



The Dashpot

Winter 2010

MG

UNLIMITED FUN.

Here are the classic lines and quick response that have made MGB America's best-selling convertible. Here is the agility of rack and pinion steering, short-throw four-speed stick, and the stopping power of front disc brakes. And now it's all enhanced by the striking design and accessories of the Limited Edition, available only in black accented by dramatic silver striping. The Limited Edition comes with distinctive cast-alloy wheels and wide-profile tires. There are performance features like a front air dam and a padded, smaller diameter racing-type steering wheel for quicker response. There is a sturdy luggage rack, coco mats and an official Limited Edition plaque on the dashboard. The edition is Limited. The fun isn't. For the name of your nearest MG dealer, call toll-free: (800) 447-4700. In Illinois: (800) 322-4400.

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Special Limited Edition Plaque.

Sturdy luggage rack.

Padded racing-type wheel.

Front air dam.

OTTAWA MG CLUB

The Dashpot is the official publication of the Ottawa MG Club.
Submissions for consideration should be sent to: l.fortin@xplornet.ca

**Visit us on the web at www.omgc.info
you will find web links to various suppliers, other clubs and
organizations as well as technical help, membership forms, regalia and library offerings and
other fun stuff**

Executive Committee

President	Ivan Wood	ivan_wood@hotmail.com	269-2404
Vice-President	Pierre Ranger	pdranger@rogers.com	722-6900
Newsletter	Len Fortin	l.fortin@xplornet.ca	283-0470
Treasurer	Quiller Graham	quiller42@sympatico.ca	737-4403
Membership	Andy Bounsall	bounsalla@taske.com	721-1132
Club Regalia	Doug McClure	miatamcclure@hotmail.com	444-0446
Webmaster	Rob Grapes	rgrapes@rogers.com	839-6500
Technical Director	Gordon Timbers	gtimbers@rogers.com	224-4177
Past President	Terry Haines	freyung@rogers.com	822-8642
Director	Frank Rizzuti	frizzuti@sympatico.ca	225-4240
Director	Brian Swan	touchtheearth@hotmail.com	459-3090

Executive Counsel

Past President	Mark Evenchick	mheven@sympatico.ca	521-3097
Past President	Jordan Jones	jordan@compmore.net	287-3232
Past President	Deb Fortin	debfortin@xplornet.ca	283-0470

Other Officers

NAMGAR Rep	Andy Bounsall	bounsalla@taske.com	721-1132
NAMGBR Rep	Terry Haines	freyung@rogers.com	822-8642
BCCI Rep	Len Fortin	l.fortin@xplornet.ca	283-0470



From The Editor's Desk



You will find that this issue of The Dashpot is full of stuff from a variety of sources. Stuff from the North American MGA Register.. stuff from the North American MGB Register.. stuff from MGB Driver.. stuff from MGA!.. stuff from our current club members & former club members... and stuff from other clubs & from the internet. There are lots of resources to get stuff from.... just not enough places to put it all. So take a break from your busy day and wander through these pages, while you wait for the MG driving season to start, and enjoy some stuff. The new full colour calendar is being distributed and the web site is being updated and more e-mail broadcasts will meet you and greet you in the next few weeks to be sure you are aware of all the stuff that is going on in this club. Safety Fast!

President's Message

Well if the weather keeps going the way it is, we should have an early start to the driving season this year. Have you got your cars ready yet? The long range forecast is to be over 20C by first week of April.

Unfortunately Ottawa Landrover can't accommodate our Spring Tune-up this year, so Jordan Jones has valiantly stepped forward to offer his grounds and garage for this event on Saturday, 24th April. Details coming shortly.

Our monthly meeting for April will be at Louis Restaurant, after which we start our summer meetings season at many of our favourite out-of-town watering holes, starting at The Mill in Ashton on 20th May.

We have a number of major events this year including Gaps and Notches in Vermont and New Hampshire; NAMGBR at Belleville; and the ever popular locally based Gumball Rally. I'm looking forward to seeing everyone, and meeting our new members as we start our season. I'd like to thank Frank Rizzuti for volunteering to be our New Member Coordinator, but please don't feel shy if you see a new face to introduce yourself and welcome them to our Ottawa MG community.



Spring Tune Up Notes

April is the month for getting prepared for the driving season.

April 10th:

Special Hands On Tech Session with Michael Turnbull
[MGB water pump & heater control valve replacement]

April 17th:

Bleeding The Brakes with Martin Truman
[MG Midget brake bleeding team work project]

April 24th:

OMGC Spring Tune Up with Jordan Jones
[At a new location for everyone to enjoy]

We want your MGA... 

to be registered with NAMGAR!

Membership is \$30 per year. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861.



Members receive *MGA Magazine*, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the **MGA, Magnette and Variants**; and an annual Get-Together in various locations in the U.S.A. and Canada.

Watch the web site and your e-mails for information!!

Calendar Of Events

2010 - 2011

Celebrating Twenty Years
1990 - 2010



The Ottawa MG Club full colour calendar for 2010-2011 is now ready for club members to enjoy. You will receive your own copy when you renew your annual membership. This colourful calendar has all the OMGC meetings listed and all the OMGC events identified as well as quite a number of other interesting events held by other clubs and organizations. There is lots of room on each month for you to make daily notes. The first copies were distributed at the regular March meeting and they will be available at the regular April meeting. If you are not able to get out to a meeting to renew your membership and get your calendar, please send your membership renewal cheque for \$30 payable to the Ottawa MG Club to: the Membership Director

Andy Bounsall

19 Aleutian Road

Ottawa, ON, K2H 7C7

OMGC March regular meeting attendees got to see the newest addition to the OMGC “tool kit” of things to help new potential members feel more at home when they arrive at a meeting location. The sign, shown below, is intended to direct any new potential members to gather at a specific place when they arrive at a meeting so they can be greeted and welcomed by one of the club Executives. The “duty roster” for the sign will rotate around the group of Executives, meeting by meeting..... with Frank Rizzuti as the first to do the duty at the March meeting. With an easy ‘paper-clip’ name change and a quick attachment to the support post, new potential members will know just where to gather to find out more about this great club, without feeling too intimidated by the often large number of attendees.



This doesn't mean existing club members can't sit with Frank or other executives... just be prepared to meet some new faces if you do!

