



# The Dashpot

## Winter

### 2013



**1954 Lister-MG  
T51 Racing Coupe**

[be sure to visit the updated OMGC web site](#)

[Click here to see and read more about this vehicle](#)



# OTTAWA MG CLUB

*The Dashpot* is the official publication of the Ottawa MG Club.  
Submissions for consideration should be sent to: [newsletter@omgc.info](mailto:newsletter@omgc.info)

Visit us on the web at [www.omgc.info](http://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

## Executive Committee

President	Pierre Ranger	<a href="mailto:president@omgc.info">president@omgc.info</a>	722-6900
Vice-President	Norm Peacey	<a href="mailto:vicepresident@omgc.info">vicepresident@omgc.info</a>	832-5508
Newsletter	Len Fortin	<a href="mailto:newsletter@omgc.info">newsletter@omgc.info</a>	283-0470
Treasurer	Quiller Graham	<a href="mailto:treasurer@omgc.info">treasurer@omgc.info</a>	737-4403
Membership	Don Barr	<a href="mailto:membership@omgc.info">membership@omgc.info</a>	836-1898
Club Regalia	Doug McClure	<a href="mailto:regalia@omgc.info">regalia@omgc.info</a>	444-0446
Webmaster	Andy Bounsall	<a href="mailto:webbie@omgc.info">webbie@omgc.info</a>	721-1132
Technical Director	Gordon Timbers	<a href="mailto:technical@omgc.info">technical@omgc.info</a>	224-4177
Past President	Ivan Wood	<a href="mailto:pastpresident@omgc.info">pastpresident@omgc.info</a>	269-2404
Director	Frank Rizzuti	<a href="mailto:abcd@omgc.info">abcd@omgc.info</a>	225-4240
Director	Trish Adams	<a href="mailto:memberatlarge@omgc.info">memberatlarge@omgc.info</a>	258-9007

## Executive Counsel

Past President	Mark Evenchick	<a href="mailto:execcounsel@omgc.info">execcounsel@omgc.info</a>	521-3097
Past President	Jordan Jones	<a href="mailto:execcounsel@omgc.info">execcounsel@omgc.info</a>	287-3232
Past President	Deb Fortin	<a href="mailto:execcounsel@omgc.info">execcounsel@omgc.info</a>	283-0470

## Other Officers

NAMGAR Rep	Andy Bounsall	<a href="mailto:namgar@omgc.info">namgar@omgc.info</a>	721-1132
NAMGBR Rep	Todd Steeves	<a href="mailto:namgbr@omgc.info">namgbr@omgc.info</a>	838-9902
BCCI Rep	Len Fortin	<a href="mailto:bcci@omgc.info">bcci@omgc.info</a>	283-0470
MGOwners Club Rep	Jordan Jones	<a href="mailto:mgoc@omgc.info">mgoc@omgc.info</a>	287-3232



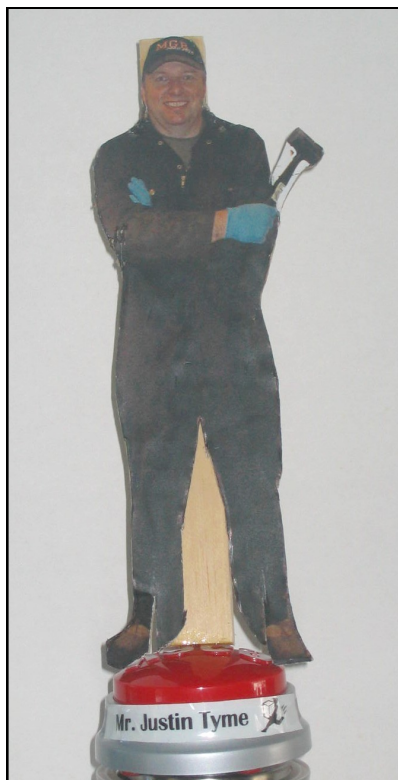
## From The Editor's Desk



I'm sure you know by now that I missed a few issues of the Dashpot over the previous months of 2012. My bad!! So this is a catch up issue to present all the bits and pieces that might have been in the Spring & Summer & Fall issues that never made it to the publication room. Stories; links to videos; comics & jokes; pictures; even some important news you should know about. Take a wander through the pages and let me know if you need more information about any of the topics. Welcome to 2013!

## Message From The President

As is usual, it has been a banner year for the club, and the activities it undertakes. I am very pleased with both the participation of members and the willingness of members to take on the leadership in preparation of events. Many thanks to those who have led the way in the past and to the members willing to provide continuity for events by stepping in to organize the coming year's events. I will resist the impulse to name names in case I miss someone or some event. Suffice it to know, a big **THANK YOU** goes out to those who contribute. You know who you are.



Club Member Trevor Whitehouse was recently honoured by having his name added to the OMGC Justin Tyme Award for his wonderful, and timely, efforts to help club member John Balint; who was having some trials and tribulations with the ignition switch / starter on his MG Midget.

Trevor's name joins these other fine MGers who have already had their names attached to the Justin Tyme Award:

Don Barr

Adrian Sawyer

Terry Haines

[this award was created by club member Todd Steeves and is awarded to any OMGCer when circumstances come about that need to be recognized by the club - so if you see or hear of such circumstances in the MG world..... be sure to report them to Len Fortin for award action]



North American MGB Register

The only MEMBER-RUN organization  
for MGB, Midget and 1100/1300 owners

**ANNUAL MEMBERSHIP \$30 (\$45 overseas)**

- Dash plaque • Membership card
- Window decal • Six bi-monthly issues  
of 64-page MGB Driver magazine
- Annual national convention – a four-day MG party!

