www.mgcc.co.uk)

AND MORE ALL ABOUT THE OCTAGON



House in Catskill, New York



Barn in Minnesota



Bukhara rug design



pet tag



The Finding of Prim

[a multi-part mini-series by Norm Peacey]

This adventure started long before Susan and I met. Her dad obtained an Old English White MGB tourer (what we believe to be a 1964). He worked at Ontario Hydro who bought large numbers of portable gas generators from BMC at that time. He somehow managed to have the B brought in as part of a load of generators.

Turned out it was a very early 5 main bearing which caused no end of consternation at Lakeshore Motors in New Toronto as they had not heard of let alone seen a 5 bearing engine.

That B lived a long hard life. Susan, her sister and brother learned to drive standard in the B. It ended being primarily her brothers transportation and had a transmission rebuild and a number of clutches but the engine was never touched. Maintenance was pretty iffy. With well over 125000 miles on the odometer Susan's brother took the B on a trip to California with a friend. As they left the house her father made only one request, "Bring me back the wood gear shift knob"

Well the B survived across the continent and back. Just a couple miles from home the rear end quit. Her brother arrived home with the wood gear shift in his hand and a request for a tow. Alas the B ended her days in British Auto Wreckers on Number 5 Hwy near Streetsville. We still have that gear shift knob to this day along with the MG emblem from the grill and the original Owner's Manual. Somewhere is the original Shop Manual.

In 2003, having sold our Honda Goldwing motorcycle, Susan & I were looking for a new toy. I suggested a B, Susan agreed that would be fun. We looked around, found the OMGC and after talking to Len joined the club and started looking for a car. The 1973 B was advertised in the Dashpot in May that year. It belonged to the manager of the funeral home in Buckingham, PQ. He was a friend of Mary Attwell who placed the ad for him.

We found her in the garage at the back of the funeral home, a sad looking sight. Up on stands, no air in the tires, filthy and unused for many years. She had been in a right front collision and had rolled. The windshield did not fit right, the soft top did not meet the windshield and the hardtop was a mess (must have been on the car when it rolled). The engine and transmission were caked with muck and both were virtually empty of oil. No visible fluid in the brake or clutch system. Cooling system also empty, but gas in the tank, you can imagine the smell. The paint was bubbled, thin in some places, thick in others, body panels, iffy at best. My handy magnet would not stick to the right rear quarter panel. The visible rubber pieces were falling apart.

BUT, other than a spot on the dog leg behind the drivers door I could find no rust. I put a jack under the lift points and they did not move. I used a hammer on the rockers and underneath only to hear the sound of solid metal. The front and rear valances, while wavy and pitted were solid. Knowing I could do the mechanicals without problem and assuming we could do a rolling refurbishment we found an agreeable price and agreed to buy her with the one provision that she be inspected by a frame shop of my choice and found to be straight and true to factory specs.

She was put on a flat bed wrecker, taken to a body shop in Orleans which had a frame machine and for significant outlay of \$\$\$ was given a clean bill of health. Back on the flat bed to arrive at our home in Orleans.

Thus began our adventures with Miss Prim. Where does the name come from you ask? While originally white after the accident she was dressed in Pale Primrose (light yellow) BLVC12, a true MGB colour.

