



Newsletter

November, 1990

FROM THE PRESIDENT

The September meeting at the Swan on the Rideau was very successful. Twenty-five members showed-up, paid-up (their dues-hint) and drank-up (legal quantities of Brit beer suitably cooled in Lucas refrigerators). One or two decisions were made, which will probably change civilization as we know it. By majority vote, we decided to continue with the Swan for our third Thursdays meeting. They gave us the upstairs room this time, which worked well, particularly since we were given our own dedicated barmaid/waitress—one Joan by name. I don't know whether she had become an MG owner by the end of the evening, but it is altogether possible.

We decided that the Newsletter, still to be named, would become a mail out affair, four times a year. After this one, it will go only to paid-up members. So if you haven't already done so, get your \$10.00 to:

Lonnie McPherson,
27 Houlahan Street,
Nepean, Ontario.
K2J 3W9

Cheques should be made payable to "Ottawa MG Club."

Future meetings will feature short talks on such subjects as insurance, painting, restoration, the right petrol and members' cars. Please remember that spouses and friends are always very welcome at our meetings, you don't have to come alone unless you want to. Our thanks to Rob of Miniman for giving us a talk on preparation for winter storage.

We would like to include a "classified section" in this Newsletter. Those of you who have bits you need or would like to sell, or have any other contributions, please contact either Doug Wilson at 825-

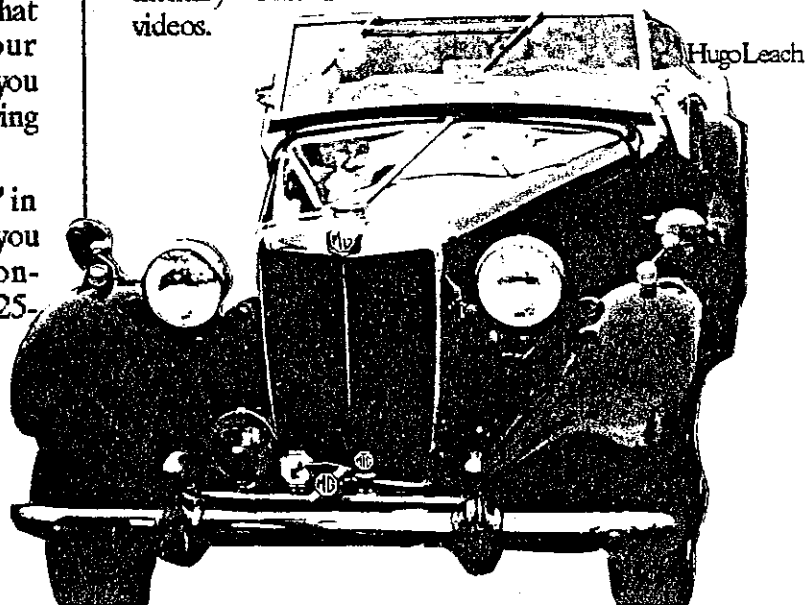
1771, or Andrew Moss at 521-7001, or Shannon Lee Mannion at - 594-9128.

Our stand at the Manotick Fair was quite excellent and I would like to thank everyone who was involved. In particular, Phil and Glenda De Greef for the most attractive Club sign, and to Jim Nunn and Mark Evenchuck for their concours quality cars. Other members appeared from time to time to mind the stand and the overall effect was very professional, well up to the standard of the other clubs, all of which have been in existence for a long time. The proof of this pudding is that we have doubled our membership.

The parts stall, attended by Robert Chartrand, Andrew Moss, Doug Wilson and Jim Nunn, also went well and a lot of merchandise was sold. The rumour that they sold stuff to each other, is unfounded.

Robert Chartrand feels that if enough people are interested, and we could raise a large enough order, the Club could get a discount from a parts organization in UK. This could save a lot of money for the people involved. If you are interested, please contact Robert at 725-9229 or talk to him at the next meeting.

Our next meeting is at the Swan at 7:30 p.m. on NOVEMBER 15, 1990. (third Thursday of the month.) Phil De Greef will be on hand with some videos.



HAPPENINGS AND UN-HAPPENINGS

DATE	EVENT	COMMENTS
Thurs., Oct 18, 1990	M.G. Club monthly meeting	Well-attended turn-out to hear Rob from Miniman discuss winter storage tips.
Wed. Oct 31, 1990	Shannon puts her car away!	Alackaday!
Thurs., Nov 15, 1990	M.G. Club meeting held at the Swan on the Rideau on River Road at 7:30 pm	BE THERE! Bring a friend to watch some topical videos.
Sun. Nov 18, 1990	Toronto, Autojumble at the International Trade Centre, Airport Road, Mississauga 10:00 am - 4:00pm	A long haul might not be "top down" weather but well worth the trip.

