



# The Dashpot

## 1 April 2020

This month:

**The COVID edition!**

### Presidents Message

Are you one of those who can't wait to read a dozen different websites from around the world each morning, to get every possible perspective on the latest COVID news? Or are you one of those suffering from COVID news overload?

Either way, now for something completely different. Our 1<sup>st</sup> April 2020 Dashpot presents you with an alternate view of COVID – a lighthearted look at things loosely related to MGs, inspired by the letters that make up

**C**

is for

MG C & CAA

**O**

is for

Octagon

**V**

is for

V8

**I**

is for

Ignition

**D**

is for

Driving

**19**

is for 2019

Before we ever heard the term COVID-19

Enjoy!!

Trish

### Membership Reminder

A reminder that membership renewal emails have been sent to all club members. Renewal cost is only \$35, if you renew prior to the end of May. After that time the cost is \$40. An e-version of the 30<sup>th</sup> Anniversary calendar will be sent to you once your membership renewal is received.

### Looking Forward

.... to driving our MGs

... soon....

...to getting together with all my MG buddies and to being able to hug my children, and their spouses, and my grandson

-Trish

...taking my brother for his first drive in the B when he visits from the UK this summer

-Dave & Lynne

...sharing sunny days with family and friends.... hell, even rainy days with family and friends will be a treasure!

-Len & Deb

...to driving our new MG

-Jordan & Sarah

***What are you looking forward to?***

Send in your thoughts to [tadams500@gmail.com](mailto:tadams500@gmail.com) to be included in a future edition of The Dashpot.

*Safety*  *Fast*

**All Club activities are on hold until further notice.**

**Watch for broadcasts and check the website for updates.**



**NAMGAR**  
North American MGA Register



**North American MGB Register**  
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

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**C is for MG C**

The MGC GT was John Thornley's last attempt to build a "poor man's Aston Martin". With it's six-cylinder engine the CGT has abundant torque and is a relaxed high-speed cruiser. It has a tendency to roll understeer which can be largely mitigated by stiffening the front anti-sway bar and adding one at the rear. The cylinder head wears almost as much as an MGB block. I replaced mine by myself on a hot summer day clad in a bathing suit and sandals – kids, don't do this at home! After I got the cylinder head back on, I was trying to get the engine running properly. A constant mist of anti-freeze was coming my way. “She's just finding her level,” I thought, until I spied a jet of coolant exiting through the head gasket at the front each time I revved the engine. Yes, I had put the head gasket on upside down, and it had blown at the front. So the gasket hangs on my wall of shame to remind me of my sins.

I’ve taken the C on a number of trips as it holds more klobber than my B. The most memorable one found me stranded beside the 401 around Belleville with a dead coil! It cost me \$800 to get myself and the C home that night [*you should have been a CAA member, Mike!!*] but I was entertained by a tow truck driver who was constantly on his phone, warning the police about bad drivers so he could get the tow, as well as talking to his sister in Edmonton. He also told me, while smoking and drinking Coke, that his doctor had told him to take a rest because of heart issues, but that he couldn't afford to take time off! It was the first time in 50 years of MG ownership that I had required a tow, so I figure I can amortize the \$800 over that period. The moral to this story is to show your coil some love. [*and join the CAA!*]

Mike Price



Mike's MGC GT



Failed head gasket

## C is also for CAA

If you drive an MG, you really should be a member of the CAA. The Roadside Assistance package on your new daily driver won't cover your MG, and however good your roadside diagnostic and repair skills are, it's quite likely that you will need a "get you home" service at some time [Mike!]. The CAA provides that service, even if you're driving your "other" car, or a friend's car, or a rental car, or you are a passenger in any of those cars. Your CAA membership also gives you discounts in hundreds of restaurants and stores across Canada and the USA, as well as other benefits that you can read about here – click on Rewards:

[https://caaneo.ca/membership/?gclid=Cj0KCQjwjoH0BRD6ARIsAEWO9DvURd3nM7yOSVixJi419bDBIN - VTPFsuLnAa5gUor-E6siSIA2Eb8aAIW2EALw\\_wcB](https://caaneo.ca/membership/?gclid=Cj0KCQjwjoH0BRD6ARIsAEWO9DvURd3nM7yOSVixJi419bDBIN - VTPFsuLnAa5gUor-E6siSIA2Eb8aAIW2EALw_wcB)

The CAA offers OMGC members significantly discounted rates:

CAA "Plus" Membership: \$104 / yr. Regular rate is \$139.