**North American MGB Register**

PO BOX 876 • Downers Grove, IL 62897-0876

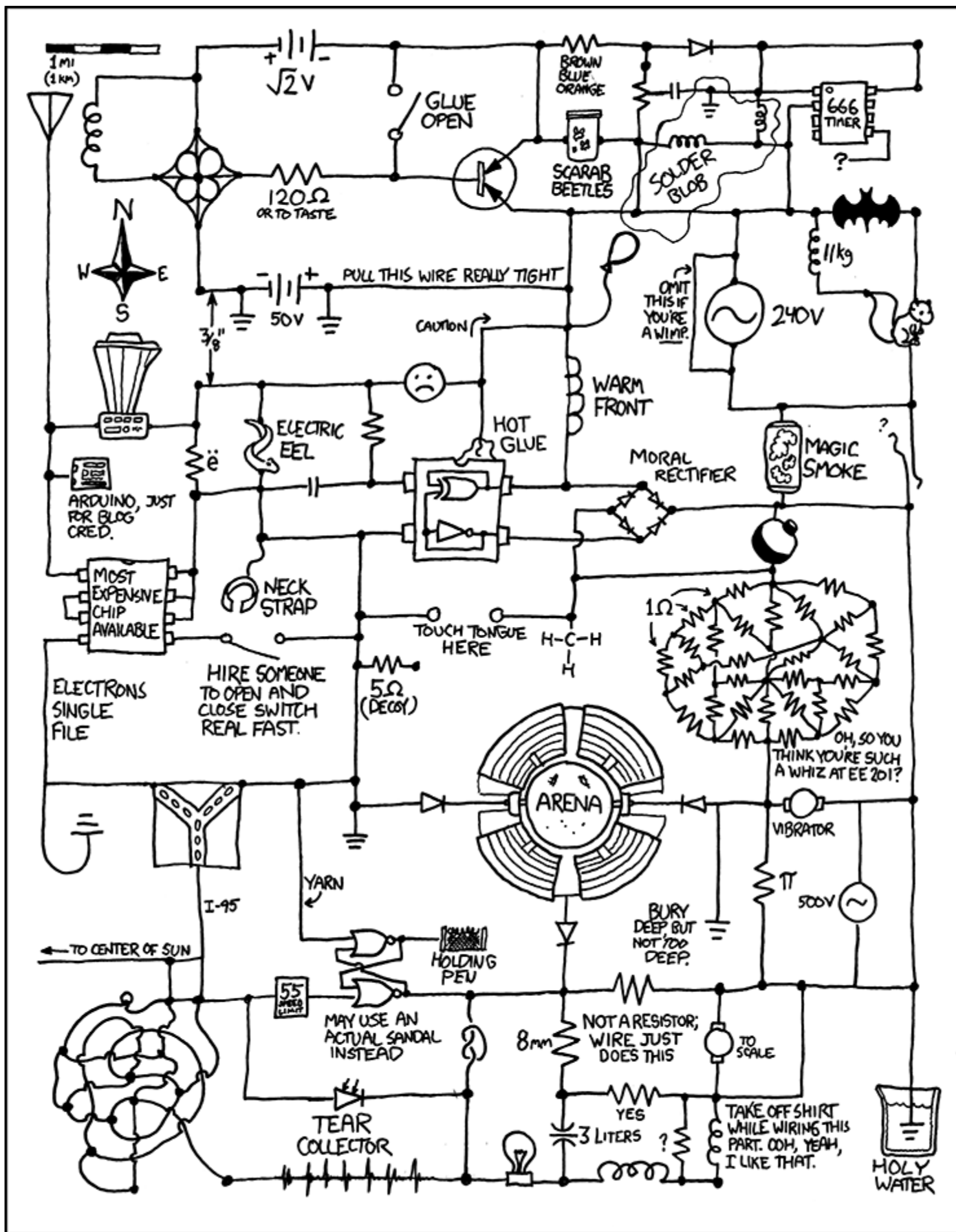
Toll-free phone/fax: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)

### Register Your MGA With NAMGAR!

Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact [registr@namgar.com](mailto:registr@namgar.com).





Here is the latest wiring diagram for British cars from the Lucas factory. Leave it to us Brits to improve on an already fine system

# Optimists Raise Funds In Beard Shave-Off !

Aug 25, 2012. This past weekend the Central Ontario District (<http://cenon.org/>) of Optimist International (<http://www.optimist.org/>) celebrated its 28<sup>th</sup> annual convention at the historic Lord Elgin Hotel in Ottawa. Optimist members from across Ontario joined in a weekend of business sessions and training as well as free time to explore the Nation's Capital. The District also had the honour of welcoming Optimist International President Jack Creswell from Douglasville, PA.



Governor Anne Donkers, Mac Rumble & International President Jack Creswell

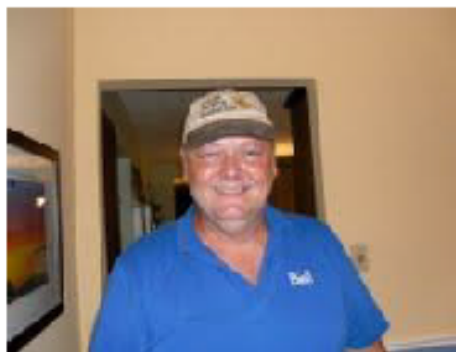
The District also mourned the loss of Michael Sossin from the Optimist Club of Newmarket, Chairperson for their Childhood Cancer Campaign for the past 4 years.

It was in Michael's memory that Optimist Mac Rumble from the Newmarket Club, decided to raise funds by shaving his beard of 44 years. To help raise the funds, Optimist Tony Edge of the Forest Park Optimist Club added his name and beard to the fundraiser. Tony celebrated his 25<sup>th</sup> year of being an Optimist and noted that "no one in the Optimist Organization had ever seen

me without my beard of 33 years". Early Sunday morning in front of the District's Final Business Session, Sam from Westgate Barber shop in Ottawa donated his time & did the deed. Donations to the Canadian Children's Optimist Foundation/Childhood Cancer exceeded \$6,000.



Optimist Tony Edge before



Optimist Tony after

Tony Edge is a Bell Gateways Technician, and Co-Chair of Local Health and Safety Committee #72 in the Ottawa area and has 34 years of service. In 2001 he was honoured with one of ten Bell Volunteer Employees Recognition Awards for his work with Optimist International and The Hugh O'Brian Youth Leadership Program (HOBY).

