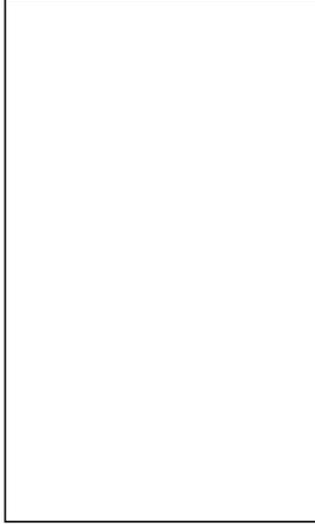




ONTARIO M.G.T. REGISTER INC.  
THIRD CLASS MAIL REGISTRATION NO. 788387  
55 Blue Spruce Ct.  
Kitchener, Ontario  
N2N 1L2

**MAIL TO:**





# Ontario MG T Register Inc.

## Membership Registration

Date \_\_\_\_\_

**Check your Trillium News mailing label for your membership expiry date!**

Name \_\_\_\_\_ Spouses Name \_\_\_\_\_

If your information has not changed from last year check box:  Yes, info same as last year.

Address \_\_\_\_\_ Apt # \_\_\_\_\_

City \_\_\_\_\_ Prov./State \_\_\_\_\_ Postal Code \_\_\_\_\_

Phone: Home ( ) \_\_\_\_\_ Business ( ) \_\_\_\_\_

E-mail address: \_\_\_\_\_

MG Model \_\_\_\_\_ Year \_\_\_\_\_ Colour \_\_\_\_\_ Condition \_\_\_\_\_

Chassis Number \_\_\_\_\_ Engine Number \_\_\_\_\_ Lic.No. \_\_\_\_\_

ADDITIONAL MG Model \_\_\_\_\_ Year \_\_\_\_\_ Colour \_\_\_\_\_ Condition \_\_\_\_\_

Chassis Number \_\_\_\_\_ Engine Number \_\_\_\_\_ Lic.No. \_\_\_\_\_

ADDITIONAL MG Model \_\_\_\_\_ Year \_\_\_\_\_ Colour \_\_\_\_\_ Condition \_\_\_\_\_

Chassis Number \_\_\_\_\_ Engine Number \_\_\_\_\_ Lic.No. \_\_\_\_\_

Annual Registration Fee: \$40.00 January 1 to December 31, effective for 2012

Make Cheque or Money Order payable to: \* Ontario MG T Register Inc.\*

Send to:  
Membership Chairman  
Ontario MG T Register Inc.  
55 Blue Spruce Court  
Kitchener, Ontario  
N2N 1L2

**2012 Membership \$40 Due by January 1, 2012**

\*The bank requires all cheques must be made payable to the "Ontario MG T Register Inc."



THE NEWSLETTER OF THE  
ONTARIO MG T REGISTER INC.

THE FIRST CHAPTER OF THE NEW  
ENGLAND MG T REGISTER

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THE ONTARIO MG T REGISTER  
THE FIRST CHAPTER OF THE NEW ENGLAND MG T REGISTER

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## REPORTERS NEEDED!

**This is your  
Register!**

**All YOUR  
photo and story  
submissions are  
welcome.**

Cars and Spares wanted, Cars and Spares for Sale, are important regular features in The Trillium News.

There is no charge to advertise and members as well as non-members with items for sale are welcome to send a description of these items to the editors. There is no charge for commercial advertising - but a donation of product or samples for use as raffle prizes would be appreciated. Stella and Walter Bumby, our Activities Chairmen are always interested in organizers for one day outings. Please contact them if you have any ideas.

**HISTORY** The "Ontario Chapter" was founded by Sam Weller and Gord Whatley on November 8, 1969 as the *FIRST* chapter of the New England MG T Register Ltd.

It was incorporated on June 5, 1978 as a corporation without share capital (non-profit) pursuant to The Corporation Act of Ontario.

The name and address of the corporation as recorded with the Ministry of Consumer and Commercial Relations are:  
Ontario MG T Register Inc.  
55 Blue Spruce Ct.,  
Kitchener, Ontario  
N2N 1L2

Its objects are based on those of The New England MG T Register Ltd., an international organization dedicated to the maintenance, preservation and enjoyment of the T Series and vintage MGs.

## MEMBERSHIP

Membership is open to all persons interested in furthering the objectives of the organization.

The membership dues are:  
Canada Address... \$40. cdn per yr  
U.S. Address.....\$45. u.s. or \$45 cdn  
Snowbird Address... \$45. cdn per yr  
Overseas Address... \$50. cdn per yr  
payable on January 1st.

New members joining in October, November or December shall be considered fully paid members for the following year. Full membership in the Ontario Chapter of the New England MGT Register requires the ownership of a pre-1956 MG and membership in the New England MG T Register.



Ontario MG T Register Inc.

### EXECUTIVE

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**TROPHIES & AWARDS**  
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grunau.garage@sympatico.ca

**PHOTO ALBUM**  
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BEAMSVILLE, Ontario L0R1B5  
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kelms@sympatico.ca

**GATHERING OF THE ONTARIO FAITHFUL (GOOF)** Two gatherings are held each year, one in the spring and one in the fall. These two weekend outings are held at various locations within Ontario.

Their purpose is to enable members to meet and enjoy other members and their cars, judge members cars and award prizes; participate in funkanks, rallies and tours; conduct a parts auction, and partake in a banquet. These weekends of fun and fellowship are the highlight of the MG T season.

**OTHER ACTIVITIES** One day events are arranged throughout the MGT driving season, as well as a Christmas party in December.

**AWARDS** All members are entitled to enter all events and win awards where applicable with one exception: The Chairmans Award which is bestowed upon the individual who drives his or her T car the greatest number of miles from one Spring GOOF to the following Spring GOOF. Due to restrictive winter driving conditions in Ontario, the Chairmans Award shall be awarded to Ontario resident members only.