**MGA Day
May 1, 2010**

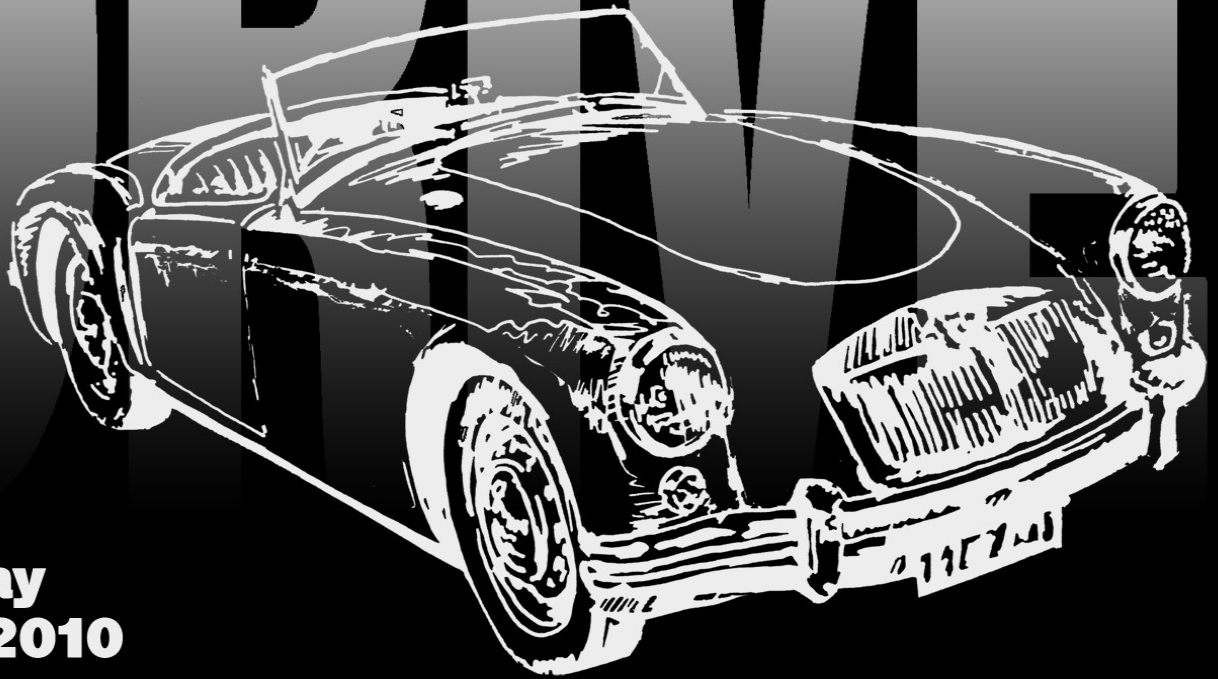


Table of Condiments That Periodically Go Bad

1 My Mayonnaise 3 months															2 S Salt N/A		
3 H Hollandaise 1 day	4 B Butter 1.5 months	5 Mw Miracle Whip 3 months	6 Hu Hummus 1 week									7 Od Onion Dip 2 weeks	8 Tt Tartar Sauce 3 months	9 V Vinegar 3-5 years	10 M Mustard 6-8 months	11 K Ketsup 5 months	12 P Pepper 4 years
13 Be Bemaise 2 days	14 Ga Garlic Sauce 1 day	15 Cc Cream Cheese 2 weeks	16 Ti Tahini Sauce 1 month	17 Bl Bleu Cheese 2 months	18 R Ranch 2 months	19 Pb Peanut Butter 4 months	20 Lx Lox 2 weeks	21 Pi Pickles 6 months	22 Po Pearl Onion 8 months	23 Cr Croutons 2 months	24 Cs Cocktail Sauce 6-8 months	25 Fi Fish Sauce 5 months	26 Ym Yellow Mustard 6-8 months	27 Ci Chili Sauce 6-8 months	28 Sg Sugar 2 years		
29 Gc Guacamole 2 days	30 Ws White Sauce 2 days	31 Sc Sour Cream 3 weeks	32 Th Special Sauce 2 months	32A Th 1,000 Island 2 months	33 Ma Marmalade 2 months	34 V Vegemite 2 months	35 Sy Syrup 8 months	36 Re Relish 6 months	37 Go Green Olive 9 months	38 Ln Lemon 2 months	39 Gs Green Salsa 2 months	40 Sw Sweet n Sour 4-5 months	41 Gm Germ. Mustard 6-8 months	42 Ss Steak Sauce 1 year	43 Nu Aspartame N/A		
44 G Gravy 3 days	45 Ch Cheese Sauce 1 week	46 Wc Whipped Cream 2 weeks	47 Vg Vinaigrette 2 months	48 F French 2 months	49 J Jelly 4-5 months	50 Nt Nutella 4 months	51 Fu Fudge Sauce 6-8 months	52 Hr Horseradish 6-8 months	53 Jñ Jalapeño 6 months	54 Oo Olive Oil 6 months	55 Rs Red Sauce 2 months	56 Sf Stir-Fry Sauce 8 months	57 Dj Dijonnaise 6-8 months	58 Ts Taco Sauce 2 years	59 Xx Saccharin N/A		
60 Au Au Jus 3 days	61 Cz Cheese Wiz N/A	62 Mg Margarine 6 months	63 Ch Chutney 5 months	64 Hm Honey Mustard 2 months	65 H Honey 8 months	66 Pe Peanut Sauce 8 months	67 Cp Choc. Syrup 6-8 months	68 Bo Baco Bits N/A	69 Pm Pimento 9 months	70 Ds Duck Sauce 4-5 months	71 Wu Worcestershire 1 year	72 So Soy Sauce 1 year	73 Bq BBQ Sauce 6-8 months	74 Ta Tabasco 2-5 years	75 X Maraschino N/A		

This version of a Periodic Table came to me, like so many other funny things, by way of the internet.