CAA "Plus" Assoc. Membership: \$81 / yr. (2nd card on same account). Regular rate is \$106.

CAA "Premier" Membership: \$127 / yr. Regular rate is \$179.

CAA "Premier" Assoc. Membership: \$104 / yr. (2nd card on same account). Regular rate is \$146.

[All prices are subject to HST]

Your local office will not have details of our corporate account, so to be recorded as an OMGC member and receive our rates, you need to contact our Account Manager, Michael Browne.

Tel: 613-820-1890 ext. 6297

Toll Free: 1-844-252-3648

Email: [mbrowne@caaneo.on.ca](mailto:mbrowne@caaneo.on.ca)

If you are already a CAA member, but not through OMGC, Michael can adjust your existing membership so that you benefit from our corporate rates. The above rates reflect the number of our members who are CAA members, so please help us to keep those numbers up.

[NB: No, I don't work for the CAA.]

Trish Adams



CAA Roadside assistance truck

<b>C</b>	<b>O</b>	<b>V</b>	<b>I</b>	<b>D</b>
is for	is for	is for	is for	is for
MG C & CAA	Octagon	V8	Ignition	Driving

## 19

is for 2019

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### **O is for Octagon ...The Sacred Octagon**

In the beginning was the Octagon.

And it was good; bloody good!

But its disciples needed a club to spread the word.

And the word was **Morris Garages**. Two words actually.

Brothers Hugo and Jim met beside the waters of **Dow's Lake**.

And Hugo had a vision, while Jim provided the **loaves** and **fishes** and **dark ale**.

So it came to pass that a club was born.

Brother Len in charge of scriptures.

Brother Mark, the carpenter and master builder.

Brother Doug ensured the proper raiment for touring.

Lo and behold the club flourished.

From **Jogs** to **Tech Sessions**, from **Cheapos** to **Car Shows**.

It was not all calm waters in the beginning;

Cries of "**Impeach**", were often heard when Hugo spoke.

"I resign!!" would crieth Hugo.

But peace was restored when those churlish blokes beheld the shining Octagon.

Hugo has now passed on to the great concours in the sky,  
where his MG never leaks oil and the point gap is within spec.

Verily I say unto you,  
he looks down upon the **Jubilee**, and knoweth that the Octagon is in good hands.

Mike Price, written for OMGC's Silver Jubilee, 2015



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**V is for V8**

Would you rather have this V8 .....

Or this V8 .....

One can say the MG-V8 is quite an interesting classic sports car from numerous perspectives, and much has been written about it. The intent here is to provide you with a brief overview of all MG/Rover V8 family sports car versions, and then what it is like to personally own and drive one. I'm going to start with the basic origins of the engine itself, then outline the models and how they came about, and finish off with the personal part to the story.

**The Rover V8 engine**

The Rover V8 engine really is a marvel in its own right. It is very light being aluminium, small and compact, adaptable, powerful and sounds great too! It has an extra benefit of dissipating a lot of heat compared to a cast iron block, and if you compare it to an MGB 4 cyl unit, fully loaded only weighs 20lbs more which is why it is perfect for our MGs as it can utilize the same suspension.

Lighter weight has always been a consideration for many manufacturers and GM started to develop a compact V8 for their Buick range of cars. The engine was 3528cc and because of its compact size and low weight, proved very easy to fit in many cars of the time during the late 1950's. Unfortunately, they were die-casting the blocks, and the yields were very low, along with the fact that the cylinder head design was not very good. The main reason they didn't continue is that the American steel industry had significant influence within the government, along with the new thin wall casting techniques, many of the advantages of aluminium as a base material for engines were negated. As a result, GM reversed their decision to use aluminium in their new engines, returning to cast iron.