Check out the OMGTR web site at: <http://www.omgtr.ca>

## Presidents Message



Many of you may not know me as I, along with Malcolm, our Vice President, have only been with the OMGTR for a few years. Our naivety is only equalled by our enthusiasm, encouraged by the many whom have held such office in the past - I truly appreciate the offers of assistance from so many.

May I first express my sincere appreciation to Dave Knight for continuing to act as President after his term had expired and now welcome him into the present executive as Past-President. His assistance and guidance has been very welcome.

The most experienced among us on the executive is Ted Jackson; his knowledge and expertise has been extremely helpful and I have already spent many hours discussing and email chatting to pick his brain for information and help. Then of course we have our wonderful Catherine Elms, the club secretary. Catherine's thoroughness and devotion to the club will prove to be excellent assets as we move forward. Please note, although we share the same last name, there is absolutely no family connection between us (believe me; we have searched the family genealogy).

I would be negligent if I did not also mention the great contributions by the club Chairpersons: Wally, Stella, Walter, Bob, Ken, Gord, & Dave along with our various GOOF volunteers. Your dedication and support of the OMGTR are truly inspiring. Our executive now set, we strive to maintain the principles, standards and excellence that make the OMGTR an outstanding car club.

I have owned my 1953 MGT for nearly eight years, purchased from another long standing OMGTR member; I shall endeavour to recount the background of my love for this make and model of car for a future edition of Trillium.

I, along with my dear wife Shari, look forward to some very adventuresome times with the club over the next few years. We wish you and yours a very Merry Christmas, and all of the best for the forthcoming year of 2012.

Dave Elms.

Covers : Front-George Morgan J2 Back : Peter Down 1935 MG PA Photos Wally Stubgen



At the Register Christmas Party Hillary and John Orrell receive a portrait of their MG J2 in appreciation of hosting the fall GOOF 82 in Elora, Ontario.

## IN THIS ISSUE:

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## In Memory

Bradley Richardson  
Toronto  
TD

Our thoughts are with  
the family  
of our recently  
deceased friend.

## MG History on the Internet

An internet search on Nuffield came up with some MG related videos. You will also find Austin and Mini videos. Odd in Norway was the fellow that shared this site with us regarding a video that included an MG dealership with a TC. <http://www.britisshp.athe.com/record.php?id=56828>

A few others that were interesting:

- Nuffield testing in 1950 including SU carbs and vibration tests on oil lines to the oil filter. [www.britisshp.athe.com/record.php?id=72456](http://www.britisshp.athe.com/record.php?id=72456)
- More Nuffield testing including SU fuel pumps <http://www.britisshp.athe.com/record.php?id=72455>
- Setting up and running the MG EX181 for the land speed record <http://www.britisshp.athe.com/record.php?id=81576>
- This is of a TD – quite entertaining: <http://www.britisshp.athe.com/record.php?id=81695>
- The History of MG Part 1,2,3 This is a really good video in three parts, covering MGs history and record breaking attempts. Three segments of about 8 minutes each. <http://www.youtube.com/watch?v=RVeDx4FuLM&feature=related> • <http://www.youtube.com/watch?v=o-rPPS8tqg8&feature=related>
- <http://www.youtube.com/watch?v=MdOfvmAGc&feature=related>

PLEASE!!!! Send in your photos and stories to GORDON LAWSON

## OMGTR NEW MEMBERS

We would like to extend a warm welcome to the following new member who joined us this year:

Colin Tyrell  
110 Fulton St.  
BRANTFORD, ON, N3R 4G1  
H: (519) 720-9080  
email: [crtyrell@bell.net](mailto:crtyrell@bell.net)  
1951 TD, Chassis TD/3453, Ivory, Condition: Under restoration

## OMGTR NEW MEMBER - Submission to Wally Stubgen

FYI -Notify webmaster Ted Jackson of new/updated email addresses.  
Pub Night Reporters needed - if you attend a local pub night the editor of the Trillium News and Ted Jackson, Webmaster would appreciate a report or photos or both.

### NEXT TRILLIUM NEWS

Copy Deadline: March 20, 2012!

Print Deadline: April 1, 2012!

Send in your articles, want ads, for sale ads, photos of events & projects area reports, etc. as soon as possible.

## REGISTRATION CONTACT FOR

MEMBERSHIP STATUS, DUES RENEWALS,  
ADDRESS CHANGES, NEW APPLICATIONS:

Mr Jan Hurd, Registrar

New England MG'T Register,  
P.O. Box 10228, Ridgefield, CT 06877-9028  
(203) 438-2796  
e-mail: [com11234@sbglobal.net](mailto:com11234@sbglobal.net)

The Greater Pittsburgh MG Club and Pittsburgh Vintage Grand Prix extend an invitation to the membership of the New England MG 'T' Register to join us at next year's Pittsburgh Vintage Grand Prix.

MG is to be honored as Marquee of the Year at the 30th Anniversary of PVGP a huge honor for MGs we will be going all-out to provide our out of town MG visitors with a smorgasbord of activities during the week... driving tours, car shows and cocktail & dinner parties... something for every taste. We plan to have hundreds of MGs covering the fairways of the Schenley Park Golf Course on July 21/22 - including some very rare cars from private collectors, as well as special interest MGs from enthusiasts from across the country. MG owners are invited to attend the weekend car show regardless of year or model. Watch the vintage races, including a special MG race, through the streets of Pittsburgh. There will also be 2,000 other cars in the show including Triumphs, Jaguars, Austin Healeys and other British marques. The Region is covered with a superb network of winding, plunging, tree-shaded back roads and I'm convinced that God had MGs in mind when he laid out our region's topography. We'd LOVE to see a large contingent of T Series cars in town for PVGP Week! For more details, please visit PVGP's awesome website: [www.pvgp.org](http://www.pvgp.org)

## EVENTS



January 27-29, Natter, Sheraton Hotel at Bradley International Airport, Windsor Locks, CT  
[www.nemgr.org](http://www.nemgr.org)