Next Issue: **The Refurbishment**



Adventures With Miss Prim



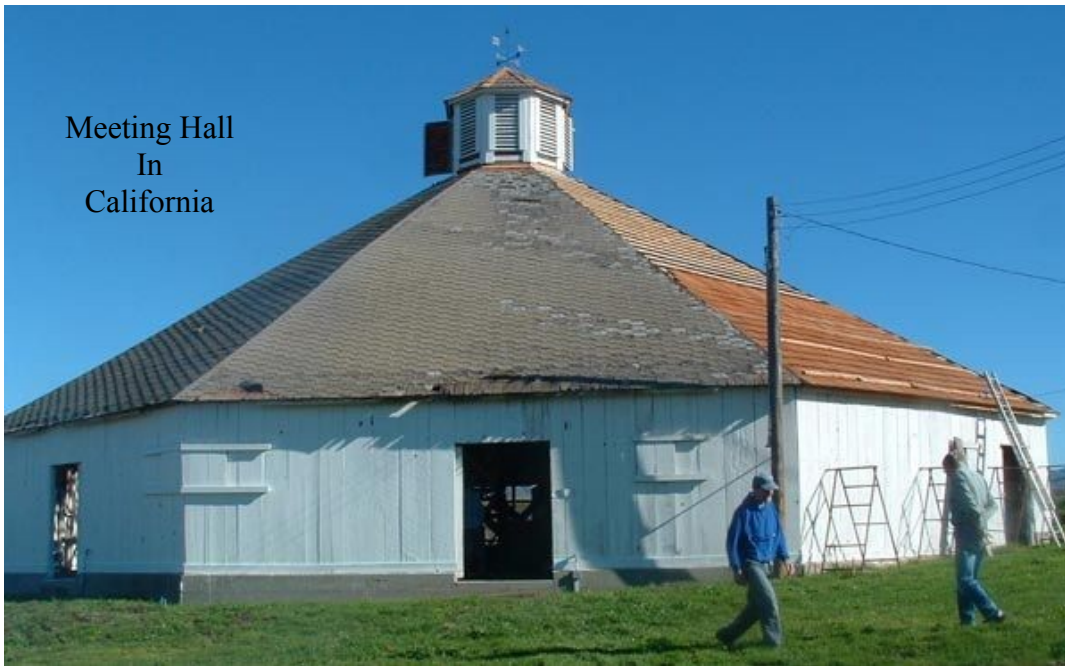
AND EVEN MORE ALL ABOUT THE OCTAGON



The Winston mirror



House in Ohio



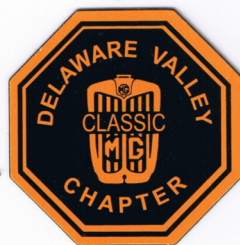
Meeting Hall
In
California



Post-It notes



fridge magnets



drip trays

Ballad of the Octagon

Once there was an Octagon
In love, so it would seem;
For when the Circle girl came 'round
His face, oh, it would beam!

The Circle girl was curved all over
Uniformly, everywhere!
No rough corners could be found;
If there were he wouldn't care.

Then one day he saw the girl
walking with a Square!
"How can you do that?" he said,
He said, "How could you dare?"

"Look," she said, "for it is simple.
A regular polygon is he.
His sides are great, his angles right,
He's full of symmetry."

"But you," she said, "just look at you!
Your sides are all the same.
Your angles, though, are all messed up ---
Go hang your head in shame!"

As he left that fateful day
He said, "That Square will flop!
I'll be a regular Octagon
So at me he'll have to stop!"

He pumped & pushed & stretched & pulled,
He walked, he jogged, he ran;
He got himself in shape again
To carry out his plan.

Then he saw her once again,
He thought, "This will be fun!"
"Look at me now," he said with pride,
"Look at what I've done!"