THE ALL BRITISH CAR CLUB'S

10TH ANNUAL AUTOJUMBLE

Sunday April 25, 2010

10:00 - 2:00

**Portsmouth Olympic
Harbour,
Kingston, Ontario, Canada**

Admission:

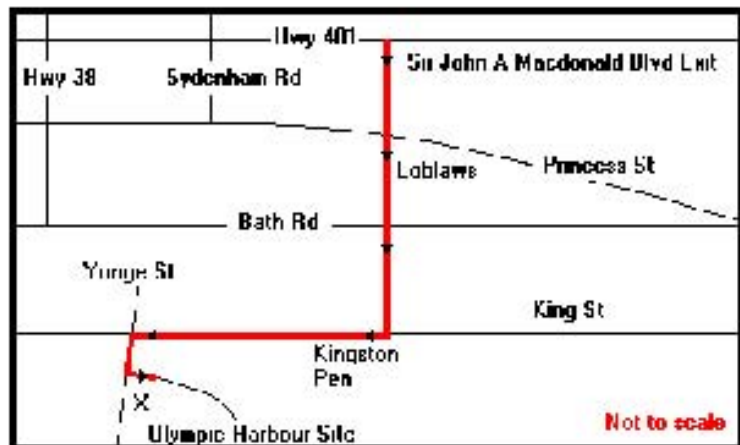
- \$3.00 per person
- under 12, no charge

**Drive your British Car and get
in free!**

Vendor Booths - \$10.00 for Boot 'n Bonnet
club members
- \$25.00 Non Members

Lots of free parking

All facilities INDOORS



Contacts

VENDOR BOOTHS/CARS FOR SALE:

Richard Woodley - 613 967 0267, email rw@magma.ca

GENERAL INFORMATION:

David Stock - 613 476 9604, or email: ds.scrubbers@gmail.com



Ancaster British Car Flea Market



WELCOME SPRING OF 2010 [Please Read Carefully – Changes in Red]

It is time to gear up for the 29th annual Ancaster British Car Flea Market and Car Show, located at NEW Marritt Hall, Ancaster Fair Grounds, Highway 2 / 53 & 52, Ancaster. [see information & map on page 3; site plan on page 4] This annual flea market has become a highlight of the year in the local British sports car scene. The success is due in part to your attendance as a vendor, as well as host club members' donation of their time.

DATE: Sunday, April 18, 2010
TIME: 8.00 a.m. to 3.00 p.m. - vendors and clubs
9:30 a.m. to 2:30 p.m.- visitors

We will be distributing event flyers, as well as contacting clubs via newsletters, newspapers, radio stations and word-of-mouth through club members.

This year we will occupy one building only, the much larger Marritt Hall. This building is totally heated and very well lit with power available (110 volt-15 amp) on outside walls only. Your comments about improvements are welcomed and will be carefully reviewed and considered.

For this year's program, the following procedures are in place:

1. All tables **must** be booked and paid in full by cheque or money order no later than Wednesday, Mar. 17, 2010, and are booked on a 1st come 1st served basis. Postdated cheques will be deemed received on the cheque date. **The number of tables allowed per vendor inside building is being changed to a "no maximum limit". All additional people at the table will be required to pay the \$5.00 admission fee (payable at time of application). Names of all "Set-Up" people with the vendor are required (see attached registration form). Note: the applicant is included with the price of the table.**

TABLES NOT BOOKED BY MARCH 17th WILL BE OFFERED TO PEOPLE ON WAITING LIST.

Table cost : **\$30.00/table** - non-member + \$5.00 for each additional person
 \$25.00/table - host clubs members only (BSCC & AHCSO)
 [memberships must be paid by February 28, 2010]
 + \$5.00 each additional person
 \$25.00/car - cars for sale outside

Table size : 2 ½' x 8' approximately.

Due to demand for inside space, car clubs displaying vehicles **will be** set up outside.

2. Once your application form and money have been received, you will receive a "Show layout" prior to event. This layout will show you the door you will use to enter and table location. Along with the above, you will receive a receipt for your payment, which **must** be shown to gate personnel upon your arrival at the flea market in order to obtain admittance
3. Vendor must set up between 8:00 a.m. and 9:00 a.m. on the day of the event. **If late, you will not be admitted**

Welcome To The North American MGA Register

by Andy Bounsall

In November, 2009 the Ottawa MG Club became an affiliated chapter of the North American MGA Register (www.namgar.com). Since this organization may not yet be familiar to many OMGC members, I thought I'd take a moment to briefly introduce NAMGAR to readers of The Dashpot.



The Registry was established in 1975 for the purpose of promoting the restoration, preservation, and enjoyment of the MGA. In addition to the MGA proper, the Registry also caters to vehicles known as "MGA Variants", a list which includes the MG Magnette, Elva Courier, and certain TVR's. While NAMGAR was initially created to serve MGA enthusiasts in North America, the organization now has a worldwide membership in excess of 2000 representing more than 15 different countries. As of January, 2009 there were roughly 170 NAMGAR members in Canada. There are currently 48 affiliated NAMGAR Chapters worldwide. The Ottawa MG Club is one of only five Canadian Chapters, the others being based in Toronto, Guelph, Windsor/Detroit, and Surrey, BC.

An award winning publication called "MGA!" is produced bimonthly by NAMGAR. This full colour magazine is chock full of feature articles, interesting columns, technical assistance, parts source information, and classified ads, all of which are of interest to MGA owners and enthusiasts.

Each year NAMGAR supports various regional gatherings organized and hosted by its member chapters. The Registry holds an annual Get Together, or GT, which draws 400-500 people and as many as 200 MGA's and MGA Variants. The GT's are hosted each year by a different NAMGAR chapter and the site for each event moves to a new location around the continent, giving all members an equal opportunity to participate.