March 25th, 2012 OMGTR Annual General Meeting Aberfoyle Mill Restaurant - 10:30AM see back cover this issue

March 23-25, GoF South #46, Orlando /Altamonte Springs Hilton \$99.00/night 407/830-1985 Code: Classic MG Event [www.classicmgclub.com](http://www.classicmgclub.com) [www.gofsouth.com](http://www.gofsouth.com)



April 20-22, KIMBERFEST Northeast Classic Car Museum -Norwich, New York- Howard Johnson, Norwich, \$65.00 per night. reservations 607-334-2200

Sunday April 22 - Ancaster British Sports car Flea Market and Car Show Ancaster, ON

June 15-17 Mosport/VARAC - 34th Annual Vintage Racing Festival <http://www.mosport.com/> or VARAC <http://www.vamc.ca/>

June 15-17, Ohio Chapter NEMGTR GoF, The Inn at Ohio Northern University. Contact David and Kim Smittle at [d-smittle@onu.edu](mailto:d-smittle@onu.edu) or 419-230-8147.

June 18-22 GoF West 2012 (40th Year) Santa Ynez Valley, Buellton, CA contact Larry Long [emgeeguy@aol.com](mailto:emgeeguy@aol.com) Registration: [www.gofwest.com/images/2012/reg\\_form\\_2012.pdf](http://www.gofwest.com/images/2012/reg_form_2012.pdf)

June 22-24 Ontario MGT Register Spring GOOF Best Western Cairn Croft, Hotel, Niagara Falls, Ontario. Contact Ken Elms [keln@sympatico.ca](mailto:keln@sympatico.ca) or [www.omgr.ca](http://www.omgr.ca)

June 22- July7 1812-2012 Friendship Tour (see information on page 20) Looks like GOF 91 is going to tie in with the end of the 1812-2012 Friendship Tour on July 4 - 8, 2012 in the Rochester to Niagara Falls, NY area... watch for details.



July 4-8, NEMGTR GOF 91 Linking up with the Friendship Tour's event in the Rochester, NY area. More information to follow.



July 21-22, MG Racing- Pittsburgh Vintage Grand Prix in Schenley Park with MG as the Feature Marquee. Contact Pittsburgh MG Club - See [www.pvgp.org](http://www.pvgp.org)



July 24-27 GoF Central XXXIV Pheasant Run Resort Hotel St. Charles, IL, MI Vintage MG Car Club of Chicago Contact [www.gofcentral.com](http://www.gofcentral.com) or [http://hoosiermgs.com/images/GoF\\_2012\\_Brochure.pdf](http://hoosiermgs.com/images/GoF_2012_Brochure.pdf)



2012 MG Vintage Racing August 17-19, 2012 Focus Event - Grattan Raceway, MI



April 20-22, 2012

Northeast Classic Car Museum Norwich, New York

Kimber Festival Registration

You do not need a NEMGTR membership to attend!

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ email: \_\_\_\_\_

Registration fee includes Friday evening and all day Saturday admission to the classic car museum, a wine and cheese reception on Friday evening, with the literature swap meet, the Saturday festival presentations by M.G. researchers, and the Saturday night dinner with speaker.

Registration fee is \$50.00 per person.

Make check payable to The New England MG T Register. Registrations should be sent to: Dick Knudson, 9 St. James' Place #207, Oneonta, New York 13820.

You can also register and pay online at the Register web site: [www.nemgr.org](http://www.nemgr.org)

Please register by April 1. If you will be bringing items for the literature swap on Friday please let Dick know. Eligible items include sales promotion items, photographs, paintings, illustrations, and books. Dick's email is [FC7900@gmail.com](mailto:FC7900@gmail.com).

**Motel Information:** The host motel is the Howard Johnson, 75 North Broad Street, Norwich, NY 13815. Their special rate is \$65.00 per night.

Telephone your reservation to 607-334-2200 and mention the Kimber Festival to receive this special rate. A limited number of rooms are available so do reserve early.

### Program of Events

<b>Friday, April 20</b>	1:00-4:00	Registration at the Motel
	5:00-8:00	Enjoy the museum, literature swap, and wine and cheese reception
<b>Saturday, April 21</b>	9:15-12:00	Morning presentations at museum
	12:00-1:15	Lunch on your own
	1:30-4:30	Afternoon presentations at museum
<b>Sunday, April 22</b>	6:00	Dinner with speaker at the museum
		Departures

### Presentations Include:

Malcolm Appleton -The Stiles Saga  
Dick Knudson -The Birth of the American Sports Car Culture  
Tom Lange -The Mark II TD  
Dave Lawley -Sales Literature, The Salesman Who Goes Home With You  
Richard Miller -Export or Die  
Gord Whatley -Restoring a K Type Pillarless Saloon

# Christmas Party!

Sunday, December 4th, 2011  
Rachel and James Edney - hosts



## The Presentation



I got presented last night for the first award ever given by the Headwaters British car show for Fellowship—talking to others and making them feel welcome. An unexpected honour! *Marion*



## Naylor TF

I didn't know of these repopped MG TF's until last month. Did you see the front page of the October Spanner? Les Bremner has been corresponding with me since his return to Thurso Scotland. Here is a picture of his car. I'm of mixed feelings about these cars, but they do look good. *Byron*

## Thanks Jim Collcott

Thanks goes to Jim Collcott for his generous donation of original copies of Trillium News. It is much appreciated by the executive and membership of the T register. We received issue #1 thru 138, they span almost 27 years of activities of the Ontario Chapter and contain some memorable articles and photos. We are still looking for Issues 139 thru 196 I already have 178 - 183 from Nick Ozaruk) *Catherine Elms*

## I Think I Know That Car!!



The mechanical contracting firm I have been working with for the last few years moved to new premises in New Hamburg about three years ago. To spruce up my office, my employee bought a couple of pictures for my office walls in an automotive motif. One of the poster size prints that caught his eye had the front end of an old MG featured in it. It wasn't until I attended the GOOF in Crystal Beach that I figured out who's car it was. The hospitality suite was located below the parking lot and there staring me in the face was the front end of Bob Dobrenski's TC. I was sure I recognized the first couple numbers of his plate as the same as the poster I had in my office but the car in the poster was a blue colour. At Crystal Beach, coincidentally Bob gave me a photo of my J2 which he had hanging in his garage for many years. Once I got back to work, I had to email Bob to confirm that his license plate matched the car in the poster. I guess the reflection of the sky made his green car appear blue in the poster. It was his car but he had not seen the poster before. Someone must have snapped the photo while he had parked next to a stone wall with a fancy gate without his knowledge.