These donations to the Canadian Children's Optimist Foundation are being submitted to a matching grant program with hopes to provide a check to the Children's Hospital of Eastern Ontario Oncology Treatment center, in excess of \$12,000. Funds will be allocated for purchase of exact weigh scales (\$2,500ea) and blood-work chairs (\$1,500ea). These items will reduce the stressful length of stay within the oncology dept. The patients exact blood counts, height, weight are taken to determine the exact chemotherapy dosages to be administered. Currently a pilot plan using borrowed equipment is in place resulting in a reduction of 3 hours in this phase of treatment. Permanent equipment would be provided by our donation.



The 1974 MGB met the US "Federal" safety regulations by adding huge rubber bumperettes to the traditional chrome bumpers. These would last only a year.

## FOREIGN AFFAIRS DEPARTMENT

by NORM MORT



### They aren't all the same

If you are not a keen enthusiast of some certain foreign models that were in production for years, even over a decade in some cases, you may feel they are all the same as many manufacturers didn't do substantial redesigns and model changes on a regular basis. Although mechanically upgraded with continual minor improvements made to the interior and exterior due to new safety standards, there were few styling alterations down the road to exact specs, but rather just moving product. Also, when reading the dates in any article written please keep in mind that introduced in 1969 - ie October 1969, is correct, but of course it would be on a 1970 model at that point. As a result - there is no, "That's the way it is/was and there are no exceptions," rules despite what "internet experts" purport. That said, let's start with, the popular with collectors, MGB.

emission standards. Other major features introduced included a new radiator, an alternator to replace the generator, a switch to negative ground, safety regulated interior door handles, a change from winged to octagon knock-offs on the optional wire wheels, amber lenses, an energy-absorbing steering column, a padded fascia, different instruments for the North American market and a dual braking system.

In 1968 Leyland who were the owners of Standard-Triumph-Rover, etc. and British Motor

Holdings (Austin, Morris, MG, Jaguar, etc.) merged to form the huge motoring conglomerate to be known as British Leyland.

The merger brought an end to the MG Competition Department, which effectively brought an end to any improvements through racing. At the same time the bean counters had arrived and changes in standard specifications included the fitting of vinyl rather than leather seats, Rostyle steel wheels, bumperettes with black rubber buffers and a recessed

(continued on page 37A)



In 1979-80 an American black "Limited Edition" of what was ultimately 6,682 MGBs was available with the key features being special striping, alloy wheels, a three spoke alloy steering wheel with a leather-covered trim, and a front spoiler.



The standard steel wheels of the pre-1970 MGBs sported moon-like chrome hubcaps.



there were few styling alterations to change the overall looks.

For instance the Alfa Romeo GTV, the MGB and smaller Austin-Healey Sprite-based Midget, the Triumph Spitfire, the Austin/Morris Mini, the Nash Metropolitan, and of course the record-holding, little changed in appearance Volkswagen Beetle are quick examples to come to mind.

A word about dates is necessary when it comes to foreign "production" cars in general built from 1950 to 1980. It was common practice to introduce changes on the go or as the cars continued along the assembly line. Thus, the car in front may have different nuts and bolts, a different grille or the old style door handles, but both will be 197 models. Thus, well, the old parts were used until they were gone or before certain safety regulations went in effect officially. Suppliers also ran-out at times and substituted very similar, but not exact parts. There were also some quick fixes - side marker lights for example or the placement of side mirrors, that lasted only a short period of time, but these are original.

Of course, then we come to the common practice of the 1968 model that had been sitting on the lot in August and became a 1969 model in September.

The car manufacturers were in the business of selling cars - not worrying about restorations done

popular with collectors, MGB.

The proverbial monocoque MGB roadster entered production in the fall of 1962 on September 20th, as a 1963 model to replace the aging frame-built MGA. It remained in production for nineteen years until 1980. Over all of those years the MGB did remain fundamentally the same, yet constant upgrades, changes in specifications, mild redesigns and safety features were made. These improvements, upgrades, often regulated, or sometimes from changes in suppliers, were not only annually, but often monthly and occasionally weekly.

In fact, the British Motor Industry Heritage Trust at the Heritage Motor Centre, in Gaydon, England houses more than seventy volumes of "Modification Notes."

The engine of the MGB was the same motor that had been in the MGA, albeit slightly larger from 1622cc to 1800cc and a boost to 95 horsepower. Throughout its availability the 1800cc engine would remain although an MGB-based MGC was offered in 1968 and 1969 powered by a 3.0L straight six and a V8 was also offered for an equally short period of time.

When introduced the new MGB had wind-up windows unlike its side curtain predecessor, but used the same transmission and basically an identical suspension. It's simple, but taut, trim lines that gave it very modern, up-to-date



Many MG fans feel that this first generation MGB is the purest and most handsome of the lot.



A hardtop was always available as an option, but the original version was more rounded and lacked the rear side quarter lights.



One problem with restored MGBs these days is that because most parts are interchangeable there are numerous "MGBItsa" models around.



In 1975 the rubber "Bayer" bumpers were added that most enthusiasts feel destroyed the MGB's looks as well as the suspension changes that were detrimental to its overall handling.



Safety changes in 1967 included octagonal-shaped knock-offs on the optional wire wheels.



The fitting of vinyl rather than leather seats, Rostyle steel wheels and a recessed grille appeared on the 1969-70 MGB. This example is fitted with the earlier, much preferred all chrome grille.



A split rear bumper was a substantial change in the styling of the rearend in 1971.



More minor cosmetic changes were made in 1973 which include a blacked-out grille.



Throughout the 19-years of MGB production there were numerous cosmetic variations in steering wheels and striping such as seen on this 1977 version.

# Foreign Affairs . . .

(continued from page 36A)  
grille which appeared on the 1969-70 MGB.

For North American only MGBs a split rear bumper was a substantial change in the styling of the rear end in 1970, but was short-lived and a return to the solid rear chrome bumper on the 1971 version.

