



In this festive season, we wish you peace in your world, love in your home, joy in your heart, and many happy MG adventures in 2023.

Peter Sanderson and Trish Adams

The Dashpot ☺

Safety fast!

The Official Newsletter of the Ottawa MG Club

Table of Contents

OMGC January Monthly Meeting.....	1
OMGC Executive Team and their MGs	2
Year 2023 Planned Club Events.....	3
Welcome New Members	3
OMGC British Car Clubs Trivia Challenge.....	4
OMGC Christmas Party	5
Does your MGB deserve a 5-speed gearbox?	8
THIS IS YOUR DASHPOT! <i>The member's newsletter</i>	8
OMGC Member's Corner	9
Member: Bruce Covington – MGB 60	9
Member: Ivan Wood – Modern Plugs, Fouling and Shorting Out	10
Member: Martin Handforth – Make your MGB 3 Seconds Faster	11
YouTube Videos.....	11
MG SA review - the prewar 1930s sports saloon time forgot	11
Jody Leclaire - MG Feature race at the 2021 VARAC Vintage Grand Prix	12
Guy's Drive in a classic WW2 era MG T-type Guy Martin Proper	12
Waupoos MG Weekend.....	13
The Making of a Vintage Racer - An interview with Jody Leclaire	17
Peter's Corner	20
My Winter MG Blues	20
Year 2022 In Pictures	22
Years Gone By	31

OMGC January Monthly Meeting

We will be holding the **January 19th 2023** OMGC monthly meeting at the **KS on the Keys Restaurant** at 1029 Dazé Street, Ottawa, ON, K1V2G3. Food and drinks to be served beginning around **5:30PM** and meeting business to **begin at ~7PM** as per usual. The full menu will be available for members to choose from.



- **January 19, 2023**
 - [OMGC Monthly Meeting](#)
- **February 12, 2023**
 - [OMGC Valentines Gathering](#)



Dashpot Editors
Peter Sanderson & Trish Adams

OMGC Executive Team and their MGs

	Mike Westland OMGC President president@omgc.info Member Since 2010	1974 MGB 1970 MGB0-GT 1967 MGB-GT-Special	Acts as CEO of the Club. Presides over all meetings. Ensures relationships are maintained with other clubs, national and international MG Registers, groups, and resources.
	J-P Lacroix Vice-President vicepresident@omgc.info	1969 MGB-GT 1969 MG Midget	Assumes responsibilities of the President in his/her absence. Arranges monthly meeting locations. Posts driving routes on the website.
	Len Fortin Webmaster webbie@omgc.info Member Since 1990	1960 MGA 1977 MGB 1973 MGB	Maintains the website and ensures the Club calendar is up to date. Dispatches broadcasts as necessary, in conjunction with the Comms Director.
	Trish Adams Club Regalia regalia@omgc.info Member Since 2008	1970 MGB 1973 MGB-GT	Manages the sale, ordering and delivery of Club regalia items.
	Jeff Cohen Treasurer treasurer@omgc.info Member Since 2014	1970 MGB 1977 MG Midget	Manages/maintains the Club's financial records. Posts quarterly reports on the website.
	Julie Westland Membership membership@omgc.info Member Since 2010	1974 MGB 1970 MGB0-GT 1967 MGB-GT-Special	Manages/maintains the Club's Membership database. Provides new members with welcome/orientation package. Coordinates distribution of Club calendar to renewing and new members.
	Mike Price Technical Director technical@omgc.info Member Since 1987	1969 MGC-GT and a 1974 MGB	Coordinates meetings/sessions with facilities and capable members to address MG issues of a technical nature. Liaises with related businesses/skilled resources.
	Communications Director WANTED		Edits and issues the Dashpot newsletter each month, works with the executive team to help manage calendar, broadcasts, events, and conventions.

Year 2023 Planned Club Events

Len Fortin supplied us with the following highlights for 2023.
For further information about any of these events, consult the club's website at <http://www.omgc.info/>



Ottawa MG Club Event Calendar 2023

January 2023

- 19 OMGC Monthly Meeting

February 2023

- 12 OMGC Valentines
- 16 OMGC Monthly Meeting

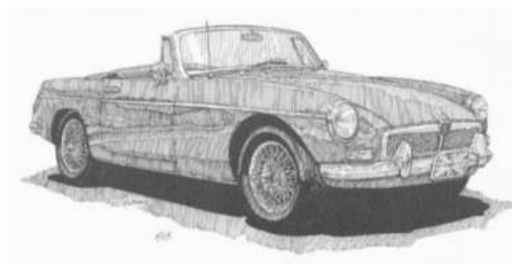
TO BE CONTINUED.... (January Edition)



Welcome New Members

A warm welcome to our December NEW Members!