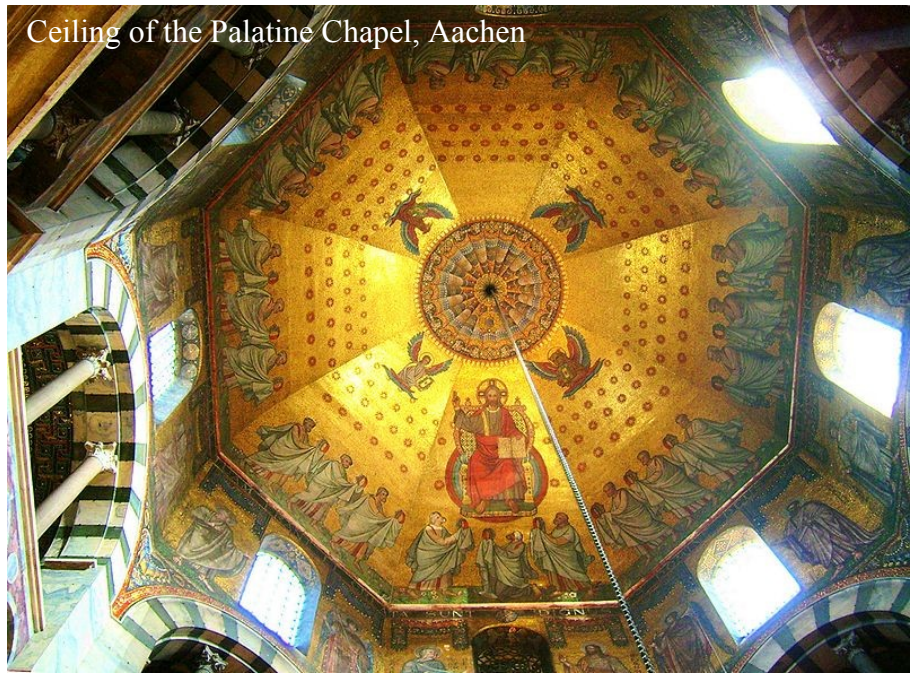
"You are much better," said the girl,
"Much better than the Square!
But you're still not the best around,
To Parallelogram you can't compare."

"Beating him," she said, "you cannot do,
To try is of no use;
He has two angles, so, a, cute,
But yours are so obtuse."

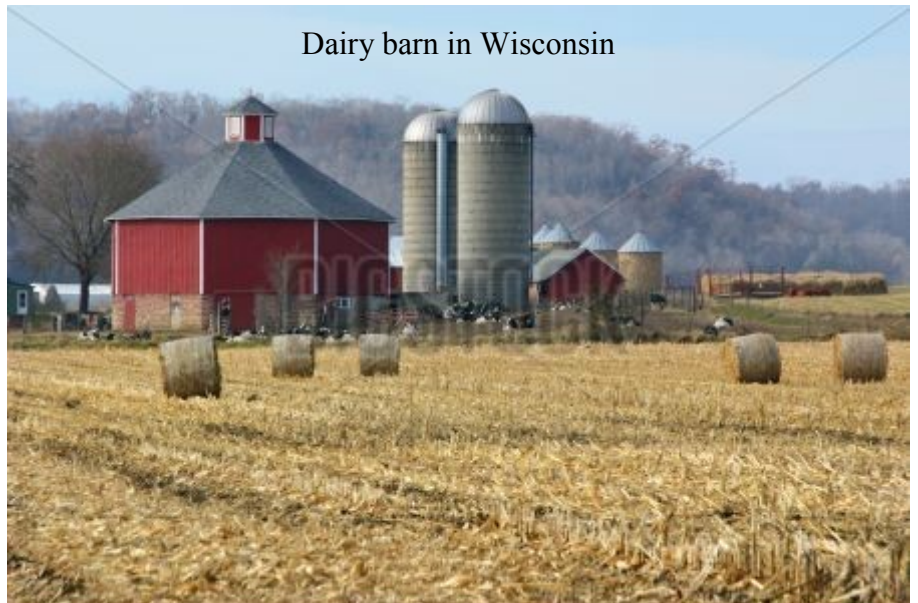
He walked away even before
The words had left her lips;
But disappointment didn't last long ---
That night he met Ellipse.

Dr. Bryan Dawson
Union University

Ceiling of the Palatine Chapel, Aachen



Dairy barn in Wisconsin



House in Wisconsin

NAMGAR CHAPTER & INTEREST GROUP CONTACTS NEWSLETTER - SUMMER 2011

Hi all - Hope you're into lots of summer driving and chapter events. Judging by your newsletters and chat rooms your chapter has either hosted a car show or planning on doing so shortly. We have lots to report on, so here goes.

MG 2011 / GT 36 held last June 13 - 16 at Reno was a blast. This was the fourth all MG event and we must say that most everything flowed rather nicely. A terrific location and the NAMGAR affiliated Reno British Car Club did a great job of hosting. There was time to do MG things, time to see Reno and its surrounds and time play those penny slots! .