Rover in the U.K. at the time took a different view and were already researching the use of aluminium for engines.

*...continued*



As it turned out Rover's Managing Director, William Martin-Hurst, happened to be in the USA in the early 1960's and, as the story goes, literally fell over one of the spare alloy engines at a GM factory. When he inquired about the engine GM management explained that it was a phased-out product. He wanted to buy this engine and at first they didn't take him seriously, but a deal was eventually struck that included all the rights and the tooling. By 1964 it was the property of Rover. They looked at way to improve the yields and the head design. They did this by sandcasting the blocks and then totally redeveloped the heads for improved flow etc. From what I recall it was so popular it ran from 1965-1994 in different capacities but still in the same basic external format.

### **Ken Costello Story**

You have previously seen write ups about Ken Costello and his small but highly successful business in the U.K. of fitting Rover V8 engines into the MGB. I won't spend time expanding on this story again except that he was very good at it, and was recognised very quickly as the go to guy for this upgrade.

### **Factory MGB GT-V8**

The factory had for a long time been considering better engine options for their cars, and after the failure of the heavy cast iron 6 cylinder MGC they were drawn to the obvious weight advantage of aluminium. Additionally, unlike the C-Series engine, it required very minimal body modifications.

Ken Costello, as noted above, was already fitting the engines into the MGB and GT shells for customers. MG actually had him build a car for them and bring it to the factory. Following this, they basically 'knicked it' by making design improvements and rolling it out into a new model in GT form, as it was thought at the time that the Roadster shell wasn't strong enough to handle the torque, even though later this proved to be unfounded. At the same time, they killed off Ken's supply of new engines! Apparently, he still found a way to get rebuilt engines.

The official performance was listed as 0-60mph in 8.5 seconds and 125mph top speed. Unfortunately, the V8 never made it to North America even though they did contemplate doing so by building seven prototypes on the production line, and even though later on some of these were converted back to 4cyl! So, a topic for later discussion that I should continue another time.

The 1973 oil crisis, just as the GT-V8 was coming on stream, affected sales dramatically and only two years later they pulled the plug on the V8 version of their MG.

I pulled a quote from one of my magazines that I think best describes the car, as follows:

The MGB GT V8 is often viewed as the optimum MGB (to date), with its smooth, torquey engine and excellent road manners. The 3.5-litre engine truly felt at home in this car, which makes it all the more surprising to learn that it took five years from the formation of BLMC for this car to enter production.

### **MGB-V8 conversions**

Let's simply say that the wave of people converting MGBs to V8 is significant, and I have seen them ranging from 3.5L all the way up to the mighty 4.6L with the Rover engine. It is a proven route and one that is well documented. Simply remembering the fact that you don't lose any of the handling characteristics of the car, but gain all the known benefits, makes for a very compelling story.

### **MGR V8**

Why did MG-Rover build these exactly? The answer is simple, the MGF was on the horizon and the company wanted to revive interest in the MG marque ahead of the official launch of the new model.

*...continued*

Rover put together a team of specialists to work on 'Project Adder' aptly named as it is the only poisonous snake in the UK, and they considered it to be their version of the Cobra in the US.

British Motor Heritage were building body shells at this point and they thought they could update the looks of the shell with not too much investment. When the project was eventually given the green light, Rover imposed very tight budget restraints of about 5 million pounds. Work started with a new BMH body shell and clay was carefully layered over this and sculptured to eventually produce a full-size model. This model underwent several changes and variations until the final design was chosen.

The MGRV8 was designed from the outset to take advantage of as many existing MGB parts as possible but, in the end, it contained only 5% original components. The vast majority of parts, including engine, drive train, electrical system, body and trim are all either totally new or adapted from other Rover products.

The early RV8 bodies were, of course, crash-tested and it was found that the shells remained supremely strong, therefore minimal alterations were required. They did add extra holes in order to help with anti-corrosion treatment. Apparently, the end result was a far better body shell than the original MGBs, which they proved in front and rear impact tests. There was a link to Rolls Royce and Jaguar as the RV8 used the same company – Abbey Panels – for all the hand made and special panels.