- Kirk and Kristina Ireland, Dunrobin
- Murray and Carol Brown, Belleville
- Martin Lovett, Ottawa



OMGC British Car Clubs Trivia Challenge

By Trish Adams

After a 2-year absence, the Ottawa MG Club's third Trivia Challenge to the Ottawa Valley Jaguar Club, and the Ottawa Triumph Club took place on Sunday afternoon, November 27, 2022. With the Jaguar Club being represented by 1 team, and the Triumph Club by 1 team, the MG Club, represented by 8 teams, was in a strong position to take the trophy back from the Triumph Club after their back-to-back wins in 2018 and 2019. The 50 questions (compiled by me) covered many topics: Canadiana, history, geography, hi-tech, cars (of course), world events, potluck, and a few quirky ones, ie., "What was the highest mountain on Earth before Mount Everest was named the highest mountain on Earth? Answer: Mount Everest – it was always there, it just hadn't been discovered and named"; and "In which country would one compete in the Wife-carrying World Championships? Answer: Finland".

Some questions had multiple choice answers, some had true or false answers, some the contestants would either know the answer or not – but go on, have a guess. Tony Edge was our Question Master and kept things moving along nicely. At the end of the questions, teams passed their answer sheets to the next table to be marked. The atmosphere was tense as Tony asked "Any team with all 50 correct?" Nope. He counted down until a cheer went up from the winning team those pesky Triumph guys had done it again!! OMGC President, Mike Westland presented the trophy to Triumph Club President, Chuck Hobbs, Mike Solonynko, Guy Valentine and Gary Kristjansson, with congratulations from all.

A big thank you to everyone who came and made it such a fun afternoon, and thanks for all the scrumptious treats that filled two big round tables. There wasn't much left at the end! (Click picture below for video)

Safety fast!



PS: [Here's a short clip from a Wife Carrying World Championship](#). The winner takes home his wife's weight in beer. Who thinks we should do this next year instead of Trivia?

OMGC Christmas Party

By Peter Sanderson and Trish Adams

This year's Christmas party on December 3rd, 2022, at the Britannia Yacht Club was a hit with everyone who attended. The room was decorated for Christmas including a lovely Christmas tree. There was a cash bar and hors d'oeuvres were handed out as we arrived. The sit-down meal started with a soup served at the table and then a Christmas buffet with turkey, stuffing and roast beef, along with all the expected side dishes, including gravy.



During dessert, there were two games prepared by Len for the people at each table to play cooperatively: a counting game and a word association game. After dessert there was a final activity, again prepared by Len: a crossword puzzle to solve with clues, and with pictures posted around the room that provided hints. Len's mind is a great generator of fun puzzles, quizzes, and games for us to play at various events throughout the year – it must be something in the water in Jasper, or maybe it's something Deb is feeding him!

The DJ played background music during the reception and dinner, and whilst the games were being played.

A new Trophy was presented to Len Fortin from "The Dashpot" for being the most



valuable contributor in 2022. The trophy is named "The Dashpot M.V.C." and this is the first prototype of the trophy. Len was not only the most valuable contributor to "The Dashpot" but also to every other aspect of the Ottawa MG Club's year, including organizing the Funkhana at MG 2022 in Peterborough. This is Len's trophy to keep for always!



A second "Dashpot M.V.C." trophy will be made on a larger base, to be presented each year to the member who contributed the most towards "The Dashpot" that year. The name of each winner and the year will be engraved onto a plaque on "The Dashpot M.V.C." trophy and they will keep the trophy for that year.

With the official business completed, the DJ cranked up the volume, the dance floor filled up, and minutes later members were dancing the Macarena.

A big thank you to JP Lacroix for organizing this year's Christmas party. It was attended by 28 members with their navigators or guests for a total of 56 people. As of December 3, 2022, the OMGC has 180 members plus their navigators.

Pictures From OMGC Christmas Party





Does your MGB deserve a 5-speed gearbox?

By Dan Di Cesar



Article from the Dipstick newsletter of the Montreal MG Car Club, re-published with their permission

To many the MGB has slipped behind in the modern motoring stakes. Even with all the engine and suspension upgrades on the MG market, some people would argue that the gearbox is a little dated even with its overdrive unit. The gear changes are too long, switching up and down can be notchy and you feel reluctant to drop it down and let it scream because you know nothing exciting will happen. Hi-Gear Engineering have produced a kit for the MGA which allows the Ford type 9 gearbox to be bolted in place, also they have produced a kit for the MGB which fits to all post 1968 models with a wide tunnel.