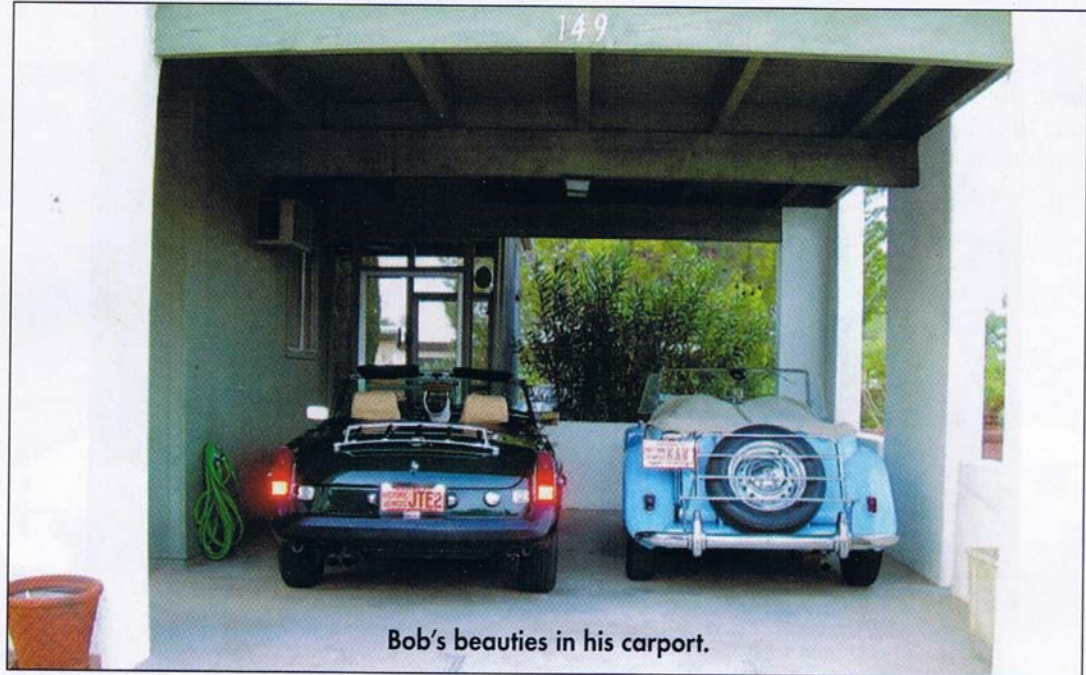
2010 will see NAMGAR members gathering to celebrate GT-35 at the Lake Lawn Resort in Delavan, Wisconsin from July 26-29. Dubbed "A Get Together of the first Magnette-tude", this year's event will feature the MG Magnette. Plans are in the works to have the largest collection of Magnettes ever seen in North America on site for this event. Details about GT-35 are available on line at gt35.namgar.com. Several OMGC members are planning to attend this event. If you're interested in joining in the fun this summer, please contact NAMGAR Chapter rep Andy Bounsall (namgar@omgc.info).





North American MGB Register

I Must Have Been . . .



Bob's beauties in his carport.

All photos provided by Bob Agar

By Bob Agar

I must have been conceived in a rumble seat 'cause I've been a car nut since birth. I can remember as a young boy being able to identify, by make, year, and model, every car we passed on the highway. And since it was amusing to me to do so, I figured it was probably just as amusing to adults. Such is the logic that has guided me through life as a car nut.

My earliest exposure to British sports cars was the Triumph TR3 that my much older cousin, Jim, drove to college. One turn around the block in that wide open, rickety little roadster and I was hooked for life. By the time I reached driving age I was ready to take the plunge. My father, however, thought better of the idea of his teenage son racing about in that kind of accident-waiting-to-happen. His insurance premiums for a male teen driver might have had something to do with his thinking. Go figure. So I drove my trusty and rusty '51 Ford through my high school years and then enlisted

in the Air Force. My plan was to buy that coveted British sports car and travel Europe in style. The Air Force had other plans, but being on military bases has a way of exposing one to all sorts of exotic cars and I soon acquired my first TR3 in Texas. My roommate totaled it within months and put me afoot until my return from a tour in Korea in '64. Life's hard lessons learned.

It was while on leave in my native Iowa, between Korea and a stateside assignment that I happened upon a '62 Sprite. This was a very nice, well-cared-for little car that a local British car mechanic had on consignment and I couldn't buy it fast enough. A short time later I was off to South Carolina with my duffle bag containing all my worldly possessions stashed behind the seats. My parents thought I was nuts, but I never enjoyed a trip more than that leisurely drive through the Smokey Mountains to Carolina.

I finally sold the Sprite in favor of something with a little more power... my first MG. I found a beautiful blue

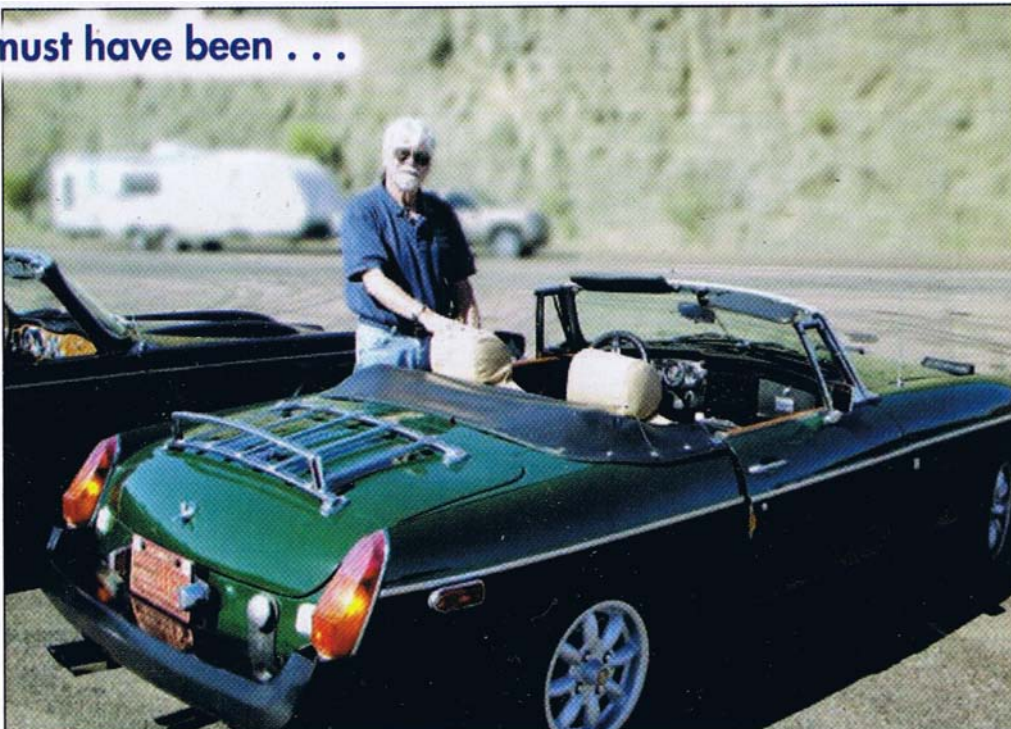
MGA roadster in North Carolina, and failing in my quest for a Big Healey, "settled" for the MG. It was the start of a long relationship with the marque that I still enjoy today. When I left the Air Force, the MG and I returned to Iowa where I had the same mechanic who sold me that Sprite do a complete mechanical rebuild. A local body shop brought the body to pristine condition and applied a new pale yellow finish. That MG and I managed to finish college before parting company for a "more practical" form of transportation to carry me off to Kansas City and my career. It was to be some time and many American cars later before I returned to my beloved Brits.