As a kick off prior to MG 2011 NAMGAR's Chairman Bruce Woodson helped organize the Rallye To Reno which provided a venue for MG owners all along Route 50 to either drive onto Reno or to join in for a day or two. A lot of MG friendships were established and for many MG owners it was their MG trip of a lifetime.

NAMGAR specific events at MG 2011 / GT 36 featured the Z Magnette Group's (ZMG) Breakfast, NAMGAR's Board Meeting, First Timer's Reception, Register Night and a Lake Tahoe Tour and lunch. This year as a prelude to the Wrap-up Banquet all registers held a register specific Preliminary Awards Ceremony. In our humble opinion a brilliant idea, as that cuts down on a multi hours long grand awards ceremony that has plagued the previous all MG events. Also, kudos to new NAMGAR Vice Chairman Carol Shamonsky for jumping into the "fire" feet first and acting like she's been doing it for years.

Congratulations to the Columbia Gorge MGA Club for winning the initial NAMGAR GT Chapter Attendance Award. It was our pleasure to present the award to club president Keith Ansell and the many club members present at the Awards Ceremony. What chapter will win this award at next year's GT in Dayton, OH? Start talking it up with your chapter now.

6th Annual Chapter & Interest Group Contacts Meeting - The meeting was held on Wednesday, June 15 from 3 - 5 PM in the El Dorado's Board Room. There were contacts from 21 chapters and 2 interest groups as well as the NAMGAR Board in attendance. Here's the highlights:

A. Status of Chapters and Interest Groups

1. There are currently 53 chapters and 7 interest groups affiliated with NAMGAR representing 28 states, 2 province's and 1 country. In the last year 2 new chapters have become affiliated: Rhody MG Car Club & Florida Suncoast MG Car Club.
2. Web sites: 50 chapters and 2 interest groups have web sites.
3. Intra chapter / interest group communications: 24 chapters use snail mail, 16 chapters use Email or their web site, 8 chapters have no newsletter but use Email for event notification and 5 chapters use British Marque News as their primary means of communicating. 4 interest groups use 1 on 1 phone calls, 2 interest groups use Email chat rooms and 1 interest group uses a newsletter via Email.
4. Chapter membership ranges: under 100 members - 21 chapters, 100 to 250 members - 23 chapters, 250 - 350 members - 7 chapters and over 350 members - 2 chapters

B. Renkenberger Spirit Award:

- 4 chapters have requested this award in the last 12 months with a total of 9 awards since the awards inception in Nov 2008.

C. NAMGAR Web Site - Peter & Anne Tilbury, Web Site coordinators report that less than 50% of NAMGAR members have activated their profile. Please ask your chapter's or interest group's NAMGAR members to activate their profiles if they have not.

D. Chapter / Interest Group Contacts / NAMGAR Board Discussion Points

- 1. Young Members:** In order to attract young members some chapters provide free memberships to anyone under 25 years old. The cost is minimal but the potential for acquiring and keeping younger members has paid off.
- 2. Free newsletters** - Some chapters have taken the route of making their Email / web site newsletters available to the general public rather than having them password protected. The thinking here is that the newsletter is used as a marketing tool for attracting new members.
- 3. Tech School Donations** - Some chapters every couple of years purchase a "fixer upper" MGB and then donate the car to a local Tech School. The chapters' members then also donate their time in aiding in the restoration. It's a mentoring process that is good for both the students and the members. Once the car is restored, it is then sold or raffled off with the proceeds going back to the school.
- 4. Chapter Newsletter Costs** - A number of chapters have a double dues schedule. Any member that still wants the newsletter sent to them via snail mail when the chapter has gone to electronic means is charged an extra \$5 or \$10 per year.
- 5. Local Cruise-in Nights** - Yes they're usually for hot rods and lead sleds but a number of chapters report that it's a great venue to strike up conversations with people not familiar with MGs, especially younger people. Toss in a demo ride and presto a new member. Don't forget to take along some of your club's membership applications as well as some NAMGAR membership applications that you receive yearly from NAMGAR Registrar John Drake

6. General Public - The feeling amongst many chapters is that both NAMGAR and local chapters don't do enough to bring a human touch to our events. It was suggested that on the local level chapters need to get the word out about events through media sources such as print or TV. What's wrong with offering up a rallye or "other than British" category at your car show to the general public. On a NAMGAR level, the GT should be PR'd to the general public so the goal is to try to get as many of the general public to the car show as possible. Exposure is how you get interest, and interest is how you get new members.