Since retirement was near for me, I asked my employer if I could have the poster to give to the owner of the car that was featured on it. He agreed and I was able to present the poster to Bob at the fall BBQ at our house for a group of MGA and MG friends. I heard some discussion between Bob and Elaine as to whether the poster would be displayed in the house or the garage. I have not heard the outcome of that discussion yet.

As it turned out, I did know that car.

*John Orrell*

David Sander #6550



## David Who???

*Dick Knudson, the Register's first chair who served in that position for 33 years, introduces the Register's new Chair, David Sander #6550*

I am very pleased to introduce David Sander to the Register. If you have been attending our Gatherings of the Faithful anytime during the past thirty-two years, then you have probably met David already. His first one was in 1979 at Sturbridge, Massachusetts when he was just nine years old. Since then, David has only missed two GOFs.

David's parents, Bill and Jan have been car enthusiasts forever... Bill recently confessed that he has 31 cars registered, taxed, and road-ready... and there are several M.G.s in the collection. Back in 1979 Jan was dusting off their Triumph at a car show in Northern Vermont. Parked next to them was an M.G. TD... you guessed it, Frank Churchill. Jan admired the TD and that's all it took for Frank to extol the joys of owning such a motorcar as well as lauding the benefits of belonging to The New England MG T Register. Frank hooked the Sander family good as they now have the following M.G.s: 1947 TC, 1953 TD, 1955 TF, and a 1957 MGA... all restored by David.

Rosalie is David's wife, and they have two sons, Sean 12 and Will 10. The whole family supports David and enjoys being involved in the hobby. I often think back to my stint as chair and realize how much Ann, Leesa, and Erik contributed to the success of the Register. Taking those phone calls and getting a person's name and address correct so an application could be sent out was extremely vital to the growth of the Register.

David graduated from Johnson State College in Vermont and now works at a community mental health organization. He works with school-aged children with emotional and behavioral problems and is a supervisor at one of the residential facilities in East Montpelier, Vermont.

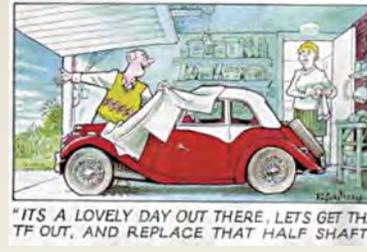
Anyone who has seen the cars David has restored just has to be impressed. He had no formal training other than that great school of experience. He maintains that the great teacher is getting in over his head and then working his way out of it. He has tackled everything from complete restorations including major engine and body rebuilds to minor maintenance. His work was recognized by the Vermont Automobile Enthusiasts Club with the covered VAE President's Restoration Award in 1987 and 2011. His cars always are appreciated wherever they are shown.

The most difficult restoration for David has been the rebirth of Frank Churchill's TD. First was the emotional hurdle as Frank had been a very long time personal friend of the Sander family. Any Register family with kids knows how Frank felt about children and it goes without saying that Frank and the Sanders were close. Of course, the car was extensively damaged and the task of bringing it back to the state that showed Frank's love for the TD as well as David's love and respect for Frank took untold hours. On top of that, David did extensive research on the car's history that resulted in an outstanding presentation at this year's Concours D'Provenance. I certainly had mixed emotions about seeing the car again, but I know that the right thing has been done. Frank's car, #2, lives on. It will always be Frank's car, and I feel in my heart that's what Frank would have wanted.

You may be wondering what other attributes David possesses that qualifies him to take over the leadership role in the Register. Simply put, the Register is a major priority in his life. I don't mean #1 or #2, but I do mean that the Register has to be #3. Leading the Register is not a sometime thing. There is plain old get-your-hands-dirty-grunt work. There are phone calls to make and take, emails to respond to, plans to be made, feathers to be smoothed, supporters to be prodded, encouragement to be given, as well as praise and thanks to deserving souls.

In addition to priority, David has passion and vision. The passion is for the cars, yes, but beyond that it has to include the organization and the people. I'm pleased to report that David also has expressed early on several sound visions for the Register and its future. He wants to encourage expanded programs at the Gatherings to include more activities that will keep people coming back GOF after GOF. David has a real concern about the discrepancy between the number of cars we have registered and the number of active members. He feels that there are actions we can take that will encourage inactive folks to become active once again. One suggestion is a technical forum on our web site and another is an expanded activity calendar.

David has his priorities right along with vision and passion. Now all he needs is YOU. You have all supported me in the past along with the inspired leadership of Hank Rippert and Charlie Searles, our two most recent chairs. Now is the time for all of us to pull together and send the Register onto a second 50 years of outstanding M.G. enjoyment.



## Ontario TC destined for Norway

A TC of Bob Gruanu's stopped for a quick visit at a BBQ in North Waterloo, prior to minor engine work and a trip to it's new home in Norway!



Jeff Gibson - 1939 WA Saloon

## Old Speckled Hen Tour - 2011

Wally Stubgen #5735

In May, Elaine and Bob Dobrenski, Joan and I drove a narrow-boat around the Warwickshire Ring in the Midlands. Upon completion of our two-week canal cruise we were fortunate to be able to rendezvous with the MG Car Club (MGCC) who were running their 19th annual "Old Speckled Hen" Tour.