In the late 70's I found myself back in Iowa and working for a local retailer when (remember that local mechanic and the Sprite?) I decided I could afford a "fun car". As fate would have it, he had a '72 MGB that he would part with and I just happened to have enough money to part with, and that was that. It was orange and I was tickled pink! I owned, drove, and loved that MG for over twenty-five years. It went with me from town to town, state

to state, until I retired to Arizona. During my stint in KC, I also temporarily acquired another Triumph...a GT-6, and a Frogeye Sprite, and became quite active in the local British Car Clubs. I reluctantly parted with the orange B in Kansas City, willing it to a young couple just as enamored with Brits as I had been at that age. It was a sad parting, however, and for the first time in memory I was without a Brit in the garage.

Retirement leaves old men with altogether too much free time and southern Arizona provides entirely too many sunny days that beg for a top-down roadster. I found a '73 MGB, joined the local Brit club, and was off on another love affair. After several fun-filled years, the '73 B went to a friend in Iowa who loves MGs almost as much as I do. He too was entering into a second childhood. The '73 B was soon replaced by a 74-1/2 B and now that has been joined by a '53 TD. My carport runneth over, my bank account runneth under, but I am still in love with MGs and the joy of driving back roads topless at every opportunity. 🇬🇧

I must have been . . .



Bob and his 'B at Salt River.

This article and these photos are from MGB Driver Magazine

CHECK OUT THESE TIRES !

These tires are made in South Carolina , USA .

SEE THROUGH TIRES.

Radical new tire design by Michelin.
The next generation of tires.



Yes, those are 'spoke' like connections to the inner part of the tire from the outside tread 'wrap'!



These tires are airless and are scheduled to be out on the market very soon.
The bad news for law enforcement is that spike strips will not work on these.
Just think of the impact on existing technology:

- A. no more air valves...
- B. no more air compressors at gas stations...
- C. no more repair kits...
- D. no more flats...

These are pictures apparently taken at the South Carolina plant of Michelin and have been wandering around the internet for some time. Has anyone actually seen these on any vehicles anywhere?

NAMGAR Chapter & Interest Group Newsletter

Status of NAMGAR Chapters

There are currently 48 affiliated chapters of NAMGAR. Of these 48 chapters, 5 are MGA specific, 33 are all MG and 10 are All British. Interestingly, chapter membership ranges from 900 down to 36 but who's counting - it's all about having fun! Our two newest chapters are the Ottawa MG Club which affiliated last November and the MG Car Club of Toronto which affiliated last December. The Chapter Contacts are Andy Bounsall for Ottawa and Johan Petersen for Toronto. Welcome aboard!

Status Of NAMGAR Interest Groups

There are currently 8 Interest Groups in NAMGAR. Some are extremely active via messages utilizing a specific Email address while others deal one on one to solve specific technical issues. They serve a specific audience and provide a forum for technical areas of concern to their particular type of MG.

NAMGAR Board of Directors Annual Meeting

The annual meeting is at the end of January. Our requirement is an end of year report to the Board. To accomplish this we need you to verify that the contact information on the MGA! chapters listing page and the web site is up to date. Next please Email us the number of members in your chapter, if your club is still an "A", all MG or all British Club and lastly the number of NAMGAR members. Also, let us know if your club has any discussion points for the Board. We need this info by January 23rd in order to complete our report to the Board. The Interest Group Contacts need only to verify that their contact information is correct in MGA! and the web page and get back to us that you've verified it. Also, please let us know if you have any discussion points for the Board.

Reckenberger Spirit Award

Five Chapters and Interest Groups elected to present this award to one of their deserving members in 2009. We've had inquiries from three chapters about nominating a member for this award in the last month. This nominations process is very simple. The award which is a very nice plaque is a no cost item for the club or Interest Group and all that NAMGAR requests is a very brief write up and picture for MGA! Each Chapter or Interest Group surely has a deserving individual or couple that have put in the time and effort so give it some thought and place a nomination into us. The Reckenberger Spirit Award Guidelines are attached to assist you.

Upcoming Events

2010 Key West Gathering The first NAMGAR event this year is a NAMGAR Regional, 2010 Key West Gathering, April 19 - 23. Please see MGA! for details. This event is always a hoot. Just one event, the Conch Republic's World's Longest Parade" is just plain unforgettable. The ride down to Key West is another ride to remember. Now, that's an MG road! If you can get out of work for a few days - go for it. What the heck, you could even be listed forever as a founding member of the Mile Zero Club - "NAMGAR's Lowest Chapter" as the word we're hearing on Highway 1 is that Admiral Fred Skomp and Regional organizers Robin and Tommy Camblin are in the process of submitting "paperwork" to be a NAMGAR Chapter (hmm - should that be an interest group!).

GT 35 This one is going to be "A Get Together of The First Magnette-tude"! It's being held at the Lake Lawn Resort in Delavan, WI and is being hosted by the Milwaukee & Great Lakes MG Motorcar Group Chapter. Chapter Contact Dave Hanson along with his chapter's GT committee put together a pretty extensive program. As you can see the MG Magnettes are being featured and there will be a bunch of them to see. We've already reserved our rooms, mailed our registration form in and made plans to travel out and back with our Virginia friends from last year's GT. Spread the word, get in contact with members of your Chapter or Interest Group and make traveling arrangements now. This is especially true if you're thinking of taking one of those Great Lakes ferries as reservations are a god idea. Don't forget that NAMGAR is hosting a Contacts Meeting which a perfect venue to exchange ideas with other contacts and the Board. Please see the NAMGAR Web Site for details. We've attached the logo for use in your newsletters.

Lee & Liz Niner - NAMGAR Chapter & Interest Group Coordinators

NAMGAR News - March 2010

Lee & Liz Niner - NAMGAR Chapter & Interest Group Coordinators



Hi all - We've been hibernating here on the east coast but the snow is slowly melting and we're ready for the 2010 MGA season to start. Here are some NAMGAR news items.