Despite more changes in the early 1970s that many automobile journalists criticized, the popularity of the MGB constantly increased and sales continued to climb.

More minor cosmetic changes were made in 1973 which included a more traditional grille, but still with some black plastic.

Great hopes were pinned on the MGB/GT Rover 3.5L V8 version that appeared in 1973, but the oil crisis took its toll and plans to export the car to North America were cancelled as was the V8 model after three years and just 2,600 units.

The 1974 MGB met the US "Federal" safety regulations by adding huge rubber bumperettes

to the traditional chrome bumpers along with an increase in ride height. The rubber bumperettes would last only a short time.

For the 1975 model year the full-width rubber "Bayer" bumpers were added that most enthusiasts feel destroyed the MGB's looks, as well as more suspension changes that raised the rear of the MGB and were further detrimental to its overall handling.

In 1976 the poorer handling was somewhat rectified by the addition once more by the standardization of an anti-roll bar that had been earlier deleted.

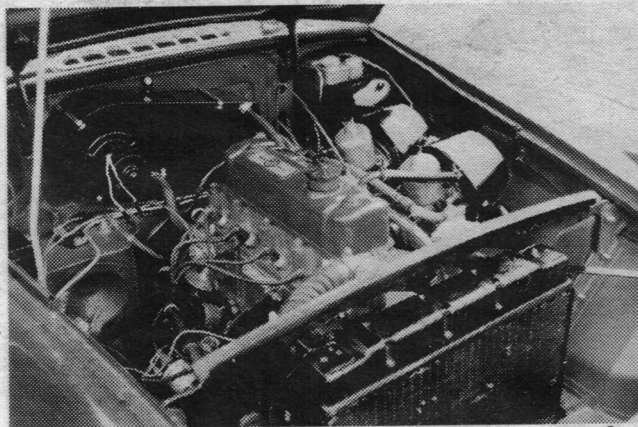
In 1979-80 an American black "Limited Edition" of what was ultimately 6,682 MGBs was available with main features being special striping, alloy wheels, a three spoke alloy steering wheel with a leather-covered trim, and a front spoiler. These cars came with either black or beige trim. The distributors regularly added a rear luggage rack, floor mats and a stereo and often air conditioning. In Canada other colours

were offered such as blue and bronze.

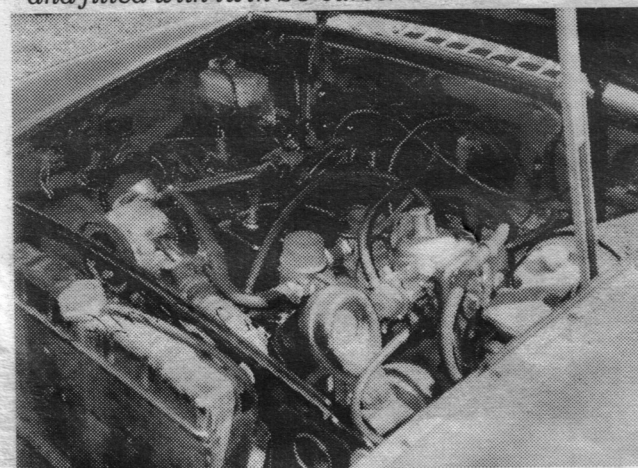
Although there was a Mk.II there was no official MK models after that, although there were striping kits for a Mk.IV, but nothing official. Basically, MGB roadsters are divided up into Mk. I (1962-1968), Mk.II (1967-1969), GHN/D 5 (1969-1974) and rubber-bumper (1974-1980). A total of 386,961 roadsters were built. And as a matter of interest, the GT models added another 125,282 to the MGB total.

If authenticity is of the utmost importance when buying an MGB it is best to have along the "essential Buyer's Guide," published by Veloce and the "Original MGB" published by Motorbooks.

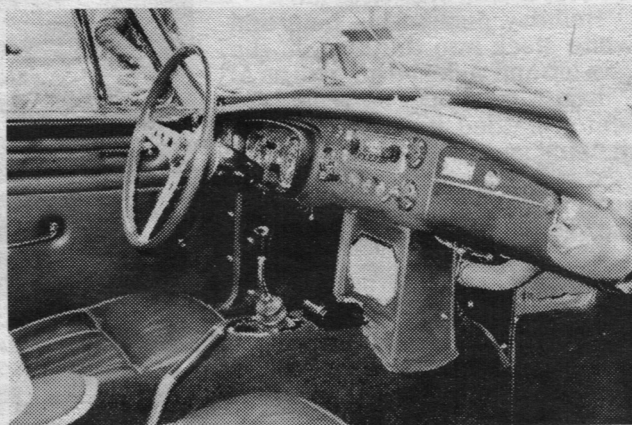
*Happy Holidays*



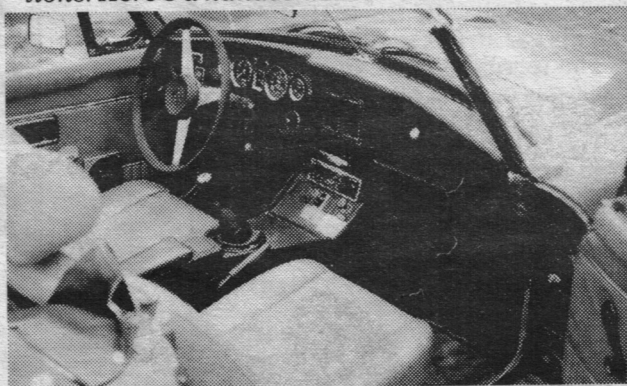
Early MGBs were devoid of pollution controls and fitted with twin SU carbs.



Later MGBs such as this 1975 version were laden with smog controls and fitted with a single Zenith-Stromberg carb. Twin electric fans were added in 1977.