Richard Martin, Chairman of the Abingdon Works Centre of the MGCC, was our host and managed to arrange for Bob and myself to take turns navigating in Julian White's MGF.

It was interesting to observe that 17 percent of the tour's 100 entrants were TFs or older. The oldest MGs were a 1928 18/80 owned by John Venables, followed by Alaster Bentley's 1932 F1 Magna, and Peter Down's 1935 PA which has been under his "custodianship" for 53 years.

The 92-mile tour (the route depicted by Tulip diagrams) with a lunch-time stop at Chenies Manor House started and terminated at Radley College near Abingdon. The age, pristine condition and rarity of some of the entrants' older vehicles suggested they were show cars. But from the level of participation it was obvious these were meant to be driven not just displayed... very refreshing to see!!!

The following was extracted from Richard Martin's Speckled Hen Tour report and used with his permission:

"It was again a full house for the 2011 Speckled Hen the annual MG Tour which brings together Abingdon's two most famous products (MG and Speckled Hen). With four countries represented amongst the 100 cars entered, the 19th Tour could certainly rank as being one of the most international to date. Assembled just outside Abingdon at Radley College, we had Dave and Laurel Godwin from Australia's Gold Coast, although not in their MGA in which they travelled from Beijing to Birmingham in 2010, but in an MGB GT. Also from Australia, in this case Victoria, there was George



Alaster Bentley - 1932 F1 Magna and Jeff Gibson - 1939 WA Saloon with John Venables 1929 18-80 with Speed Model body

Boundary House



John Venables 1929 18-80 with Speed Model body Engine view above



and Marg Morgan in their J2 and from Canada Bob Dobrenski and Wally Stubgen, plus wives, who are members of NEMGTR's Ontario Chapter. The wives travelled in the comfort of their hire car, whilst Bob and Wally took turns to navigate for Julian White in his MGF.

Closer to home, Wales was represented by Terry Giddings in his 2006 TF and Stuart and Debbie Taylor in their MGB, whilst no less than 13 of England's counties were represented. We were also delighted to welcome "Bridget the Midget", plus owner Roy Locock, who are in the final stages of preparing for their next adventure later this year from Cairo to Cape Town. Judging by comments overheard in the afternoon, some of the Buckinghamshire roads were probably good training for some of the African roads the pair will encounter!

After refreshments it was time for the older cars to make their way to the arch for the traditional departure with a wave of the union flag.

Following the Route Book, a run through the highways and byways of Oxfordshire and Buckinghamshire led the cars to the lunch-time halt of Chenies Manor, a private home standing on a site which has had a dwelling upon it since Saxon times and has been developed as a house over the centuries. The house and gardens have limited public openings and whilst the house wasn't open, the gardens and tearoom had been opened just for our visit with the owner's family wandering around the cars and their pic-



Alaster Bentley - 1932 FI Magna

nicked occupants. With many declaring the gardens a joy to wander around, a number came away with plants bought from the nursery and some were overheard vowing to return for further exploration, it was soon time to leave for the return journey.

After picking up their commemorative pin-badges and Old Speckled Hen glasses those who were amongst the first to make it back were chatting and able to enjoy a warm scone freshly out of the oven. Whilst everyone milled around and enjoying their teas they heard about the marshal 'relieved' to find a spot behind a hedge only to be outed by a farmer on a tractor alerting everyone by flashing his lights and sounding the horn. Dave Godwin took the opportunity to present to the Centre a copy of his book recounting his Beijing to Birmingham trip."

Following the tour, Julian White, General Manager of the MGCC, gave we four Canadians a personalized tour of Kimber House.

After leaving Julian we spent time sightseeing in Abingdon and finished off the evening at the Boundary House Pub.

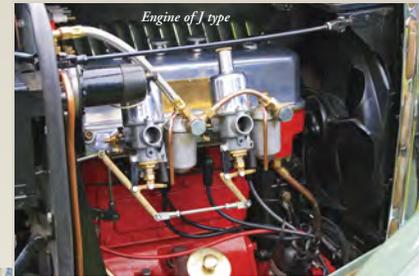
The next day we took the opportunity to drop in on Sarah and Pete Davis in Carterton to pick up some MGCC Regalia. After a pleasant chat over tea we followed their sightseeing suggestions and changed our touring plans to include some lovely Cotswold villages and a visit to the Cotswold Motoring Museum at Bourton-on-the-Water, Gloucestershire.



Malcolm Sayers  
1949 TC



Engine of P type



Engine of J type



Jim Andrews - 1938 VA Tickford

The Sacred Octagon Technical Index Topics Index Feb. 2011 to Dec. 2011

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Front Stub Axel	Wheels	Jan Garnaes/Bob Grunau	2011	October	49	31
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The TC wiper motor:  
What is the truth?

by Doug Pelton

To start, there are two (broad based) categories of wiper motors in which there are specific subcategory part numbers for car applications. The two groups of motors are CWX and CW1. Visually, all motors look the same, other than the numbers.



Wiper motor CWX

The CWX category originated as a pre-war item and continued through the TC production well into the 60's. As defined in the Lucas manual itself, "CWX" was a universal mounting motor. It was produced with the longest spindle and fixing studs likely to be required and included a variety of packing washers. In short, one size fit all and excess bits would be discarded. There were two reported sightings of the CWX motor on TAs. Both had part # 730497. This part number is significant because it is also referenced as the proper motor for the TC by Mike Sherrill, page 204/205, and also the Lucas publication, No. CE468, Dec 1949 (TC Equipment). But wait, something is wrong. The CWX 730497 motor found on Ian Lamont's TA 3120 has a 130 degree sweep. So were all of these motors 130 or did they change later to the required 150 degrees for the TC? Overall, there was no reported data on the sweep for the 730497 motors. The second question that becomes obvious is why would MG use a universal mounted motor and throw away all the extra bits for a production run of 10,000?