1. The NAMGAR Board of Directors Annual Meeting was held the last weekend in February. The Board has requested that we share some items that will impact NAMGAR members:

- **Dues Increase:** \$37.50 (North America) and \$52.50 (Overseas) was approved effective August 1st.
- **New Membership Incentive:** "Three For Free" was approved and NAMGAR Registrar John Drake will be honchoing the campaign. Essentially program works like this: any current NAMGAR member who encourages three NEW people to join NAMGAR will receive a free year's membership. Look for details shortly.
- **Membership Cards:** This is being developed and will serve to be a real aid to members. The card will contain a member's "membership #" which will be required to log into the "membership area" of the revised NAMGAR web site. Future uses of the membership card are currently being worked on which, if successful, will provide more benefits to NAMGAR members such as discounts with MGA! advertisers. Watch for announcements in MGA! about this interesting membership benefit.
- **NAMGAR on Facebook:** A new NAMGAR member, Melissa Hay, has set up a "NAMGAR on Facebook" page. The Board is encouraging all NAMGAR members who are also Facebook users to sign up and participate.
- **Marketing and Communications Manager:** Ken Doris has officially stepped down so that chair is now vacant. Please assist the NAMGAR Board and if you know of somebody that would make a good candidate please let NAMGAR President George Merryweather know. Please see the NAMGAR web site (www.namgar.com) for the job description.

2. "Drive Your MGA Day": Saturday May 1, 2010 is declared the second annual "Drive Your MGA Day". (An OMGC event is planned to celebrate the occasion. Details to follow).

3. NAMGAR's revised web site: Peter and Anne Tilbury, Web site Coordinators, are in the process of revising the NAMGAR web site. As part of this revision, chapters can now have their histories and current newsletter shown.

4. Renkenberger Spirit Award: Now's the time for your chapter or interest group to submit a member for this award. It's a nice way of recognizing long time members of your chapter or interest group for all their efforts working within your chapter or interest group.

5. GT-35: It's never too early to start planning for GT-35. We've already registered and reserved our rooms. Have you?

Have a great driving season and we hope to see you at GT-35.



Renkenberger Spirit Award

The North American MGA Register Mission (NAMGAR) Statement says in part "...shall promote the enjoyment of the MGA sports car and its variants, encourage fellowship among MGA owners..." This relates to the personal or individual leadership traits that all organizations must have in order to remain viable and focused. Without that "personal bonding agent" that keeps everyone together, we would not have Chapters, Interest Groups, nor would we have a vibrant NAMGAR.

In every Chapter and Interest Group there are members who emulate the meaning of this statement, and the Board feels that recognition should be given to these members. Many of these members act tirelessly on the local level to ensure others enjoy their MGAs and/or variants, and they actively promote fellowship among their members. Their actions would not necessarily be recognized on the National stage but their input on the local level is immeasurable. Also, their contribution to the success of their Chapter or Interest Group directly affects the success of NAMGAR.

The **Renkenberger Spirit Award** has been established to ensure those Chapter or Interest Group members who are enthusiastic supporters and promoters of their Chapter, Interest Group, and indirectly NAMGAR, are properly recognized.

This Spirit Award is named for NAMGAR co-founding members Len and Ruth Renkenberger in recognition of their vision and dedication towards the NAMGAR mission, for their role as early supporters of local Chapters, and as individuals whose contributions are still reflected in the character of NAMGAR today.

The **Renkenberger Spirit Award** will be initiated at the local Chapter or Interest Group level and be awarded to Chapter or Interest Group members who meet the criteria for the award as determined by their Chapter, Interest Group and NAMGAR guidelines as listed below. NAMGAR provides the award at no cost to qualified Chapters and Interest Groups.

Guidelines:

- Nominee must be a NAMGAR Chapter or NAMGAR recognized Interest Group member. (NAMGAR membership is not a prerequisite).
- Nominations must be sent to the NAMGAR Chapter Coordinator and sent only by the recognized Chapter / Interest Group Contact.
- One award per Chapter or Interest Group may be awarded once per 3 year cycle (for example if a Chapter gives an award in 2009, it cannot make another award until 2012).
- The Chapter or Interest Group selects the award winner using its own internal guidelines.
- An award will be donated by NAMGAR for the presentation by the Chapter or Interest Group, however the award will not be sent to the Chapter or Interest Group until after a write-up has been sent to the NAMGAR Editor (complete with a photo of the recipient) for insertion into *MGA!* magazine. NAMGAR reserves the right to decide what the award will be.
- The write-up must be between 250 – 350 words and describe why the person is being recognized. Specific examples are required.
- Recipients of the **Renkenberger Spirit Award** will still be eligible for nomination of the National NAMGAR "Mac Spears Founder's Award".