Basically, the type 9 gearbox comes out of a 1983-1987 Ford Sierra, unfortunately non of these cars were exported to North America, so your only option is to purchase a complete unit from Hi-Gear Engineering. Also, they have expanded their offering to include the MGTB/TC, TD/TF. The kit is aimed at "T" owners who really want to use their cars on Highways, and not be restricted to secondary roads, and not hearing the engine scream at the higher speeds.

The kit includes the following; Complete instructions, Cast aluminum Bell Housing, Clutch release lever pivot and bolt, Gasket, Bell Housing to gear box, Extended siggot bush, Rear rubber gearbox mounting, New gearbox support crossmember, Modified gear leaver assembly, New prop shaft assembly, Modified gear lever assembly, precision short shift, Speedo cable/circlip, all bolts and fasteners, and Loctite (2 types) The standard MGA/B clutch cover, release lever, and clutch operating hydraulic cylinders are all re-used. Listed on page 2 are the tables of Gear Ratios: for the MGA, MGB, MG TB/TC TD/TF The cost of this conversion is not cheap:

Moss Motors is selling this kit for approximately: \$ 4,800.00 U.S. plus duty, exchange, and transportation.

Contribution: MG enthusiast magazine, Hi-Gear Engineering U.K., Moss Motors, Robert Hawkins.

Contribution: Magazines de fan de MG, Hi-Gear Engineering UK, Moss Motors, Robert Hawkins.

THIS IS YOUR DASHPOT! *The member's newsletter...*

Did you attend any events this year such as the British Invasion at Stowe Vermont, Bronte Creek Car Show, Merrickville European Classic Car Show, Christmas Party, or any other interesting event to do with MGs? Do you have an opinion about the club or suggestions, did you visit an interesting part of Canada? Why not submit your suggestions, pictures, or a short article about an event, trip or other for OMGC members to enjoy or learn?

*Want your Corner in the Dashpot? contact **The Editor.***

OMGC Member's Corner

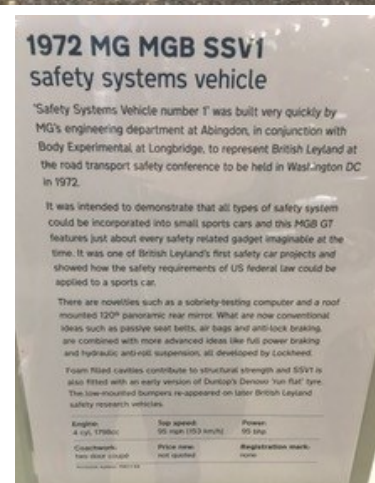
This month we are happy to have received multiple great recommended reads and MG related topics from members. Therefore, we have a "Member's Corner" instead of Tidbits. A tidbit is defined as a small piece of tasty food. I think some of these articles represent a feast of amazing MG foods and I thank all the members who have contributed this month.

Member: Bruce Covington – MGB 60

Bruce owns a 1973 MGB. Bruce lives in Ottawa and has been a member since 1998.

Bruce attended the MGB 60 celebrations this fall in the United Kingdom. He said, "the event was held at the British Motor Museum which was fantastic to visit in its own right!" Bruce sent us these pictures. How many of us wish we were there? I know I do! Thank you, Bruce!

Bruce's Pictures





Member: Ivan Wood – Modern Plugs, Fouling and Shorting Out

Ivan owns a 1962 MGA, 1953 MG TD and a 1965 Lotus Elan S2. Ivan lives in Merrickville and has been a member since 1999.

Bruce submitted an excellent article he found about how newer spark plugs no longer glaze the bottom of the insulator (linked below), which may have an impact on our earlier MGs and in Ivan's case, a Lotus Elan S2.

[Modern Plugs - Fouling and Shorting out](#)

Member: Martin Handforth – Make your MGB 3 Seconds Faster

Martin owns a 1967 MGB GT, 1963 MGB and 1966 MGB. Martin lives in Picton and has been a member since 1999.

Martin submitted an article that is comprehensive and interesting. It is all about how we can make our MGB 3 seconds faster in six (simple) steps. Martins commented, "I like it because it provides a well-defined process". I read through the article twice and have book marked it for next year's winter project.

[Make Your MGB 3-Seconds Faster](#)

YouTube Videos

MG SA review - the prewar 1930s sports saloon time forgot



Jody Leclaire - MG Feature race at the 2021 VARAC Vintage Grand Prix



Guy's Drive in a classic WW2 era MG T-type | Guy Martin Proper



Waupoos MG Weekend

A review by Jordan

This special event took place on the 3rd weekend of September (16th – 18th) at Martin Handforth's Happiness Haven, Waupoos, in Prince Edward County.