7. Business Cards - Some chapters have a business card printed up and given out to their members for placement on MGs when they see one parked and don't recognize it as a club member's car. The card carries the club's logo, name and contact person's phone # and the club's web site. They are carried in club members' wallets so that they are always handy.

8. Insurance Information For Chapters

A. Event Insurance: All NAMGAR affiliated chapters receive complimentary event insurance. Thus, your chapter is automatically covered when hosting chapter sanctioned shows. Should the show site owner require an "addition insured" certificate, which is available at no additional cost, contact Bruce Woodson at chairman@namgar.com<<mailto:chairman@namgar.com>>. Please note that competitive moving events such as funkhanas, hill climbs, etc. may not be covered without special permits.

B. Directors & Officers Insurance: All chapters are encouraged to maintain a Directors & Officers Insurance policy. This policy will protect said officers from unforeseen issues that could arise. This IS NOT included in the complimentary event policy. The cost is approximately \$\$150 for a one year policy. Please have your Chapter President contact NAMGAR Chairman Bruce Woodson at chairman@namgar.com<<mailto:chairman@namgar.com>> for more information regarding this important coverage.

NAMGAR Interest Group MG Vintage Racers (MGVR) - 30th Anniversary will be celebrated September 3 - 5 at Lime Rock, CT. Go to www.limerock.com<<http://www.limerock.com>> for details.

NAMGAR Regionals:

Two great venues for getting together this fall. Make plans now to attend with members of your club or interest group.

A. NAMGAR at Solomans Island, MD - September 28 - October 2 hosted by the Mid-Atlantic Chapter. Go to www.mga-midatlantic.org<<http://www.mga-midatlantic.org>> for details or see the flyer in MGA!.

B. MG Fall Festival 2011 at Sonoma County, CA - September 29 - October 2, 2011 hosted by San Francisco Bay Area MG Owners Club Chapter. Go to www.MGFallFestival.com<<http://www.MGFallFestival.com>> for more information or see the flyer in MGA!.

2012 Regionals - How about your chapter stepping forth to host a regional in 2012. Contact NAMGAR Vice Chairman Carol Shamonsky @ vicechair@namgar.com<<mailto:vicechair@namgar.com>> for details on how your club can host a NAMGAR Regional.

GT 37 "The Wright Place To Be" - Dayton, OH - July 9 - 13, 2012 - Hosted by the Southwestern Ohio Center MG Club. GT 37 Coordinators Dave & Lois Gribler gave a great presentation with regard of what to expect at next year's GT. Needless to say, we're going. Are you? Now's the time to take up the challenge of getting your chapter ready to participate and win the NAMGAR Chapter GT Attendance Award. Get GT 37 on your Club's 2012 calendar.

Please pass this newsletter on to your officers and your members. Have an enjoyable remainder of the 2011 driving season. May you all get on your special MG road and may all your drives be sunny.

Lee & Liz Niner - NAMGAR Chapter & Interest Group Coordinators



This pretty sad looking MG Midget was spotted by club member Barry Paulson on CR10 not too long ago. If, as you look at this picture, the "octagon" is speaking softly to you about this car, I'm sure you would agree it could be quite a project to undertake. You'll probably need lots of help to get it back into shape.

Or maybe you should just let the octagonal whispers pass by this time.