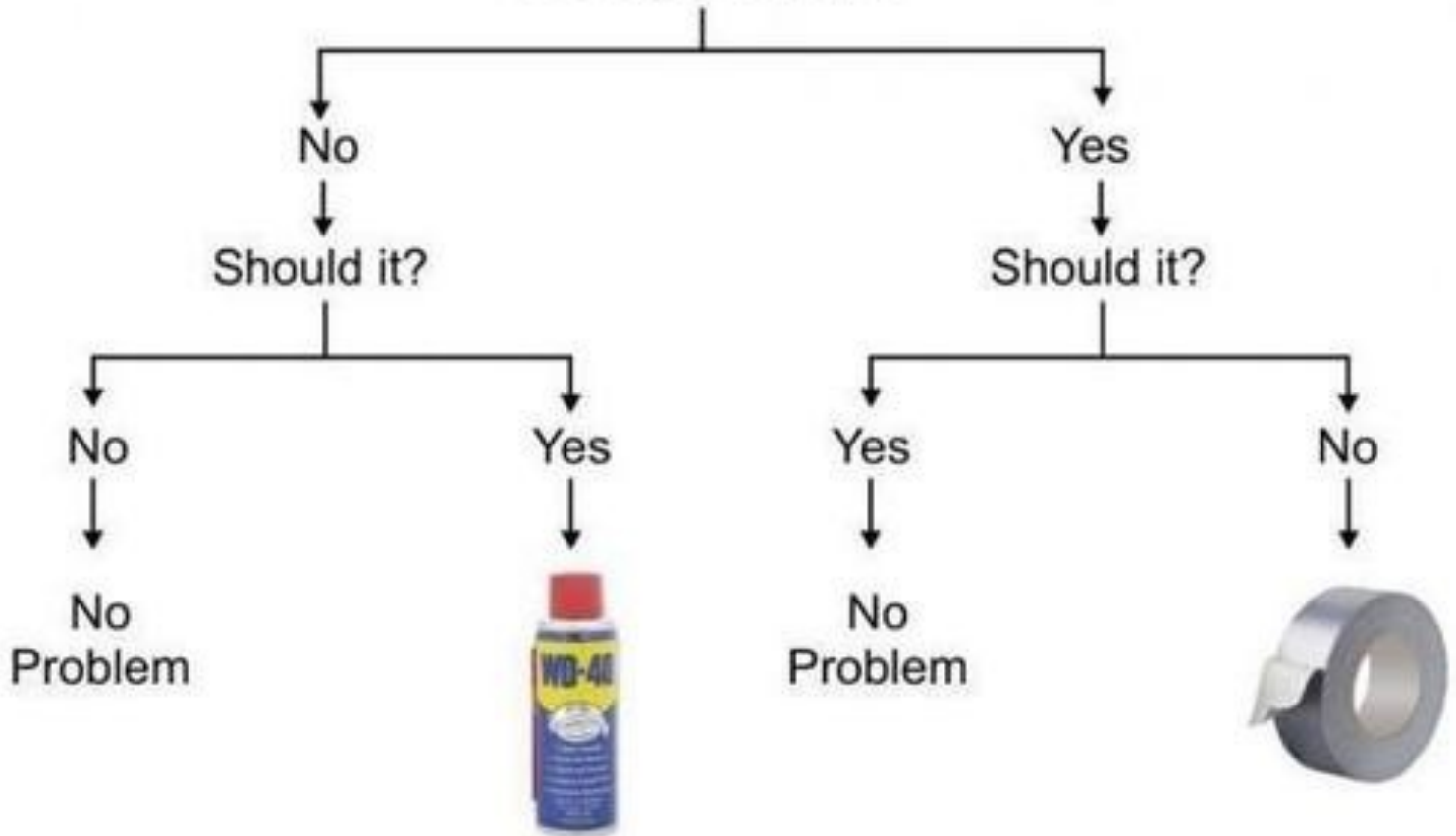
Interiors changed constantly too, especially starting in the later sixties to meet safety regulations. Here's a handsome 1963 interior.



The interior of this 1976 MGB sports safety door handles, 3-point seatbelts, highback bucket seats with head restraints, a padded dash, no toggle switches, a collapsible steering column and much more. It also has a much improved ventilation system.

# Engineering Flowchart

DOES IT MOVE?

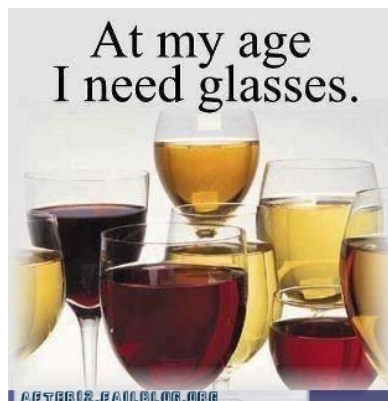


Here are a couple of links to some Road & Track online articles for you to enjoy:

[Road & Track Sentimental Journey](#)

[Road & Track MGB 50th Anniversary Review](#)

These were found by club member Terry Haines.



[Click here to see some very cool Vintage Trucks!](#)

## **All This Time You've Just Been Putting Bounce In The Dryer!**

The postal service sent out messages to letter carriers to put a sheet of Bounce in their uniform pockets to keep yellow-jackets away. Use them when playing baseball and soccer. Use it when working outside. It really works. The insects just veer around you.