We left for home on Friday and joined up with other MG'ers Ivan and Katie Wood for an energetic drive through interesting roads in the Rideau Lakes area which led down to a unique ferry called the Glenora Ferry. We took it across to 'The County' as it affectionately known to the locals.



[https://www.tripadvisor.ca/Attraction_Review-g183797-d10604021-Reviews-Glenora_Ferry-Picton Prince Edward County Ontario.html](https://www.tripadvisor.ca/Attraction_Review-g183797-d10604021-Reviews-Glenora_Ferry-Picton_Prince_Edward_County_Ontario.html)

When we arrived Friday afternoon we received a warm greeting by Martin, Danielle, Karen and other MG folks Pierre Ranger and Jane Harris.

Daniel and Karen are simply lovely individuals that are very close to Martin and provide him with enrichment to his everyday.



We were all presented with our rooms which I can say were very nicely decorated and the overall feel of Happiness Haven was warm and comforting.

Martin is not only super generous to open his lovely spot to OMGC members but, he also asked for nothing in return. Such a warm, lovely chap who is also very knowledgeable about many interesting topics things so, you can definitely learn just by listening.

To top it off, he has an amazing collection of MG's that he has carefully maintained or is in the process of rebuilding to a very high standard. You can clearly see the detailed work and pride of ownership by Martin in all of his MG's.

For the evening meal we went to a super little 'Waupoos Eatery' called "Stella's which is in walking distance of Happiness Haven.

<https://www.stellaseatery.com/>

There was a nice summer breeze as we took our stroll to the restaurant. The food there was amazing, our taste buds are still tingling. Certainly, wasn't what we were expecting it was more like a top-notch establishment that you would find in a major metropolis rather than off a nice country road in rural Prince Edward County. Martin had advised us to dress warmly but they had a nice outdoor fire going on the patio to keep us toasty.

On Saturday morning we enjoyed a smashing breakfast and then a review of Martin's car collection before we all headed out on an MG run through the 'County' which were full of great driving roads, numerous picturesque spots and a sunny, warm comfortable drive.



One of the spots along the way was Farmhouse Eats on Loyalist Parkway, we stopped there for goodies. We found all kinds of fun treats to snack on and also some to take home including Christmas present opportunities! Check them out:

<https://www.facebook.com/FarmhouseEats/>

For lunch we stopped in Bloomfield at a place called Bermuda, a restaurant with tropic Island vibes. The food was simply amazing, staff very attentive and the vine laden outdoor patio was spectacular.

<https://www.bermudape.com/>

Bloomfield itself was a lovely little town with lots of specialty shops to enjoy. If you are thinking of a special item or that special Christmas present, then you will absolutely love Bloomfield!

<http://bloomfieldontario.ca/>

While we were there, we managed to take a couple of nice pictures of Martin's Iris Blue Mk1 MGB that are OMGC calendar worthy! So, on that note, get your pictures into Sarah now if you'd like to have them in the calendar!

Continuing our drive again we stopped at Glenwood cemetery where Danielle has a sculpture to honour the veterans of World War II in the County. We were highly impressed with such amazing work.



[Look here:](#)

Glenwood Cemetery

<https://glenwoodcemetery.ca/>

Danielle's sculpture

<https://www.countylive.ca/wire-sculpture-at-glenwood-cemetery-tributes-veterans/>

Then more MG driving adventures that lead us to the outdoor art sculptures at Oeno Gallery which is adjacent to the Huff Estates Winery & Inn

The eclectic and varied sculptures truly were a work of art and some really had you thinking about the creation.

<https://oenogallery.com/>

<https://huffestates.com/>



As the last part of the drive before heading back to our evening festivities, we managed to squeeze in a tour of the old WWII military base that is now transforming into an art hub.

The way that they have started to integrate this new initiative while still being part in history is very interesting.

<https://www.thestar.com/life/2022/10/08/former-military-training-base-in-picton-comes-back-to-life-as-community-art-hub-and-event-space.html>

When we returned to Waupoos we were able to soak up the wondrous view of 'Smith Bay' enjoy a beverage or two and each talk about our day.

Saturday evening all of our combined potluck creations were realized and through Martin's original coordination in that regard paid off delicious dividends! It was all rather serendipitous!

Following dinner we enjoyed each others company, told many an MG story and were able to easily relax in the aptly named Happiness Haven.

The cottage is such a nice place, and we could see all the hard work that has gone into it to make it what it is today.

Sunday morning after a very restful sleep in the comfort of our really nice rooms we all enjoyed another meal together that was 'brunch' style as it was all varied and delicious.