Wiper motor CW1



Mechanism showing 150 Degree sweep.

CWX 730497 have just the right hardware for the TC as designated by the part #730497? This remains an unknown. Despite what Sherrill and Lucas have recorded, was there a different motor used with the TC?

The first TC built, TC 0252, had wiper motor CW1 dated 1940, part # 733189, 150 degree sweep, and considered original to the car by Peter deBruyn, owner. This confirms what is often suspected. Early production used surplus parts to get the production going. This designation however, highlights a new category of CW1, which is top mounted and not universal. Next, there was a period of unknown as I did not receive any verifiable data on original motors until TC 2875. As this point it was confirmed that the TC wiper motor changed to CW1 75051 as seen with motor date of 2/47 matching the car production date. Additionally, there were repeated sighting of this same motor throughout the remainder of TC production. In fact, according to the Lucas parts manual, part number 75051, 150 sweep, was specific to the MG TC and TD 1946-52. So, there was a change earlier than previously thought.

There was also an interesting side note for TC 5087 born early 1948. It had a motor # CW1 730292, dated 10/47 and considered original to the car. This points to the fact that MG would use substitute parts to keep production going. This motor (also specific to a 46-47 Sunbeam/Talbot Tourer) was top mounted and had a 150 sweep and would only need to have the TC mounting hardware to make it work for a TC.

There will always be remaining questions. Can anyone confirm the sweep of the CWX 730497 motor? Does anyone have a pre-TC2875 motor considered to be original? Does anyone have a post TC 2875 CWX 730497 that is considered original to their car and has like dates on the motor? I will thank in advance anyone that can help further. As always, I welcome comment. Doug@FromTheFrameUp.com

Technical Talk



## CLASSIFIEDS

All ads are free. Keep in mind that this newsletter is bi-monthly... If you want to move/sell or obtain something quickly this is probably not the best place to advertise. This is where you notify other club members of your needs. If you know of someone looking for or selling items listed here pass on the information. If you are at a flea market and see something you know could be used by a club member.... get a name & number so we can advertise it here. It is this "networking" that keeps these cars running. You can help.

### Cars for Sale



Early 1950 MG TD in 2 tone mist grey (Beige-white) and black, on fully restored hand made black leather interior, convertible top, side screens and full tonneau c/w Singapore exotic wood dash and new Brooklands Wheel. The car is an original RH drive export to Singapore Malaysia having spent the last 10 years in Canada. Original Singapore logbook and AA badge go with car. Great Chassis - No rust, sound tub, great chrome, Fog Lights, Lucas P lamps, Motometer, new radial tires. Correct early TC style instruments - all working. Recent overhaul of brakes, seals and the rods. Original XPAG engine just freshened up with a bottom end overhaul along with all new bearings in the original gear box. Original rear end. Nothing to do but drive and enjoy! Asking \$22,500 Cdn. Call Ken Bannister @ 519 651 9173 or email [kbcarbike@gmail.com](mailto:kbcarbike@gmail.com)



YT, 1950, EXU3030, engine XPAG 20438, owned since Nov. 1992, terminal illness forces sale. Total ground up restoration completed 1998 by British car professionals, incl. Steve Hardy and Rick Smith, Boston. Modifications include front disk brakes, 1/2 sway bars, electronic ignition, 5 speed transmission, rear end 3.9 ratio, directionals, safety rear lights. Car can be returned to absolute original condition with spares, transmission, springs, brakes, all part of this sale. Complete documentation of every cost and work done. This car a prize winner, incl. NEMGT Register Premiere, Greenwich Concours d'Elegance (Best British Sports Car), Cape Cod British Car Club First Place, Tanglewood British Motorcar Festival First

Place (2011). In absolute mint condition & roadworthy with today's traffic requirements. Undertook Register trips, including Skyline Soires, Calgary Stampede, Run Around the Rock (Newfoundland). Photos on request. Asking \$35,000 #10901 John Friedler, Bedford, NY (914)234-0962 or [John72@gmail.com](mailto:John72@gmail.com).



1959 MGA 1600. Body off restoration completed in 2009. Car is beautifully finished in its original Dove Grey with patinated red leather seats. All new carpets, tires, soft top, bright-work etc. Options include a factory heavy chrome trunk mounted rack, and fog lamp. This car has been converted to a 1965 1800 MGB engine c/w late model overdrive gearbox and will drive on the 401 at traffic speed all day long. The car is ready for a summer of fun, are you? Asking \$22,500 Cdn. Call Ken Bannister @ 519 651 9173 or email [kbcarbike@gmail.com](mailto:kbcarbike@gmail.com)



1953 MG TD No. 27992 for sale in Ottawa area - numbers match, RHD, ivory white with green. Excellent original condition (current registration, safety certificate 2009, insurance appraised 2007). Brought over by ex RAF when he immigrated here in the early 60's. My father, the second owner, bought it from him in the 70's. Currently kept in heated facility (Canada Car Storage in Williamsburg ON) because of lack of space/garage at my home. Asking \$22,000. Happy to arrange viewing for serious enquiries. Contact Barry Wright at 613-520-2600 x3681 or [b\\_wright@carleton.ca](mailto:b_wright@carleton.ca)

MG TA for restoration. Can be purchased several ways: Buy as is and restore yourself, buy with new body tub and complete restoration yourself, or I will do the whole car. Call if interested to discuss. Gord 416 727 0441

1975 MGB roadster, VIN GHN5UF385616G, with just over 91 615 miles is for sale. Car is BRG with new black vinyl seats, new black top and rear tonneau. Brakes are new, tires are new and the engine was rebuilt a few years ago. Car runs well and is stored inside for the most part. A fun road car! \$9500 Gord 416 727 0441