1. It will chase ants away when you lay a sheet near them. It also repels mice.
2. Spread sheets around foundation areas, in trailers & cars that are sitting and it stops mice from entering your vehicle.
3. It takes the odor out of books and photo albums that don't get opened too often.
4. It repels mosquitoes. Tie a sheet of Bounce through a belt loop when outdoors during mosquito season.
5. Eliminate static electricity from your television (or computer) screen.
6. Bounce is designed to help eliminate static cling. Wipe the TV screen with a used sheet to keep dust from resettling.
7. Dissolve soap scum from shower doors. Clean with a sheet of Bounce.
8. To freshen the air in your home - Place an individual sheet of Bounce in a drawer or hang in the closet.
9. Put a Bounce sheet in vacuum cleaner.
10. Prevent thread from tangling. Run a threaded needle through a sheet of Bounce before beginning to sew.
11. Prevent musty suitcases. Place an individual sheet of Bounce inside empty luggage before storing.
12. To freshen the air in your car - Place a sheet of Bounce under the front seat.
13. Clean baked-on foods from a cooking pan. Put a sheet in a pan, fill with water, let sit overnight, and sponge clean. The anti-static agent apparently weakens the bond between the food and the pan.
14. Eliminate odors in wastebaskets. Place a sheet of Bounce at the bottom of the wastebasket.
15. Collect cat hair. Rubbing the area with a sheet of Bounce will magnetically attract all the loose hairs.
16. Eliminate static electricity from Venetian blinds. Wipe blinds with a sheet of Bounce to prevent dust from resettling.
17. Wipe up sawdust from drilling or sand papering. A used sheet of Bounce will collect sawdust like a tack cloth.
18. Eliminate odors in dirty laundry. Place an individual sheet of Bounce at the bottom of a laundry bag or hamper.
19. Deodorize shoes or sneakers. Place a sheet of Bounce in your shoes or sneakers overnight.
20. Golfers put a Bounce sheet in their back pocket to keep the bees away.
21. Put a Bounce sheet in your sleeping bag and tent before folding and storing them. It will keep them smelling fresh.
22. Wet a Bounce sheet, hose down your car, and wipe love bugs off easily with the wet Bounce.
23. Put a sheet of Bounce in your suitcase when traveling, it will help keep mites or any other critters out of it.
24. Travel with several Bounce sheets and run them up and down your bed linen before getting into bed to chase away any critters already in your bed.
25. Keep a sheet in your suitcase even after you have unpacked to protect your suitcases from bugs nesting in it.

A GRAND MGish JOKE:

from the website is the MG-MGB Yahoo Group

### **Wife's Diary:**

Tonight, I thought my husband was acting weird.

We had made plans to meet at a nice restaurant for dinner. I was shopping with my friends all day long, so I thought he was upset at the fact that I was a bit late, but he made no comment on it.

Conversation wasn't flowing, so I suggested that we go somewhere quiet so we could talk. He agreed, but he didn't say much.

I asked him what was wrong; He said, "Nothing."

I asked him if it was my fault that he was upset.

He said he wasn't upset, that it had nothing to do with me, and not to worry about it.

On the way home, I told him that I loved him. He smiled slightly, and kept driving.

I can't explain his behaviour..... I don't know why he didn't say, "I love you, too."

When we got home, I felt as if I had lost him completely, as if he wanted nothing to do with me anymore. He just sat there quietly and watched TV. He continued to seem distant and absent.

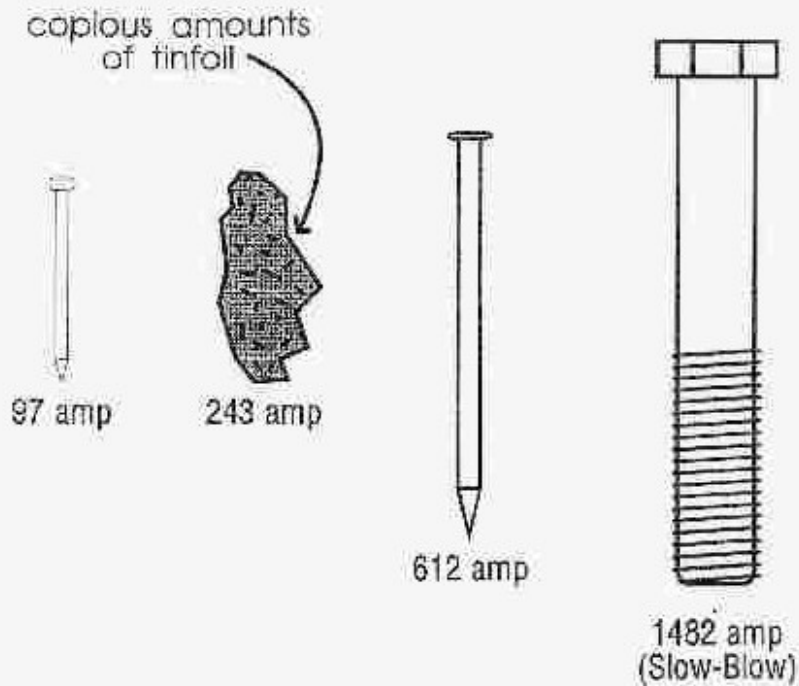
Finally, with silence all around us, I decided to go to bed. About 15 minutes later, he came to bed. But I still felt that he was distracted and his thoughts were somewhere else. He fell asleep – I cried. I don't know what to do. I'm almost sure that his thoughts are with someone else. My life is a disaster.

### **Husband's Diary:**

MG wouldn't start..... can't figure it out.

[found by Trevor Whitehouse]

# Guide to Fuse Replacement



## *The MGTC and the Son*

*Why did you buy a TC Dad?  
 Why was the Commodore sold?  
 Why is it open and cold Dad?  
 Why is just so old?*

*Why is the roof made of rag Dad?  
 Why won't it keep out the rain?  
 Why so many draughts Dad?  
 We're not stopping for petrol again?  
 Why isn't there a seat in the back Dad?  
 Why are my feet in the air?  
 Why can't I sit in the front Dad?  
 It's really just not very fair!*

*What is that noise underneath Dad?  
 Why does the engine vibrate?  
 Why does the exhaust blow smoke Dad?  
 Mum says the car's out of date!*

*Why can't we go any faster Dad?  
 Why can't we keep up the pace?  
 Why is that Subaru smiling Dad?  
 Please don't give it a race?  
 Why were the wheels made of wire Dad?  
 Why is their rust in the sill?*

*Why do all the girls look at you Dad?  
 ?????!!!!!!?????!!!!!!*

**Wow! Please leave me the TC in your will!**

# MGB sports car celebrates 50th anniversary at Have a Go Day



*Iconic 50 year old MGB British sports cars on display at Government House  
Pictured with the cars - from left: Bill Hildebrand, Phil Paddon, Val Hildebrand, Val Goff, MGB Car Club Liaison, Dawn Yates,  
His Excellency the Governor of WA, Malcolm McCusker, Chris Hart, Judith Treby, Hugh Rogers, Anne and Rod Elfgren.  
Pic: Martin Yates*

by Judith Treby

DURING September, the Governor of WA, His Excellency, Malcolm McCusker, who is also the Patron of Have a Go Day, welcomed a group of us to Government House where three models of the iconic 50 year old MBG sports cars, pictured above, were on display.