Another brief look at Martin's MG's before we all packed our things and sadly had to depart this wonderful part of the world.

At least we had some nice roads for the MG drive home.

I would like to say a big thank-you to Martin for letting us stay over this glorious weekend in September, it was all just simply smashing!

You did a great job of booking some really nice weather so that was a fantastic bonus!

Additionally, we also really enjoyed meeting Danielle and Karen and spending time with them, they are lovely ladies and also a lot of fun to hanging out with!

Thank-you so much for being so hospitable and making it a very special MG event.





The Making of a Vintage Racer- An interview with Jody Leclaire

By Peter Sanderson and Trish Adams

I often wondered how one becomes a vintage car racer. Do you wake up one day, go out and buy a vintage car and then bring it to the racetrack and start racing - or is it that you are groomed for the role since birth? Perhaps it's a bit of both. Today we have the opportunity to discuss this topic with Jody Leclaire, a vintage racer. Jody races a 1977 MGB.

Jody definitely grew up with some racing blood in his family. Jody's dad started with an MGA when he was working at Dominion Bridge in Montreal. He had claimed that the MGA is how he met his wife, Jody's mother. Apparently, she would often show up at Dominion Bridge often to take the MGA for a drive with her friends while his dad was working the evening shift.

Back in the day, he would take his MGA to parking lots on Sundays for slaloms and such types of racing since nobody shopped on Sundays. In 1965 his dad started racing his own street MG, until 1966 when he bought a red MGB from Kingston, his original number 212 car. He then modified the MGB dramatically for racing and painted it white (pictured Here). This was the first official race car that his dad raced and today, Jody has reproduced it with another MGB to match.

Unfortunately, and not for a lack of trying, Jody was unable to find his dad's original car since it was most likely scrapped in the summer of 1968. His father raced the MGB for three years until he moved on to Formula B. In the fall of 1968 at the first Canadian Grand Prix at Mont Tremblant his father had a terrible accident, totalled the Formula B and was very fortunate to have survived.



Jody almost bought an MGB when he was in his twenties, but his wife's father convinced them that an MGB was not the right car for them. After five years married, Jody bought an MGB, one that needed much work. He began to restore this car in his truck body shop in Delson, Quebec. In 1995, he closed that shop and brought his MGB home and introduce the car to his wife, who knew nothing of it. Jody explained that he was building it for them, but mostly for her. He never finished that MGB, it was sold for \$ 25.00 to a scrap yard, and in 1996, he bought another MGB in better condition. It stayed in his garage until 2008 when he started a project with his nine-year-old son to restore it. Together, father and son, stripped the car down to the frame. It was in rough shape, but after nine years and a huge picture book of all the restoration steps, Jody and his son completed that MGB. It is this MGB that is driven now by his wife and is considered "her car".

In 2016, Jody used a 50th birthday present to complete the Jim Russell Racing School course. This was a three-day course where Jody completed 125 laps, mostly on the short track. He did get to try the long track towards the end of the course.

In 2017 while Jody was surfing the Race Cars for Sale page of the MG Experience forum, he came across a race car in Ottawa, two hours away. In fact, the race car was owned by Jim Devine, an Ottawa MG Club member. After contacting Jim and obtaining more information on the car, he sent it to a friend, John Nichols, who was building a race car. John responded, "well, if you want to go racing, go find a bag of money and go buy that race-car".

At this point Jody decided to share his racing aspirations with his wife, who had some colorful words in response. After some discussions, they came to an agreement and Jody called his dad to go see the race car in Ottawa. A deposit was left, and Jody's vintage racing adventure begins. Jody, his son, and a neighbour with a trailer picked up the car in Ottawa. Just before Christmas, he brought the car to the local paint shop to be painted white and stickered just like his dad's original MGB Race Car.

By spring 2018, the car was ready to race, and it was entered in the Summer Classic at Mont Tremblant. This was Jody's very first race. Before the race, Jody received a call from the President of the Vintage Racing Club in Quebec and was informed that a French cable show called "Plein Gaz" wanted to follow three racers during the weekend, which led to interviews, cameras in Jody's race car and more. Jody said that this was an amazing souvenir for his first race.

In addition to being on a TV show, during the VGP at Mosport in June 2022, the magazine "Inside Track" had taken a photo of Jody's # 212 car and placed it on the front cover.

Since 2018, Jody has raced his MGB, with a big bore 1950cc compared to the original 1800cc engine. Today, after four years, Jody has risen from the back to the middle of the pack (30-40 vintage cars) in the local vintage



racing scene. He shaved off ten seconds at Tremblant and six seconds at Mosport last year. His goal for 2023 is to shave off a few more seconds.