The MGRV8 used a 3.9L Rover V8 version with fuel injection, 5 speed gearbox, completely new front suspension and single leaf with traction control for the rear suspension. The interior was leather, and the dash was Burr Elm.

The MGRV8 was finally released in late 1992 and went on sale few months later. The expected demand didn't materialize, largely due to the high price tag at the time. It was displayed at the Tokyo Motor Show in Japan it and it did very well there. Of the less than 2,000 RV8s produced, over 75% found their way to Japan. A small number were also exported to mainland Europe. The final car was produced on the 22 November, 1995.

### **Our own MGB GT-V8 story**

It's fun!

Our Black Tulip car (1 FUN MGB) has an original factory drivetrain, which means a beefed-up 4 speed overdrive gearbox mated to a 3:07-1 ratio rear diff. All that equates to a very low RPM at highway speed. The Britax sunroof really completes the experience, as you get all of the fresh air feeling to boot.

Growing up in the UK, I always knew I liked the GT-V8 but was worried about RHD here in Canada. Paul Williams and I would often chat about the dangers of RHD vehicles and the combination of power on North American roads with safety in mind. So, what should I do? You simply need to build it! That way you achieve all the safe aspects of driving a LHD and V8 power in Canada. One area that did cause me problems was the rear suspension. The original V8 rear leaf springs were installed by the factory to cope with the extra torque. The problem is that they really are too stiff even with playing around with different shocks etc. Eventually I solved this issue by installing a 4 link with coil overs. Now all is wonderful. As a side note the modern-day Costellos run their cars with a similar 5 link set-up.

During our driving events I have noted an interesting fact ... that it really doesn't consume any greater amount of fuel in comparison to my 4cyl MGB friends. It has such a relaxed engine, and is really quite quiet in comparison to my memories of driving the smaller engine MGs. Yes, of course, it will propel you at a very rapid rate of acceleration should you ask it to do so, and it is fun but, you simply don't drive like that all of the time. It makes all the right sounds too! We love our MG!

*...continued*

### Our own RV8 story

So, many of you know that I have been attempting to build a LHD Oxford Blue RV8. It's a significant task in that there were limited car production numbers, and now many spare parts are made of 'unobtainium', but it is still my quest to do so.