Len Fortin Receives Renkenberger Spirit Award From NAMGAR

The North American MGA Register mission statement says in part "...shall promote the enjoyment of the MGA sports car and...encourage fellowship among MGA owners". In every NAMGAR Chapter, there are members who emulate the meaning of this statement, and the NAMGAR Board of Directors feels that recognition should be given to these members, many of whom act tirelessly on the local level to ensure others enjoy their MGs, and who actively promote fellowship among their club members. Their actions would not necessarily be recognized on the National stage but their input on the local level is immeasurable. Their contribution to the success of their Chapter directly affects the success of NAMGAR.



The Renkenberger Spirit Award was established by NAMGAR to ensure that those Chapter members who are enthusiastic supporters and promoters of their Chapter, and indirectly NAMGAR, are properly recognized. The award is named for NAMGAR co-founding members Len and Ruth Renkenberger in recognition of their vision and dedication towards the NAMGAR mission, and for their role as early supporters of local Chapters.

Nominees for the Renkenberger Spirit Award must belong to a NAMGAR Chapter, but the nominee does not have to be NAMGAR member himself/herself. One award per Chapter may be awarded once per 3 year cycle.

At an OMGC Executive meeting last fall, the subject of the Renkenberger Spirit Award was discussed and the Executive members gave their enthusiastic support. An OMGC nomination was submitted to NAMGAR earlier this year and it was subsequently accepted by the NAMGAR Board of Directors.

In 2010, the Ottawa MG Club celebrated its 20th anniversary. Through most of that time Len Fortin has been an active member of the club, going back to its early, formative years. Len's love and passion for all things MG is clearly visible in almost everything that he does. Outgoing and friendly, Len always seems to make time for other club members. In fact if there's one thing that Len likes even more than MGs, it would probably be the other folks who enjoy these little cars.

Len and his wife Deb own an MGA, two MGBs, and are grandparents to their daughters Midget. Along with his involvement in the Ottawa MG Club, Len is also a member of both NAMGAR and NAMGBR, and is an executive member of BCCI.

During his time with the Ottawa MG Club, Len has served in a number of executive positions, including a term as club President. Len is currently Editor of The Dashpot, our club newsletter. He also serves as club Communications Director and fills in as an assistant Web Master. Len produces an annual full-colour club events calendar and he represents our club on the British Car Council, Inc. He attends virtually all club meetings and is present at most club sponsored events and outings. Len works tirelessly to promote the Ottawa MG Club and to help ensure that the club continues to be fun and interesting for other club members. He is the heart-and-soul of our club and to many people, his is the face of the Ottawa MG Club.

For all that he has done and all that he continues to do to for the betterment of the Ottawa MG Club, the NAMGAR Board of Directors along with the members of the Ottawa MG Club take great pride in presenting the Renkenberger Spirit Award to Len Fortin.



Fiction readers who are interested in a good mixture of Ottawa Federal Government politics, with a bit of a “who-dunnit” mystery crime, and a splash of British car enthusiasm would certainly enjoy this story of Conn Anderson who finds himself right in the middle of all this.

It was a very talented but aging mechanic, Dougald O’Neill, who gave Conn Anderson, a retired government employee and British car enthusiast, the opportunity to buy the Britfit British car repair business. Conn is pretty sure he could leave politics behind to run this small business and with a team of very different people at the shop, the business is thriving.