Jody says that he feels much safer on a vintage racetrack among trained drivers than on the streets of Montreal.



During his first year, he spun off the track a few times and once, right in front of his mother who was a spectator. His car stalled, the other racers passed him, all was well, except for giving his mother a few more grey hairs.

When asked about the cost, Jody says its all relative. Generally, the cost for a weekend racing event is about \$ 2,000.00 including transportation, high octane gas, event fees, hotel, and such. However, Jody blew up an engine in the fall of 2019 and spun

out and hit a wall in 2020, and incidents like these can quickly ramp up the overall cost of the sport. Jody will attend two to three races per season.

His sister designed a logo for the car: a pig's head from Pigs in Space, where Link was the captain of the ship. The family is having fun with vintage racing as well and they are all being very supportive.

Jody has no aspirations to move up a class since he truly loves vintage racing. He loves the car-to-car challenges (battles) during a vintage race whereby he will be one-on-one with another racer, and they may pass each other multiple times during a race. Jody says as long as he races, he will race vintage.

Currently, Jody is the only racer in the Montreal MG Car Club. He came from a racing heritage, grew up with vintage cars and now races one. I think Jody was born a racer!



Peter's Corner

- [MG Main Dealers, \(right\). Now what?](#)
- [Last drive? Join me...](#)
- [Another ride MMGCC and a follow-up on the Vinyl repair](#)
- [Buying an MGB – Take Two](#)
- [MGB Drive in November and Shout Outs!](#)



My Winter MG Blues

By Peter Sanderson

It's time to let the poet out. Yes, that's right, the poet. Two weeks in Canada was cold and the future forecasts were all calling for snow. As of today, they were right. But we had a few days left to drive. While driving those last days, I started thinking about how much I will miss her this winter. I figure that if I can wrench on the MGB, I can also write a poem about her. So, this is my poem, titled, My Winter MG Blues:

I put up my hood, as the temperature falls,
Its November eleventh, and old man winter calls,
Hours and days but not weeks remain,
I know very soon; I will go insane.

I get into my B and I drive away,
Through country roads and on the highway,
Dressed in down jacket, its above freezing,
Yet the colder it gets, the engine is more pleasing.

Is this the last drive?
Oh, how will I survive?
When she gets put to bed,
To sleep like the dead.

Weeks, and months will slowly go by,
And I'll think about her often, as I let out a sigh,
Touch her indeed, with a wrench in one hand,
As I start the winter work, my list will surely expand!

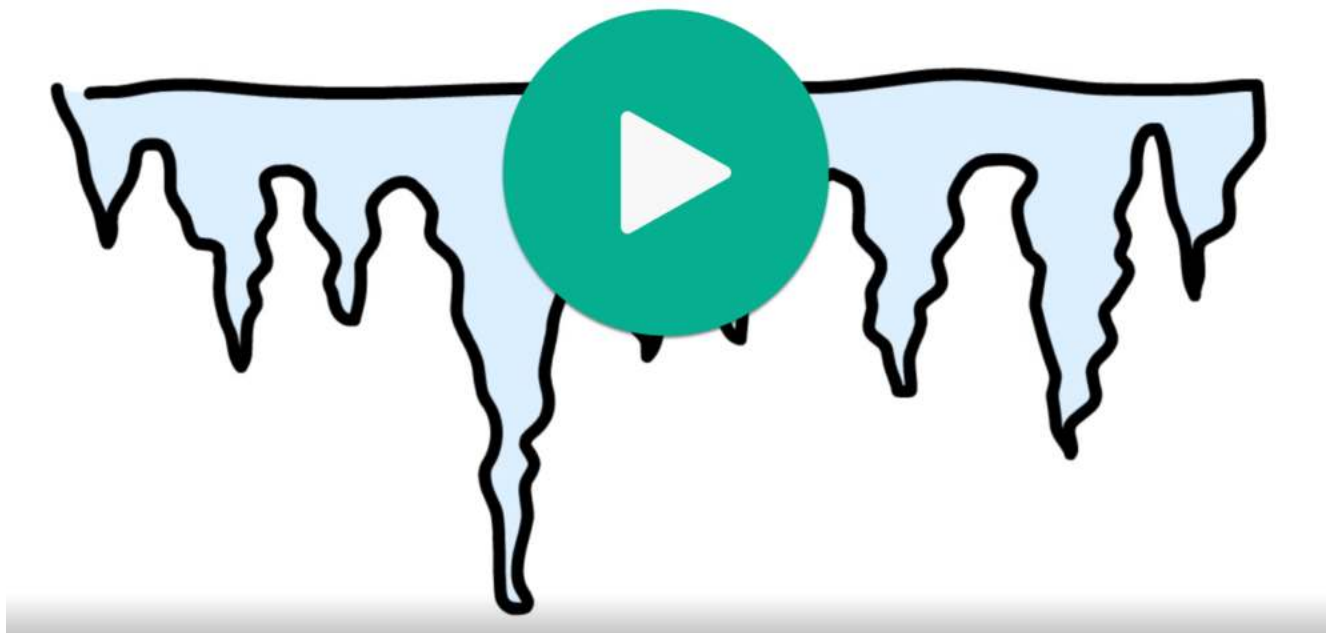
The diff and the springs, they all need attention,
Out comes books, videos, and my complete collection,
YouTube and friends, will guide me at times,
As I wrench away, fixing time's mechanical crimes.