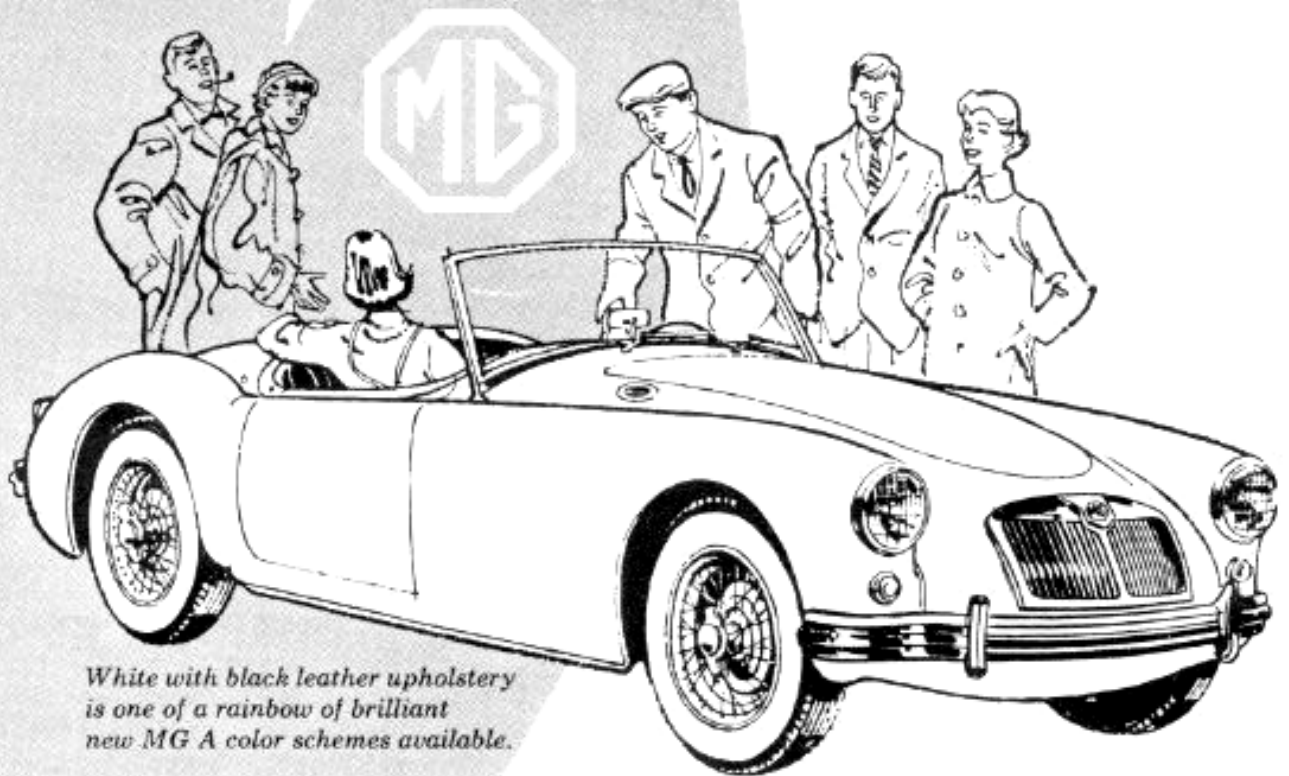
A few years ago, I was lucky to find a mostly complete parts car in Woodcote Green. Sarah is clearly the smarter one it was her idea to simply try to get the green car going. Well, you could argue that I am getting smarter, as I actually listened and took this advice, and started into the repairs in early December 2019. As is normal, many parts came flying off for repairs, and while I had the cylinder heads removed, I suddenly found more space to work in the engine bay. You can probably guess what happened next: I saw the opportunity with all this access to simply 'just do the LHD conversion at the same time'. Well that is my not-so-smart side kicking in. The actual work involved is quite a task, and far more complex than MGB technology. For example, you're dealing with modern connector systems, making the three part dash in addition to the 'usual' metalwork. Anyway, the hope is that the end result will all be worthwhile it, and the safety factor speaks for itself.

### Overall

MG-V8 ownership is a very rewarding and really fun experience that simply leaves you with a big grin at the end of every drive. It's extremely easy to get hooked.

Jordan Jones

## The entirely NEW MG A



*High in Style! High in Spirit!*



<b>C</b>	<b>O</b>	<b>V</b>	<b>I</b>	<b>D</b>
is for	is for	is for	is for	is for
MG C & CAA	Octagon	V8	Ignition	Driving

## 19

is for 2019

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### **I is for Ignition**

Just what is “ignition” anyway?? What does it mean??

In Funk & Wagnalls dictionary, the word ‘ignition’ means..... “the act of igniting”. However, I don’t understand how someone (even the folks at Funk & Wagnalls) can help explain “ignition” by using a variant of that very word as part of the explanation. Doesn’t make sense to me at all. To explain something, one needs to offer other words and concepts to be able to provide readers with a true understanding of what a word means.

In the online Google dictionary, this is the definition of “ignition”:

ig·ni·tion

/ig'niSH(ə)n/

*noun*

noun: **ignition**

the action of setting something on fire or starting to burn.

the process of starting the combustion of fuel in the cylinders of an internal combustion engine.

the mechanism for bringing about the process of combustion in an internal combustion engine, typically activated by a key or switch.

Now, this is more in-line with an explanation I can understand, and in our MG world, I’ll put more emphasis on point numbers 2 and 3 – dealing with getting the engine going, and less emphasis on point number 1 – where setting the MG on fire is not a desirable activity. (Just ask Trish and Dave about this!!)

I always thought “ignition” was simply an explosion that brought about power and energy for a purpose. The ‘Big Bang’ theory is based on an explosion [ that’s how this world all got started ]. In 1917, during World War I, an explosion in Halifax harbour devastated the place. Asteroids and comets have plummeted to earth over time and exploded with such force as to render entire areas barren. But the best kind of explosion is the one where a pretty good spark is introduced to just the right amount of fuel and air inside the controlled space of MG engine cylinders. That’s “ignition”!