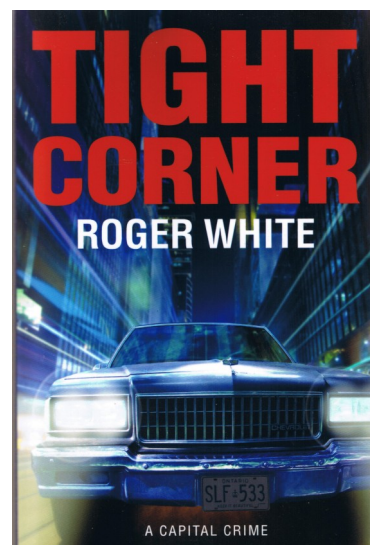
As much as Dougald is a quiet gentleman who knows all there is to know about things mechanical, Reg Pritchard is a more flamboyant British automotive genius at Britfit, who enjoys a pint or two. Marjorie manages the Britfit reception area and could be called the wizard of the accounts. And JP Desrochers, a young French-Canadian with a troubled past, but a growing enthusiasm for British automobiles, is a trainee apprentice. All this is well and good - until a reported suicide puts Britfit and the new owner, Conn Anderson, into life and limb jeopardy. High ranking officials introduce government red-tape and protocol; Police hold a suspicion of an inside job; events and situations put Conn’s friends and family at risk; and Conn, conducting some of the undercover work himself, is saved only with the intervention of others outside the repair business environment; especially one Isabelle McCloud, an almost 90 year old Scottish landlady. But I forgot to mention Jerry..... Jerry the cat, who almost paid the ultimate price for being at the wrong place at the wrong time.

The author weaves this story with a great mix of local landmark & roadway references, and British vehicle favourites, and connections to people in high places, and a bit of romance – and, of course, a crime (forging documents and murder are two of the worst kinds) . Well, I like this story because of all these things – perhaps except for the crime part. In this story are places and street names I can recall and visualize; here are vehicles I am familiar with; I always wanted to know somebody, who knows somebody, who knows somebody; and I am a sucker for a bit of romance. Now what about this crime part.....

The apparent suicide in the first chapter seems hardly a crime to worry about until the circumstances are reviewed more closely - the suspense builds. And with the arrest of JP and a police questioning session for Conn about a murder, along with a series of other incidents and events in this story, including a mystery Public Works Procurement Officer, it becomes clear there are dangerous forces involving unscrupulous people, illegal operations and big money. These conditions lead to more risky situations and more crimes.

Thank goodness for the swift action by Isabelle at the climax of the story to prevent another crime.

Len Fortin



Ottawa MG Club - Spring Tune Up Review

A Wonderful Day!!!!

The weather was fabulous and the things that were accomplished ranged from simple oils changes and car washes to carb tune-ups and brake work. Even a clutch operation demonstration by Mike Daniels.

John Balint corrected a high-idle problem on his Midget. Wayne Kilrea was, unfortunately, able to confirm there is a clutch replacement necessary on his B. Jules Morissette got his B twin SUs set to spec. Norm Mouldy also got his early B twin carbs reset and he says they have never run better. Michael Turnbull did a car wash and then conducted a complete, all-wheels-off brake check on his B. Mark Evenchick corrected some issues with his TD. Dave Moore did some spare parts cleaning.

As you can imagine, the team of really smart OMGCers who moved from vehicle to vehicle made the day a real winner. Mark Evenchick, Norm Peacey, Mike Price, Doug McClure, Mike Daniels and Jordan Jones were wonderful “directors” to get the various reviews and analysis done.

The rest of us did the grunt work of getting things ready for the investigation team and the clean up after the analysis and corrections. [Don Barr, Rick Beaudry, Robert Giroux, Dave Martineau, Dave Moore, Gerry Neville, Paul Schiemann, Mike Walker and me.]

Coffee & donuts to start us off on the right foot. Great Technical stuff throughout the morning. Pizza and soda pop for lunch. A chance to see another MGB V8 project that Jordan has on his hoist (this is above and beyond the RV8 project).

I got to wear my new MG coveralls and did my best to keep them clean; and except for some pizza slop, I did OK.

I also got to test drive Jordan’s MGB GT V8 “1FUNMG”..... WOW!

A superb day!





Club Members

Roger White (left)
&
John Baldwin (center)

receive the

All Club Darts Match Trophy

from

Don Leblanc (right)

in

February, 2011

A special award was presented to Prem Sookdeo at Redshaw Automotive to thank him for the wonderful Technical Session he offered to club members in March.


Prem conducted a round table chat session first and spoke about the various basic things all MG owners need to know about and/or check.

Then he got a bit more detailed, while around the open bonnet of Roger White's MGB.


We learned all about things from spark plugs to basic carb adjustments and much more!



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