But take heart, spring will soon be around,
And she'll emerge from her cocoon, with improvements profound,
That chorus of Stebro will be heard once more,
As sparks ignite petrol, and neighbors hear her roar.

So, winter hum drum, the season of blues,
No driving my MG, or worrying about a fuse,
There's still a day or two ahead, and I'll drive every last minute,
But sooner than later, she will go away, I have to admit it.

I read this poem at the November's Monthly meeting. If you were not there and would like to hear it delivered, my way, the video is below.

My Winter MG Blues



Year 2022 In Pictures



















The Boot 'n Bonnet Club's
31st
BRITISH CAR DAY

Ken Garrett Memorial Park
4010 Perth Road (aka CR 10 or Outer Division St.)
Inverary, Ontario

Sunday August 14th, 2022
10 a.m. - 4 p.m.

This year Celebrating

60 years of MGB



70 years of Austin Healey



PARTICIPANT'S CHOICE VOTING
REGISTRATION GIFT FOR THE FIRST 150 REGISTRANTS
BBQ LUNCH, VENDORS

MANY, MANY VALUABLE DRAW PRIZES

ADMISSION: \$25.00 PER CAR (includes BBQ lunch for 2)

Please note
new location





Years Gone By



November 13, 1935

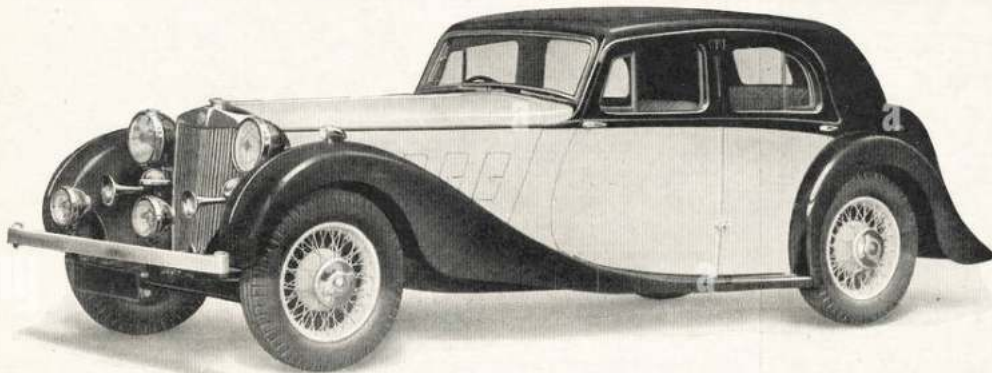
The Sketch

THE NEW



TWO-LITRE

Buy a car built in the United Kingdom



"You may buy this car, as many will, for its superb beauty of line and equipment. You may buy it, as you will certainly want to, for the sheer fun and satisfaction of driving it. But you will be buying a car which also has in it and through every part of it the character and endurance of a true thoroughbred." Price £375. Catalogue from The M.G. Car Company Ltd., Abingdon-on-Thames, Berkshire.