Isn’t it amazing how we tend to forget all the science and the technology and basic elements of “ignition” when it goes right? Turn the key..... the engine starts..... we drive away..... and we don’t think about it, even in the least.

But when “ignition” does fail; it often fails with such stubborn consternation as to put us into states of dismay, alarm, confusion and puzzlement. After all, it’s just fuel and air and a spark getting together.... isn’t it?

*...continued*

The reality of it all, at least in our MG world, is there are lots of parts and pieces and processes that are all connected to make the “ignition” do its thing. Things like: spark plugs; spark plug wires; relays; wires (thick and thin); switches; batteries; fuel lines; air intakes; rotors; condensers; fuses; and ground straps, just to name a few. And it’s these things that all add the risk of failure to the entire process of “ignition”. [ is Lucas involved here??..... uh.... yes!! ]

**Case in point #1:** The blue 1977 MGB at the Glengarry Highland Games (2019). As this event is held in early August, there had already been a half a season of successful “ignition” processes. So when the B didn’t start as we were heading home, it was puzzling, alarming, confusing and we were sent into a state of dismay. The best local resources (other MGers at the show) did all in their power to locate the cause of the ‘no “ignition” ’ - but to no avail. So a work around/jury rig set-up was put in place to get us home. And after a thorough step-by-step-step review, the ‘more-than-just-intermittently failing’ “ignition” relay was located as the cause. Since the replacement was installed, the world is now back in harmony.



**Case in point #2:** the green 1960 MGA on a sunny day drive in the west end of Ottawa (2014). A wonderful day for a top-down spin in an MGA. The speedy highway travel into Ottawa was enjoyable and uneventful. But the stop and go activity, and bumpy roads in the city brought less than enjoyable, unpleasant events. Stalling at intersections. intermittent engine coughing and sputtering. And then a solid STOP, with no obvious rhyme or reason. I must have fiddled with everything under the bonnet at least three times, before giving up and calling CAA. [ Hello, CAA?? Yes, Mr. Fortin, what colour car do you have today? ]. Back at home in the laneway, a pains-taking stem to stern review revealed a very fragile wire from the coil to the distributor. Inside the insulating sheathing of the wire, a tiny part-time break in the copper. Now its connected, and now its not, and now its connected, and now its not. Since the replacement was installed, the world is now back to normal.



**Case in point #3:** The red 1973 MGB during our early years of MGing after the trip to St. Louis for the NAMGBR in 1993. Although we made it all the way there and all the way back, it was obvious, due to the gross consumption of oil, the engine needed to be rebuilt. A neighbour and I did the work over 9 weekends for a cost of about \$900 in parts. And all went well until it was time to start the refinished engine. Lots of cranking..... very little “ignition”. Still being somewhat of a novice in the business, I was unable to locate the cause, so I pulled the car over to my local trustworthy neighbourhood mechanic. After only a few prods and tests, he reset the distributor around 180 degrees and the “ignition” sprang to life. For crying out loud, who knew, not only did you have to have all the elements of “ignition” installed, but you had to have them installed in the right order, and the right place! Since that fix, the world was back in harmony. [ since then, the ’73 has gone downhill to where it is today – only enough “ignition” to get to the apple orchard and back without failing..... but that is a fuel delivery problem yet to be resolved. ]



So I guess I should be happy to tell you that the 1974 MG Midget has never had an “ignition” problem. However, that positive condition could fall apart any day... it’s just the law of averages. I’m living on borrowed “ignition” time on the Midget. [ Hello, CAA??? Yes, Mr. Fortin..... it must be the orange car today, eh! We’ll send a truck right away. ]

Len Fortin

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### **D is for Driving**

I enjoy driving – but driving Polly, my 1970 MGB, is enjoyment in spades. You can't be "down" when you're driving an MG. Even if you start off that way, by the time you've been out for a few minutes, the corners of your mouth are starting to turn up. Then an oncoming driver flashes their lights at you, or waves, and knowing that your car elicited that reaction makes you happy.