Enjoying the opportunity to see firsthand these iconic British sports cars presented by the proud owners Val and Bill Hildebrand, Chris Hart and Anne and Rod Elfren, were Dawn Yates, Phil Paddon and president Hugh Rogers, all from the Seniors Recreation Council. Val Goff, MGB liaison representative for the MBG Sports Car Club and two of us from

*Have a Go News.*

As part of its 50th anniversary celebrations, MGB sports cars will also be at Have a Go Day, and are a must see for sports car enthusiasts. In the spirit of the event, on the day, you can take part in a vote to choose your favourite model.

This year, Have a Go Day, the peak event of Seniors Week and organised by the Seniors Recreation Council of WA will be held on Wednesday 14 November at Burswood Park.

Although proceedings begin at 8.30am, the event will be officially opened at 9.25am by the Governor Malcolm McCusker, accompanied by the Police Pipe Band and escorted by the 10th Light Horse Bunbury Troop.

Again Have a Go Day offers the

opportunity to over 45s to come along and 'have a go' at a huge diversity of activities and events and access information of interest to them.

Available to try will be many of your old favourite activities including canoeing, archery, golf and tennis, together with some new additions ranging from different forms of dance, the opportunity to try a simulated flight – (organised by the Gliding Club of WA) and an introduction to medieval arts and skills.

The new activities include the Rose & Wattle English Country Dancers, who will present dancing from the 16th century through to the present day. This form of dance is gentle exercise for both the body and the brain and can be done with or without

a partner.

The Society for Creative Anachronism is also a relative newcomer to the 'day'. This international organization is dedicated to researching and re-creating the arts and skills of pre 17th century Europe. Their "Known World" consists of 19 kingdoms, with more than 30,000 members worldwide.

Participants, dressed in clothing styled on the Middle Ages and Renaissance, attend events which may feature tournaments, arts exhibits, classes, workshops, dancing, feasts and more. The "royalty" holds court at which they recognize and honour members for their contributions to the group.

*continued on page 3*

*continued from front cover*

## MGB sports car celebrates 50th anniversary at Have a Go Day



*Looking under the bonnet. From left to right; Chris Hart, Hugh Rogers and the Governor Malcolm McCusker Pic: Martin Yates*



University Motors Newsletter January 23, 2012

Dear Fellow Enthusiasts!

We had a wonderfully beautiful birthday party here at the shop on Saturday, January 21, celebrating our 37th year. Over a hundred enthusiasts from as distant as Mount Vernon OH and Chicago IL attended the festivities. The shop was clean and organized with about twenty projects on display. We served chili and then cut a birthday cake. A good time was had by all. Bob & Katie Blackport even showed up with MG face paint!

Our next event at University Motors is scheduled for the first weekend in March – the University Motors Technical Seminar. The seminar is an intense, three day hands-on and lecture course. Friday is the “Complete Lubrication.” Saturday is the “Complete Tune.” Sunday covers Lucas electrix and Toolbox Tips. Friday and Saturday evenings include more training and factory films. Become a University graduate! Earn your degree in MGineering! Follow this link to our website. <http://universitymotorsltd.com/wp-content/uploads/2012/01/TechSeminar.pdf>

Following the three day seminar is our two day Gearbox Workshop. Held on a Monday/Tuesday, participants will bring and rebuild their own gearboxes under the watchful eyes of John and Curt. We will have as many as ten gearboxes apart at the same time, so organization and cleanliness will be paramount.

While cleaning up for the birthday party we came upon this set of modern SU carbs, mounted on an aluminum manifold. Matched to this is a stainless steel header. We ask \$400 plus shipping. If you want this assembly, as pictured, send an email to Mike or give him a call: [mike@universitymotorsltd.com](mailto:mike@universitymotorsltd.com) or 616-301-2888.



My experience is that most MG owners worship alone. But for that great number who want some fellowship, technical assistance, camaraderie, social gatherings, shows, rallies, magazines -- there is a club for you. The MG world is factionalized along models: The national clubs often have state chapters. Here are the national clubs:

Here are the National Clubs:

For the MMMs (pre WWII): <http://www.triple-mregister.org>

For the T Series (1946-1955) <http://www.nemgt.org>

For the MGAs (1956-1962) <http://www.namgar.com>

For the MGBs and Midgets and 1100s (1962-1980) <http://www.mgcars.org.uk/namgbr>

For the MGCs <http://www.mgcars.org.uk/amgcr>

Other national MG clubs include:

The MG Drivers Club <http://mgdriversclub.com/>

The American MGB Association <http://www.mgclub.org/>

Publications and magazines dealing with British Cars include:

Classic MG Magazine <http://www.classicmgmagazine.com/>

Classic Motorsports <http://classicmotorsports.net/>

Sports and Exotics [http://www.hemmings.com/subscribe/current\\_issue.html?publication=HSX](http://www.hemmings.com/subscribe/current_issue.html?publication=HSX)

Moss Motors' British Motoring <http://www.britishmotoring.net/>

Some MG owners choose to join a more local club, often including our Triumph and Austin Healey cousins. These clubs near to University Motors are very active on a local level:

The Windsor Detroit MG Club <http://www.mgcars.org.uk/wdmgcc/>

The Emerald Necklace MG Register in Cleveland: <http://www.mgcleveland.com/>

The Lake Erie MG Club around Toledo <http://www.lebcc.org/>

The Chicagoland MG Club <http://chicagolandmgclub.com/>

The MG Clubs of Indiana <http://www.hoosiermgs.com/>

The British Car Club of Traverse City <http://www.twinbaybrits.com/>

The Mad Dogs and Englishmen around SE Michigan <http://www.maddogsandenglishmen.org/>

And our local favourite: The Old Speckled Hen MG Car Club <http://www.westmichiganmgcarclub.com/>

There is power in numbers! Join a club! If you have service or restoration needs, large or small, please give us a call!