alamy

Image ID: KKM0E0
www.alamy.com



**I paid for the whole
speedometer
I'm going to use
the whole
speedometer**



Safety Fast

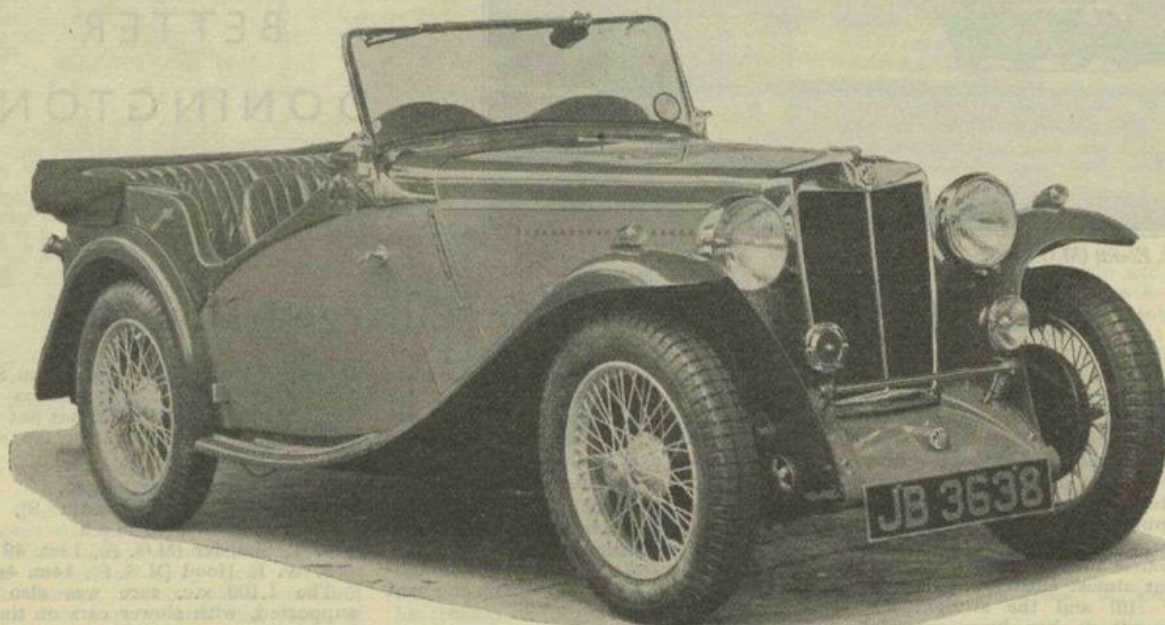


THE NEW



MAGNETTE 'N' TYPE

**A true Thoroughbred—perfected by
- successful racing experience -**



MILLE MIGLIA
(Italian 1,000 miles Race)



**MAGNETTE
2nd**

IN THE LIGHT CAR
CLASS AT 58.98 m.p.h.
DRIVEN BY THE
COUNT LURANI AND
C. PENN-HUGHES.

(Subject to official confirmation)

Data compiled after a year's successful racing which included winning the fastest road and track races in the British Isles has made possible the performance of this new M.G. Magnette 'N' type, the very latest in Sports car motoring available at moderate cost.

The new underslung chassis, which follows very closely the lines of the racing prototype, has all its attributes—Brakes, Steering, Suspension, designed for a 100 m.p.h. car—a safety factor far higher than any other sports car can give.

Two new body styles are available, two- and four-seater open models, with the new M.G. "Independent Shock Absorbing" body mounting. Special attention has been paid to accommodation, there is ample room for four "grown-ups" in the four-seater, and an unusually large amount of luggage space in the two-seater.

Two-seater - - - **£305.** Ex works.

Four-seater - - - **£335.** Ex works.

Two-four-seater **£350.** Ex works.

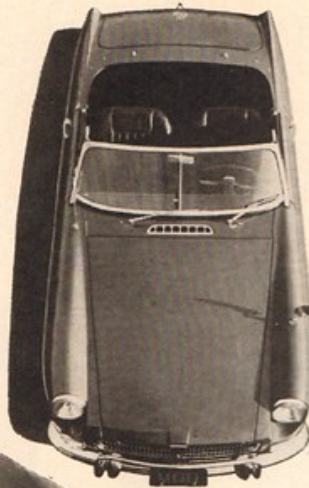
Triplex Glass.
Dunlop Tyres.

Ask your dealer for a trial run.

The Best Small Car in the world

THE M.G. CAR COMPANY LIMITED, ABINGDON-ON-THAMES, BERKSHIRE

This is the MGB.



The real kick of an MGB comes not from having power to burn but from the finesse with which you discipline it. And you get so much to discipline it with.

Like rack-and-pinion steering to deliver the quick response you want. Predictable suspension to help you ease the MGB into a turn with dispatch. A 1798 cc. competition-proved engine that can cruise all day at turn-pike speeds. And big, self-adjusting disc brakes that don't quit when they're needed.

So, even if the kick has gone out of your driving life, watch it come back when you drive the MGB. From Britain to you through your nearest MG/Austin Healey dealer—where one good turn deserves another.

MGB: another action car from the sign of the Octagon.



You turn it on.

It turns you on.



FOR OVERSEAS DELIVERY AND OTHER INFORMATION, WRITE: THE BRITISH MOTOR CORP., / HAMBAD, INC., DEPT. M-48, 734 GRAND AVENUE, RIDGEFIELD, N. J.