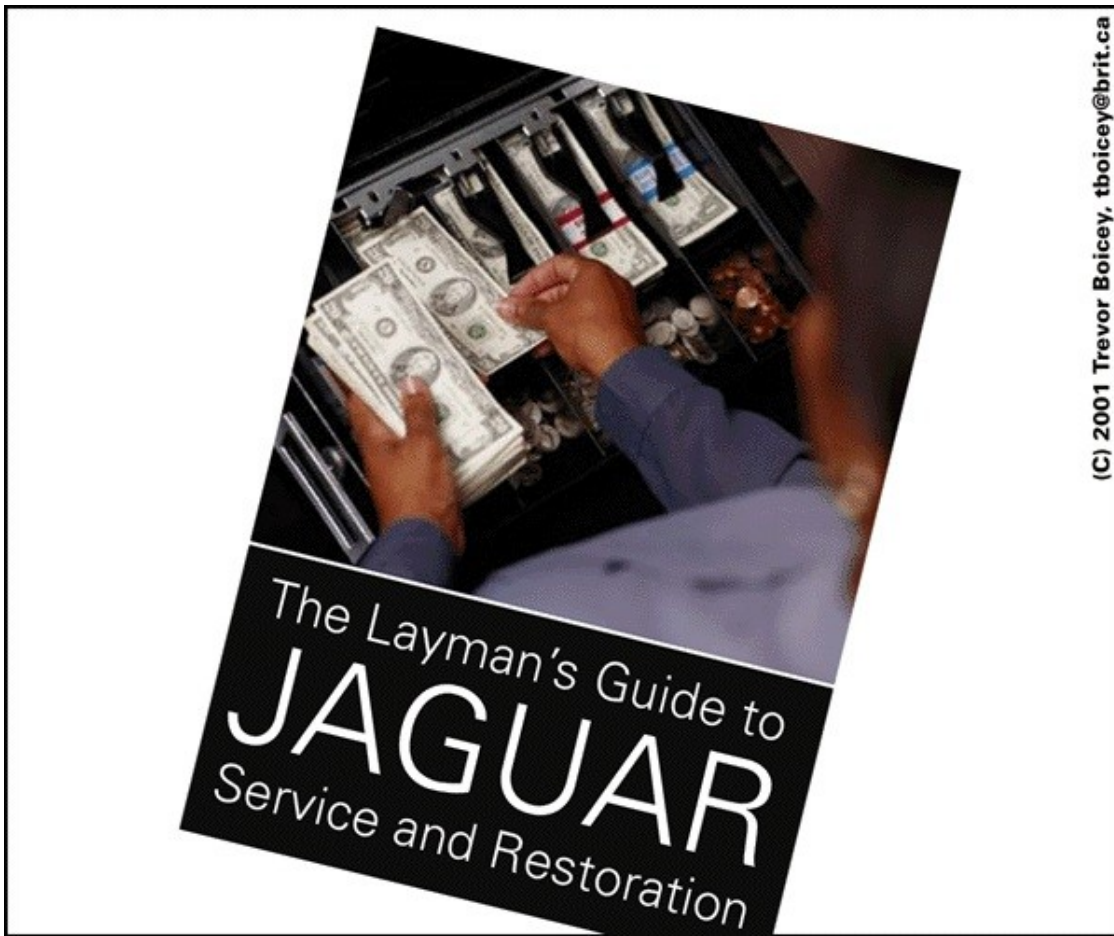
Specifics:

- Nominee' name(s) as you wish to appear on the award.
- Chapter name as you wish to appear on the award.
- Date you wish to appear on the award (can simply be the year, or may include the exact date award is to be presented).
- The nomination will be sent to the NAMGAR Chapter Coordinators who will then review it and then forward it to the Board for approval.

Shipment Information:

- Name and full mailing address that award shall be sent (usually not the nominee).
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The Layman's Guide to
JAGUAR
 Service and Restoration

(C) 2001 Trevor Boicey, tboicey@brit.ca

This funny poster is displayed here courtesy of Trevor Boicey, former OMGC member.

Why men shouldn't write advice columns

Dear John,

I hope you can help me. The other day, I set off for work, leaving my husband in the house watching TV. My car stalled, and then it broke down about a mile down the road, and I had to walk back to get my husband's help. When I got home, I couldn't believe my eyes. He was in our bedroom with the neighbor's daughter!

I am 32, my husband is 34 and the neighbor's daughter is 19. We have been married for 10 years. When I confronted him, he broke down and admitted they had been having an affair for the past six months. He won't go to counseling, and I'm afraid I am a wreck and need advice urgently. Can you please help?

Sincerely, Sheila

Dear Sheila,

A car stalling after being driven a short distance can be caused by a variety of faults with the engine. Start by checking that there is no debris in the fuel line. If it is clear, check the vacuum pipes and hoses on the intake manifold and also check all grounding wires. If none of these approaches solves the problem, it could be that the fuel pump itself is faulty, causing low delivery pressure to the injectors.

I hope this helps,
 John

— Forwarded by Steve Sanderson,
 Gilbert, S.C.

This funny column was sent to me by at least 3 friends when it appeared on the internet recently.

An Idiot's Guide To Changing The Coolant

By Ottawa MG Club Member Roger White

With Spring just around the corner, I've been eyeing the 'B' asleep in the garage and mentally listing the little jobs required to get it ready for the upcoming driving season, some of which I'll perform myself.

There are many people in the OMGC capable of performing all manner of repairs to their MGs. Rebuilding an engine before breakfast while simultaneously performing brain surgery sort of thing – you know who they are.

Others of us can get by, performing routine maintenance and cosmetic tasks at least. After all, the cars are relatively simple, there's a ton of advice available through various manuals and troubleshooting guides, club membership, of course, and the Internet. After 10 years of owning the B, I've managed a few of the basics. Or so I thought.

On a trip last May to Prince Edward County to stock up on wine, cheese and memories of great driving roads in convoy with friends and club members Ian and Madeline, a pinprick hole in the bottom rad hose of our '79 B caused a minor concern. Just where the short branch that eventually links up to the heater matrix leaves the main hose, this was easily remedied with duct tape and we got home all right.

I've replaced this hose before, and it's not a big deal. A bit messy draining out all the coolant, and somewhat laborious to refill the system again through the thermostat cover for this model as the manual advises.

Replacing the bottom hose, plus the top one and the heater hose at the same time which seemed like a smart thing to do, didn't take long. I also removed the expansion tank entirely and flushed only a minor film of silt out of that. Running water from the garden hose through the radiator into a bucket showed clear water coming through immediately top to bottom, so all well there.

Attach all the hoses, including those for the expansion tank, and it was ready for coolant. A 50-50 mix of regular (not long life) and de-ionized water from Canadian Tire was a simple measuring job. The real stroke of genius was filling the radiator through the upturned upper hose, accomplished in a trice. I then topped the levels up in the expansion tank and through the thermostat cover, and Bob's your Uncle.

Well, he isn't. There followed weeks of coolant being discharged from the expansion tank onto various roadways & driveways, top & bottom hoses collapsing on themselves after hot runs, and intermittent non-running of the original electric fan which is supposed to be triggered by the thermostat switch at the back of the top tank of the radiator when surrounding coolant gives it the signal.

I consulted manuals, archives of the MG Experience website, talked to a couple of OMGC folk who had never experienced such a thing, and thought long and hard. The car didn't overheat according to the gauge, and there were certainly no other overheating symptoms and the auxiliary fan always kicked in properly. I concluded that I'd introduced a giant air lock in the system, possibly by taking the short cut of filling the radiator through the upturned upper hose.

Start again: drain out coolant mixture, re-attach hoses, re-fill system this time entirely through the thermostat housing (which seemed to take about 4 hours and made my back sore from the awkward angle required) and "burp" the coolant into the system by squeezing the bottom hose to ensure air was expelled as coolant mixture added. Aha – that should do it.