1995 MGF Roadster Convertible. 1.8i mid-engine rear wheel drive. Power windows, remote locks, alarm and immobilizer. Many new parts. This car is RHD (Right Hand Drive). The modern version of the MG now imported in to Canada! I think the pictures speak for themselves. Get ready for next summer! 73,000 miles. Must be seen to be appreciated! \$6495 obo. The car is located in Kitchener. Please contact Mark Willis at (226) 972-8661, [mwillis@cummallsillison.ca](mailto:mwillis@cummallsillison.ca)

### Parts for Sale

MGTD Rear Springs Pair of leaf springs. Used. Will require researching. Best offer for the pair. Plus shipping if applicable. Location Toronto. Ted Jackson 416-491-5935 or [ted@the-jacksons.ca](mailto:ted@the-jacksons.ca)

MG T parts for sale I have quite a few parts left over from my father-in-Law, Joe Wilson (Wilson Sports Cars), list on an Excel file so easy to send to interested parties. Contact: Iwan Lewis 519-485-0374, or [iwanlewis@sympatico.ca](mailto:iwanlewis@sympatico.ca)

New grill for 1973-1974 1/2 MGB. Moss #455-340. Never on car in original box. \$150 Gord 416 727 0441

### Parts Wanted

I'm looking for is the pressed paper board under-dash cover. I would ask is that someone might make a template of their own in full size. From this I would create a reproduction for my 1952 MG-TD and other club members might use the template that want to do the same.

Unless someone knows where to find the item for sale. Hamilton, ON Dean Corkins [dean.corkins@gmail.com](mailto:dean.corkins@gmail.com)

### Miscellaneous for Sale

Display by NAPA of cars in wooden rack. 1957 Corvette, 1954 300SL, 1961 XKE, 1961 Porsche 356, 1988 Lamborghini Countach, 1987 Ferrari F-40. Cars are 1:18th scale and the display is in mint condition. Very collectable \$150. Gord 416 727 0441

Doepke MG TD model PARTS CAR! The box contains one TD model body with most of the parts to restore to your own specifications. Any missing parts are available on E Bay or via NEMGT/R members. You can do a restoration to your own high level of finish. \$150

1950 MG TD Factory Sales Brochure (code NEL 150) Original in perfect shape, no rips, no torn folds. Shows TD and Y Type. \$65.00 Bob Grunau [grunau.gamg@sympatico.ca](mailto:grunau.gamg@sympatico.ca)



### Oil drip pan

Oil drip pan as seen in TSO for all T Series cars... those with a small drip from the pan at least! Very easy to install as it fits right under the cotter pin where the oil drips out of your bell housing. One bolt to undo. First production run all sold out now and second batch has arrived. Sell for \$65.00 plus \$10 PP or you can pick up at a meet. Gord 416 727 0441



When properly installed it reduces the rear main bearing leak to a tolerable level. It's great for getting through racing tech and car shows.

### Parts for Sale

Various parts for MGTD, MGTF, MGA and MGB.

T Series Parts for sale	
TD	
Shaft driven gear 435-130 new	\$20
Oil seal 120-750 new	12
Bushing set A arm	5
Rear spring bushings	2
Leaf spring rubbers	3
Switch brake light 141-700 new	8
Door striker mounting plate	5
Striker plate & wedge	15
Door locks	10
Windscreen mounting bolts new	15
Windscreen corner brackets	10
Badge bar clip 408-567 new	5
Rear light plinths round 3 each	5
License plate lens, gasket, screw new 12	
License plate light cover & base	5
Door handles pitted each	5
Fender mirror	10
Coil	25
Horn	15
Wiring harness straps 161-800 new 2	
Speedo & tach bezels each	10
Ammeter	75
Oil pressure/water temp gauge	100
Right front fender	300
Right rear fender	150
Rear splash apron	150
Gas tank	200
Running boards each	30
Door skins pair	40
Seat back bracket @ wheel arch	10
Seat back sleeve	5
Side curtain mount hole covers	2
Head light mounting bolts	10
Gas cap	75
Rear view mirror base with gasket	30
Steering column collar	3
License plate bracket	10
Shifter selector with knob	40
Church fulcrum pin 190-390 new	25
Wood front top rail inner 450-885	15
Wood top rail 453-240 new	27

## Exclusive Opportunity

Doepke MG TD restored models available from a master model builder. Bill Zimmerman's widow is selling his collection of Doepke's and has the following available, one in each ORIGINAL MG TD paint colour of Black, Grey, MG Red, Silver Streak Grey and Clipper Blue. These models are beyond just the normal kit assembly as Bill took the time to polish and complete them to an exceptionally high standard. This is a very rare opportunity to acquire one for \$325 each. Contact Helen Zimmerman at 905-562-7095 or [zimmerman\\_@sympatico.ca](mailto:zimmerman_@sympatico.ca). These will go fast so act now.



TF  
wiper shaft grommets 281-168 new 25  
radiator badge 201-030 NOS 40  
side rails 449-805 & 795 new each 20

MGA  
Front & rear brake hoses new 10

MGB  
14" wire wheels OEM 5 wheels 200  
wire wheel knock offs 4 40

Contact Jerry Jean evenings and weekends at (519) 747-4204 or [jerryjean@hotmail.ca](mailto:jerryjean@hotmail.ca)

Christmas is Coming  
Pass these shopping hints along  
to those who don't know  
what to get the MG person  
that has everything!