Classified

Cars for sale

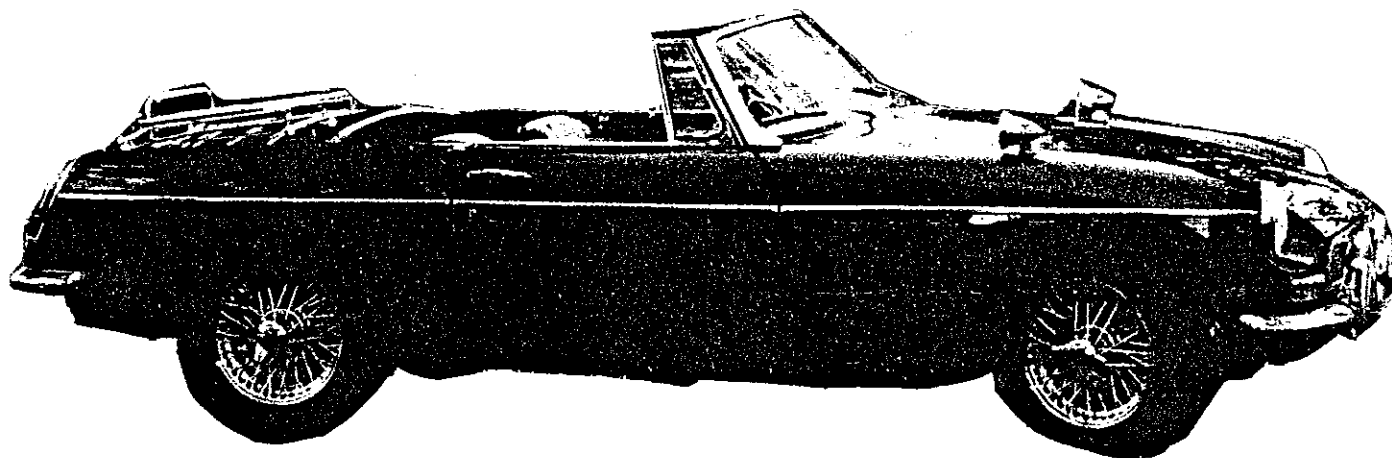
1974 Triumph TR6 Baby blue, asking \$4500

Call: 446-6843

Parts for sale

Header rail for 1964-79 Midget, \$20 .00, shifter boot for 1972-80 MGB, \$5.00. Call: 594-9128

If you have articles you want to place in the classified section,
please call either Andrew, Doug, or Shannon.



WINTER STORAGE TIPS

(Or tucking your M.G. in for a long sleep)

Rob, from Miniman, our MG repair deop in West Carleton, dropped by our October meeting and gave an informal talk on how to properly prepare our cars for winter storage. Many of the points Rob covered are contained in the following article lifted from Moss Motoring, written by John Twist from University Motors, Grand Rapids, Michigan.

SYSTEM PROTECTION

1. **Engine:** Fresh oil is usually adequate for several months of relative dry storage. If the MG is going to be stored longer, or if the humidity is high, then the engine should be started at regular intervals and allowed to warm up (with the garage door open please.) If this is not possible, introduce oil into the cylinders. Before replacing the plugs, turn the engine over slowly, this will move oil through the pistons and valves. Covering the tailpipe with duct tape prevents moisture from entering the exhaust system, as tape over the air cleaner inlet keeps moisture from the carb.
- 2). **Ignition:** Normally, there are no preventive measures. However, if the MG is going to be stored for several years (hopefully NOT!), the distributor cam should be oiled with light oil.
- 3). **Cooling:** The 50/50 solution of glycol antifreeze and water is all the attention the cooling system receives. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.
- 4). **Fuel:** If the MG is going to be stored for just the winter, then the full tank of gasoline, perhaps with the addition of "dry-gas" or gasoline antifreeze will be satisfactory. If the storage will be longer than a year, then draining the float bowls to prevent the buildup of varnish would be wise.
- 5). **Clutch:** Two problems can occur with longterm storage; the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal can on a regular basis can prevent this situation from happening. Simply start your car and move it back and forth a couple of times. Remember to change clutch fluid (and brake fluid) on a regular basis. These fluids absorb water over time and have a nasty habit of causing clutch and brake seizures.
- 6). **Suspension:** Winter storage causes no problems with the suspension so don't feel compelled to put your car on blocks. As above, simply move your car, even as little as a foot, in order to keep the bearings free.
- 7). **Brakes:** Rolling your car back and forth will and pumping the brakes will prevent the pads from rusting to the rotor.
- 8). **Batteries:** Remove the battery from the car during winter storage. Keep it charged and in a warm place.
- 9). **Body:** To prevent oxidization or scratches, cover with breathable cover, not a plastic tarp. This will prevent humidity from being trapped between the tarp and the car.
- 10). **Interior:** Ventilation is important when winter storing, but measures must be taken to prevent rodents from taking up residence. Mothballs or flakes may help.
- 11). To solve all of the above problems, the easiest thing to do is to put the top down and drive to Florida!



MG CLUB AT MANOTICK SPORTS CAR FLEA MARKET

It was a wonderfully bright, sunny afternoon and all roads lead to Manotick arena where members of the MG Club of Ottawa had a display, a booth, and an especially enjoyable time.

The day had all the makings of a movie set for an old-fashioned Western--people streaming by, swirls of dust under foot; it was like experiencing Dodge City in an earlier incarnation.

This was the first time for the Sports Car Flea Market sponsored by J. & E. Enterprises and it is anticipated, due to the raging success of this one, it will not be the last. If you missed this inaugural speciality Flea Market, you deserve to have never been devil-may-care enough to have owned a low-slung, high-compression, to-die-for, two-seater.

The arena itself was packed with concours quality cars, including two from the MG Club, Jim Nunn's immaculate 1980 MGB and Mark Evenchuck's wonderful MG-TD. Other marques

present included Porsches, Morgans, Healeys, Jags--from soup to nuts. For the nominal fee of \$2.00, it was well worth the show.

On the outside, the cars gliding by piqued the interest and held the eyes of the hundreds of people who had come to be delighted. While the show perked away inside, outside fifteen people had an assortment of cars lined up for sale. Price-wise, this was definitely a case of the good, the bad, and the ugly. There were buys to be had on a 1973 914 Porsche and a 1977 MGB, but there was also a pricey 1961 MGA Roadster which looked good but should have at the asking price \$20,000.

The day was truly remarkable. Most people present had never seen so many excellent examples of sports car marques and probably will not again unless they come to the second annual show in Manotick next summer. John and Evelyn Carr, members of the MG Club of Ottawa, are to be congratulated on their excellent event.