You're out for a drive and stop for gas, or to pick up some groceries, or to meet friends for a beverage, and people gravitate toward you (actually, don't kid yourself – it's not you they're gravitating toward!). They say things like, "I used to have one of those – wish I'd never sold it" or "My dad / grandad / friend / husband had one of those cars," which leads to the sharing of MG memories.

When we go out on Club drives, in convoys that often number 30 or more cars, people see us going by and wave to us from their shady porches; they stop gardening or mowing the grass, and children stop playing to watch and wave as we pass them. I've even been on country drives where we come to a 4-way stop, and other drivers wait and keep waving us through, one after the other. You don't get that in your daily driver!

Polly has taken us on many road trips since she became mine in the summer of 2008: our first was to Cape Cod, then Belleville for MG-2010, followed by Prince Edward County, Niagara Falls, Watertown, Lake Placid and Long Lake, NY., Stowe several times and Brandon, VT., and most recently to Asheville, NC., returning home via Gettysburg, PA. However, these road trips pale in comparison to those accomplished by some MG owners who have visited us.



**Bridget the Midget**

In September 2009, we heard of a crazy British guy (Roy Locock) driving an MG Midget (called Bridget, of course) non-stop around the world – the ultimate long-distance road trip. His traverse of Canada, from Vancouver to Halifax, would bring him close to Ottawa for a couple of days, so I e-mailed him to see if he would be in our area around the time of our monthly meeting. The timing didn't work but a few of us met him at his hotel downtown one evening for a chat over refreshments. He was on the last leg of his world circumnavigation, having left his home in Oxfordshire, England some 15 months earlier. OMG .... the stories he told! After Ottawa, he was heading to Halifax (via the Gaspé) from whence Bridget would be shipped to Liverpool, and then driven the last

couple of hundred miles home. If you're interested, he edited his daily blog into a book entitled "Not in That Car" – a neighbour's retort when Roy told him that he planned to drive Bridget the Midget around the world.

<https://www.amazon.com/Not-That-Car-Roy-Locock-ebook/dp/B0053SIW8G>

*...continued*





**Yellow Car at ABCD**

OMGC hosted the North American MGA Register's annual convention in July 2014. We welcomed 140 MGs – mostly MG As with a few Magnettes and other models – from all over the USA and Canada. One group, planned to start their drive to Ottawa in front of the iconic Legislative Buildings on Victoria's harbour. Through social media, they invited others to join their "Cruise to the Capital" along the way, and a lady in San Francisco contacted the organizers to ask if they would mind if she drove up to Vancouver to travel with them.

Over the course of several conversations to finalize arrangements, the organizers learned that this lady was in her 70s, and she would be driving solo to Vancouver, in an MGB she had only recently purchased! The members of the group weren't entirely comfortable with her doing that, so one of the couples set off early and drove to San Francisco so that she would have company and support on the drive to Vancouver. "The Cruise to the Capital" was a great success, and the lady with her "new" MGB, and her kind chaperones were quite the story when they arrived in Ottawa. Several OMGC members arranged to meet "The Cruise" at the Canadian Tire Centre in Kanata, and after their meet and greet, escorted them in convoy all the way along the 417 to the Marriott Hotel, Coventry Road, with flags a-flying – a spectacular sight for other drivers on the 417.



**NAMGAR GT-39 Car Show**



**The group in 2016**

In June 2016 we enjoyed a visit from a group of Australians who were driving around the world in stages over several years. OMGC members, Todd and Jen Steeves, were in touch with them as they drove through Northern Ontario and discovered that they wanted to do some running repairs when they got to Ottawa. Various members were able to help them with parts, for which they were very grateful. A group of us had supper with them at Monkey Joes on their first night, and we held a very well-attended Club meeting at Biaggio's the next evening. One of their team entertained us with an excellent talk and slide presentation about their arrival in Ushuaia, Argentina – about as far south as it's possible to go in a car – and their amazing drive to Dawson City in the Yukon, before

heading east. The Montreal MG Car Club had invited OMGC members and our new friends to join them for the following afternoon and evening, so a large convoy left Ottawa bright and early to meet our hosts at the Chateau Vaudreuil Hotel on the outskirts of the city for lunch. Afterwards, the MMGCC members led us into Montreal where we drove part of the Formula 1 Grand Prix circuit. The fun continued over dinner in Old Montreal – a great way to end a wonderful few days of international MG fellowship.