No , of course not. Same symptoms of coolant discharge from the expansion tank, hoses collapsing and original fan not going on.

By this time, I was thoroughly frustrated and fed up. Time to take the car to an expert, Prem at Redshaw. He listened carefully, checked things over, and of course everything was fine when the car was running at his place of business. He thought there had been a minor air lock, which had worked its way out. No charge, off you go. Later the same day the car was discharging coolant again and original fan not working. He had mentioned that another possibility was a faulty thermostat. I ordered a new one, installed it, topped up the system again, and held my breath. Same issues. Back to Prem. This time he had a full go, tested the new thermostat, drained the system, refilled it, took it for a longish drive and everything was fine. A minor charge for his efforts and I was on my way. The same symptoms returned. Now I'm losing sleep over this. What could possibly be wrong? I started to check the Internet for prices on used Miatas. I was crabby at home and on the golf course (things went badly there also) and completely bewildered. I had done this draining coolant/replace hoses/refill system thing before, and had no problems whatsoever.

With some trepidation, I took the car back to Prem for one last shot. In these situations you feel, or at least I do, that the expert either doesn't believe you and/or is tired of seeing you back at his place of business with your stupid problem yet again.

When I called to check progress on this third attempt, he was at least laughing. He explained that removing the drain plug from the engine showed the block was full of coolant mixture and other tests showed no blockage. The thermostat opened in a pan of boiling water, all other parts of the system seemed fine....by this time he himself was scratching his head.

Finally, he took a closer look at the expansion tank. Eureka! I'd reversed the attachment of the overflow and tank to radiator hoses after removing and cleaning the tank back in May, so of course the tank was discharging coolant from the top of the radiator and the thermostat switch there had no hot coolant around it to trigger the fan. Duh! Saying he should have noticed this earlier, Prem said "no charge" despite my efforts to insist on paying him for his time on this third attempt.

So at least for this season I know the coolant is fresh. But the handbrake needs adjusting, there's a leak in the exhaust system and the car needs a new convertible top. I should be able to manage all this myself....

Reader's Rides



Photo provided by Lou Allocco

Meg & Lou in Daphne

By Lou Allocco
Portland, Oregon

Like so many, my love for “Little British Cars” began in high school when I stumbled upon a 1968 Austin-Healey Sprite. I didn’t know much about them, but so enjoyed that car! Leaving to serve our country at age 18, however, left only one option: sell it.

Nearly 30 years later, I got “the bug” once again. Now that our daughter graduated college and embarked on her own career, it was time to rejoin the ranks of LBC enthusiasts. First was a 1967 Sprite named, “Penelope” in 2008 – terribly neglected, I was able to resurrect it in 81 days from purchase! I stopped counting after approximately 450 man-hours. But, the years since high school were quite evident as the fifty extra pounds on me since then and less nimble bones began to take their toll just getting in and out of that little honey so, she had to go. Enter: my 1976 MGB.

Named “Daphne”, she is a dream to drive! Recent work included an engine bay refresh last winter and a complete SU Carb conversion with rebuilt HS4s, and a distributor rebuild. WOW! What a difference! My wife Meg refers to her (although less often now) as “The Other Woman”. I laughed out loud reading Tom & Mary Riner’s article where “Tom kisses the MG good night, and shakes Mary’s hand before going to bed” – Meg will attest I do the same!

Part of what keeps me hooked are the members from MGB Experience without whom, I would have relied on getting things fixed by someone else. My recent NAMGBR membership should continue fueling my interest in this wonderful journey of MGB ownership. It’s the MG Community that truly makes this hobby more enjoyable!

“Hey Meg! There’s this MGB-GT on the forum for sale and....” Here we go again! 🍷

DEVICE or EQUIPMENT DESCRIPTION	CONTACT
OMGC Club Owned Tools	
Kingpin Reamer	Chris Billings
Engine Hoist & Tilter	Norm Peacey
OMGC Club Member Tools Available To Members On Loan	
Balancing Tool for SU Carbs	Jordan Jones
Large thin walled socket for nuts on hub bearings (B axles) & timing cover pulley (B engine)	Jordan Jones
Clicking Torque Wrench	Jordan Jones
Hub Pullers	Jordan Jones
Complete Set of Taps and Dies	Jordan Jones
Small Pipe Bender for Brake and Fuel Lines	Jordan Jones
Complete MGB Workshop Manual	Jordan Jones
16ft Landscape Trailer (from Tim Dyer)	Len Fortin
Hydraulic Jack – 2 Ton	Len Fortin
Mid-Sized Jack Stands (4)	Len Fortin
16" X 20" Rubbermaid Bucket for Washing Parts	Len Fortin
MGB Service Manual	Len Fortin
Jumper Cables	Len Fortin
Brake Line Flare Tool	Rob Grapes
Brake Line Cutter Tool	Rob Grapes
Brake Line Bender Tool	Rob Grapes
Two Ton Jack Stands (2)	Rob Grapes
Hydraulic Jack – 2 Ton	Rob Grapes
Vacuum Gauge	Rob Grapes
Engine Stand	Tom Hollington
Engine Stand	Les Frost
Engine Stand	Gordon Timbers
Engine Hoist	Wayne Kilrea
Sandblasting Box	Robert Duquette
Engine Hoist 2-ton + engine leveling device + insulated cables for XPAG engines	Bill Pickthorne
Engine Leveling Device (owned by Graham Ayers)	Len Fortin
Body + Frame Holder for MGB rebuilds	Tom Roos
Body + Frame Rotisserie Holder for MGB rebuilds	John Smiley

This list was displayed at the recent March Photo Night. If updates or corrections are necessary, send a note to Technical Director, Gordon Timbers



Jim Nunn's 1980 MGB
Shannonville
1991

obviously before he converted it to chrome bumpers

Boot'n'Bonnet All British Car Day
Kingston
1991

John Dallaire and Len Fortin
Deb Fortin and Janet Dallaire



Monte Carleton Rally July 1991 (at the start)




Monte Carleton Rally July 1991 (at the end)




The 1st North American MGB Register Convention
Peterborough, Ontario
1992

Dennis Campbell; Rita Condelli; John Dallaire;
Paul Williams; Carol Leach; Deb Fortin; Len Fortin

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