If you have an MG for sale, send me a note – Next week's newsletter will have cars available.

John Twist  
University Motors

# OMGC Folks..... Get Ready For February

Hello All Area British Car Clubs,

**The OVTC would like to invite your members to its Annual Dart Tournament which will be held on Saturday, February 9, 2013 from 1 – 4 p.m. at the Barrhaven Legion, 3500 Fallowfield Road, Nepean.**

Everyone is welcome. No dart experience is needed – you can trust me on that point..... A good time is always had by all. It's a great way to have fun and fellowship with other British car nuts while our cars are stored away for winter. We drink the Legion's beer, but the OVTC will provide pizzas during the afternoon.

Come to win the bragging rights, have your name & club put on the trophy; then get to keep the trophy for the year.

Hope to see you and a number of your members at this fun filled event.

Pat Mills      Communication & Publicity Coordinator      Ottawa Valley Triumph Club

## **OMGC Valentines Gathering Sunday, February 10, 3pm - 6pm Louis' Steakhouse**

**Gather at Louis' for cocktails around the warm fireplace in the main dining area at 3 o'clock, dressed in your finest casual Valentines outfit. [jeans are acceptable, as long as they are clean!]**

**Dinner choices are: chicken or fish or pasta & includes salad bar and dessert/coffee for \$23.95/person.**

**Together we can have a relaxing afternoon, enjoying each others company and play some Valentines games.**

**This is NOT a driving event!**

## Other Little Tid-Bits For Your Reading / Watching Pleasure:

From the British Car Council, a link to a web thread about the Hawker Hurricane aircraft: Scott Morris says, "Good Day; I thought you may be interested in Doug Nye's photo essay on the Hawker Hurricane"

<http://forums.autosport.com/index.php?s=3c304b3d9d7bb09eec9fab8e4fa68248&showtopic=176317>

CANADA POSTES  
POST CANADA  
Port payé  
Médiaspostes  
Admission  
02481162

**Sports Car Chronicle**  
September - October 2012 \$2.00

13% HST will be added to all prices.

**The Bi-Monthly Newsletter of Obsolete Automotive**

24 Hour Fax Machine  
1 519 336-5936  
142 Kendall Street, Point Edward, Ontario N7V 4G5

Customer Service  
1 800 265-7437  
Canada Wide Toll Free

142 Kendall Street  
Point Edward, Ontario  
N7V 4G5

**Sports Car Chronicle**  
OBsolete  
AUTOMOTIVE  
a division of Perchworks Corporation

**Ottawa MG Club**

On May 15<sup>th</sup>, we had a nice visit by six or eight cars from the Ottawa MG club. A glorious spring day it was as they rolled up the Obsolete' driveway.

They were having a leisurely summer drive from somewhere in Michigan, across into Canada, and up to Goderich for the afternoon.

Their cars were really nice and I bet that their spirits were high.

Here is Tom Friars beautifully restored late Spitfire MK3.

He did a lot of dedicated restoration work and the results are easy to see. Congratulations Tom!

**Garage Sale**

The date has been set-Saturday October 27<sup>th</sup>, 2012. Mark your calendar and come on down. We'll have all of our best deals on...

**Sale hours will be 8 AM until 2 PM.**  
We'll be supplying the coffee and donut...

Club member Gerry Neville found this wee story about Ford Racing history:

[Click here to watch the video.](#)

Here is a note from club member Graham Ayers:  
Found this while surfing the net!!!

There is MG content ... you just have to watch all the Ferraris & Lambos first ... And I love what Jay Leno chooses!  
Regards, Graham

[Click here to see the Race Cars At Mulholland.](#)

[And click here to see the General Motors Vehicles Heritage Center](#)

[And click here to peek at an MGA with a V12 engine!](#)



Here are a couple of pictures showing an A and some B's



this one is pleasant and quiet and lovely



this one is buzzing with activity and might be dangerous

Thanks to Andy Bounsall for this great photo of his A .....and his B's!!



**Thank You To Our Sponsors**  
**Please Support Them**

*Professional Appraisal of All Special Automobiles*

*Ray's Automotive Appraisals*

Serving Ottawa and Eastern Ontario



R.G.Larose

2635 Monique Ave  
Navan, ON K4B 1J8  
613 - 424 - 1852

LICENSED ONT. MIN. OF REV.

Over 25 Years Experience

**véri aud inc**

AUDIT REFUND SPECIALISTS  
EXPERTS VÉRIFICATEURS



[613] 798-7831

FAX [613] 798-7140

477, AV EDISON

OTTAWA - K2A 1V1

# *Redshaw Auto Care*

Specializing in British Sports Cars  
Import and Domestic

25 Hawthorne Ave.  
Ottawa K1S 0A9

PREM SOOKDEO  
613-235-8342

**LANT INSURANCE BROKERS**

(A Division of Wayfarer Insurance Brokers Limited)

Canada's Leader In Collector Vehicle Insurance Since 1978

**Geoff Coy, CAIB**

Vice President, Business Development

Tel: 905.640.4111 • Fax: 905.640.4450  
Email: geoff@lant-ins.ca  
1.800.461.4099

37 Sandiford Drive, Suite 100  
Stouffville, ON L4A 7X5

www.lant-ins.ca



**HAGERTY**  
SILVER WHEEL PLAN

## **GRAMPAS GARAGE**

APPRAISALS - EVALUATIONS  
CONSULTATIONS

Ottawa, Ontario, Canada

Telephone/Fax: **613-729-3907**

E-mail: [grampasgarage@sympatico.ca](mailto:grampasgarage@sympatico.ca)

[www.grampasgarage.ca](http://www.grampasgarage.ca)