*...continued*

Inspiring though these long-distance drivers and their MGs are .....  
you may never drive your MG around the world;  
you may never drive your MG the length of the North and South American continent;  
you may never drive your MG from coast to coast, Canada;  
you may never drive your MG out of your home province;  
but none of that is important – what is important is that you’re driving your MG somewhere, and you’re enjoying that experience. It’s that simple.

Keep on driving, and “Safety fast!”

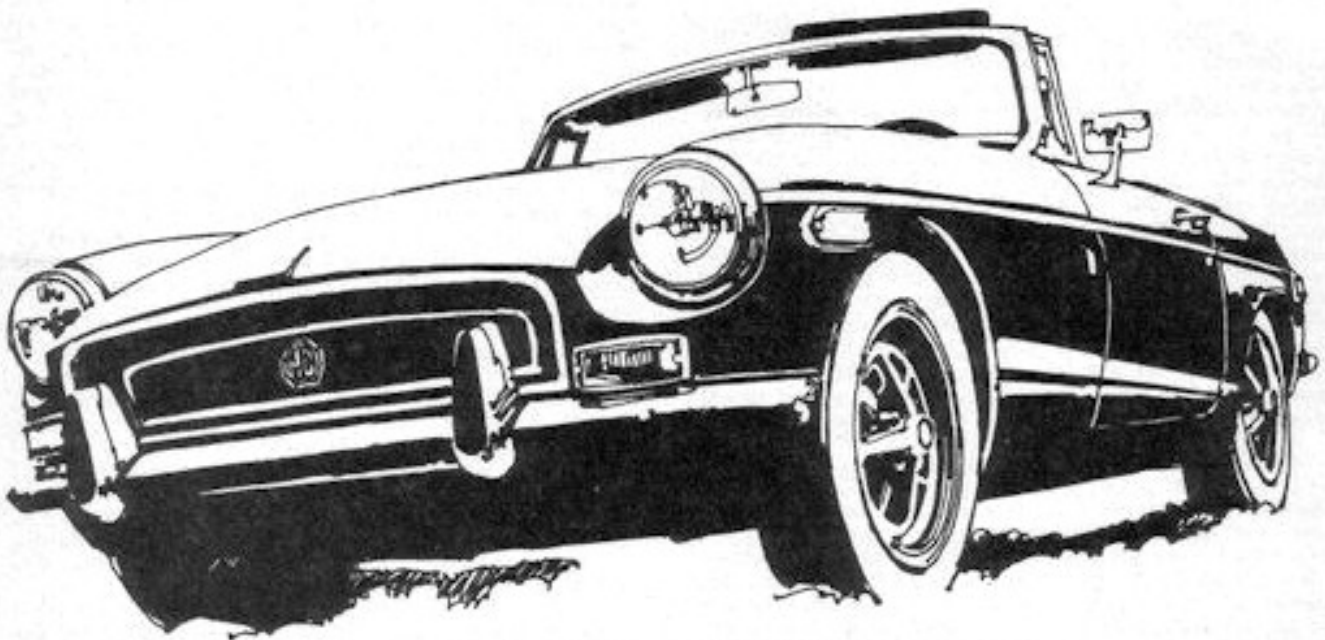
Trish Adams

## **The last word**

At the end of H. G. Wells’ science-fiction novel, written in 1897, all man’s interventions to defeat the invading Martians have failed, and humanity is doomed. But ..... the Martians succumb to earthly pathogens, to which they have no resistance, and our world is saved!!

All that to say “Don’t worry - if planet Earth is attacked by aliens at the moment, we’ll be OK!”

Trish



## **Beware of imitations**



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