# Snoopy Goes To Reno... continued

Bob Mills



Today, (June 8th) we're on Route #50 heading towards our overnight in Dodge City, KS. Along the way there's a diversion for those interested in doing a few laps on the Heartland Race Track in Topeka KS. Lynn wasn't too excited about this but I was able to convince her we would take it easy!!! About 20 cars showed up with one other TD. What was supposed to be three casual laps turned into 10... and the last 3 where probably right on the edge of getting carried away. Yahoooo!!! A serious look from Lynn told me it was time to back off. We reload the luggage, strap everything else back in place and then head cross country to pick up the Rallye before we all roll into Dodge City. Unfortunately one of the TD's in our group run by John Deikis (sporting a fresh engine rebuild by Manley Ford) experiences major engine failure and cannot continue. Ran it too hard on the race track? Anyway, it sounds like everything inside has come undone!!!! John makes arrangements to have the car shipped back east but in true MG spirit carries on in the Rallye with another guy who was driving single. So, here we are in Dodge City with more beer, beans & burgers, a mock shoot out at the Wyatt Earp Saloon and hanging out with everyone under a full moon. It was a great way to conclude another perfect "T" day. A knock on our door at 6 am the next morning advised us we had a flat tire. Coincidentally, the real life Sheriff of Dodge City showed up while I was removing the flat, (ed. — as told to me at the Christmas Party... "the Sheriff actually Deputized me, including giving me a badge... he told me to mention him and show the Deputy badge at a local tire specialty shop... when I did this I immediately got special treatment... With my chrome wire wheels I had to insist the wheel be changed manually... the owner called 'Hughie' and this massive Arnold Schwarzenhagar (sp?) clone appeared... he set the wheel and tire on a soft floor covering and proceeded to kneel on the tire to break the bead... following this... he took the tire with his bare hands and simply peeled the tire off the rim...)

Generally most cars seem to roll out in the morning between 6 and 9 am so by the time the wheel was back on the car we were able to catch up to our TD teammates.

And so... westward across Kansas. A State that's 745 km's wide and flat to the horizon. The temperature hovered around 100° all day, windy, terrible smells from the 000's of cattle in unsheltered pens awaiting their moment with the grim reaper... and very few places for fuel. If we were to ever cross the U.S. again it would not be through Kansas. Fortunately, the 8 reported tornados this day were well to the south of us but we were ever watchful. Dorothy, Toto, the Tin Man etc... can have this part of the world all to themselves!!!! Anyway, Colorado is on the horizon so we're expecting cooler temperatures

but facing the unknowns of how Snoopy will perform at elevations greater than 10,000 ft. We were told to bring extra clothes as it can snow in the high elevations at any time of year but abnormally high temperatures continue and not a drop of rain since we left home. Our overnight stop is in Canon City CO. more than a mile above sea level and only the start of the mountains.

As we leave Canon City our first diversion is the Royal George Bridge over the Arkansas river. It's a quarter mile long wide wood planked decking on America's highest suspension bridge 1000 feet above the river. I drive across but Lynn decides to walk. The weather is absolutely perfect but not possible to feel some vertigo as you take photo's over the edge. A unique combination of natural adrenaline, human achievement and beauty that must be experienced to be believed. The mountains lying ahead of us were starting to loom large and all the "T" car owners were experiencing some anxiety. The highway soon begins what we learn is a long 12 mile climb towards Monarch Pass at 11,312 ft. We must have pushed the cars a bit too hard and all of us (T cars) boiled over about 2000 ft from the summit. This was a learning experience in 60 year old cars with small engines, non pressurized radiators, needle carbs, point ignition, set timing, extra weight on luggage, fuel and so on. While the cars were cooling off a meeting of minds and thoughts on shifting points, lower gears and slower speed got us over the top without further problems. We counted 16 more passes over 8,000 ft before Reno but running just a bit slower in a lower gear solved the overheating problems. These little engines are absolutely amazing and while way underpowered by today's standards are still the most fun you can have on the road with your clothes on and very reliable.

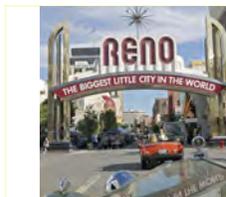
The road conditions and mountain scenery across Colorado and on into Utah is simply fantastic and around every corner is a new vista. There was a lot of snow on the tops of all the passes and this just added to the amazing visuals. All of us are having a blast chasing each other through the twistys. MGA's & B's are blasting past us as we head up yet another pass... tooting and waving every time they go by. It was also rather interesting to observe how many MGA's had fuel pump problems... and what an awful location if you needed to replace a pump... which some did.

It's an overnight in Grand Junction CO. and then our longest day (692 km.s) as we motor across Utah into our next stop in Ely Nevada. You don't want to have a mechanical out here as it's huge distances between towns and not every town has fuel. Most days we seem to top up at every rest stop and all of us are enjoying the visuals at a relaxed pace. As we travel west from Ely on route #50 the posted highway markers say: "The Loneliest Road In America" and that cer-

tainly fits the description. It's absolutely inconceivable how the early pioneers with their mule driven wagon trains crossed this area in the 1800's. No natural water, no trees for shade, rough terrain and probably hostile Indians!!!! The Rallye organizers offered an optional route that climbs up to a plateau at 13,063 ft. called Wheeler Peak. All the T owners decline the offer but surprisingly many MGA & B owners do make the side trip and told us it was quite spectacular.

Anyway, it's June 12th and we're in the home stretch to Reno with all Rallye participants being asked to assemble at a park in Carson City mid afternoon. The intention is to have everyone together for a 35 mile parade lap into Reno where the main streets were being shut down at a predetermined time for our arrival. This 'parade' should have been no more than 150 cars but it turned out that a number of other MG owners not in the Rallye had heard about this event and wanted to get in on the fun. No problem on the highway but as we got into downtown Reno it was eventual gridlock as MG's were spread everywhere on the main drag... sidewalk to sidewalk. We shut the cars down, people wandered off to get a beer... and then we had to check into one of three assigned casino hotels. Everything eventually got sorted out and within hours we were cleaned up and ready for our opening night reception and dinner at Harrah's Auto Museum. Our log book showed us as having travelled 4673 km.s. Snoopy has all his 'parts' in place... and so do we.

Our 5 days in Reno were awesome and gave us the time to wash the bugs off Snoopy as well as ourselves. At times it seems like this could be called "The Great Wash & Wear Tour" !!!!



Amazing how much can be washed in a sink when you set your mind to it... or just wear it into the shower as I did on a number of occasions. So without dragging this out too far, here's our top 10 from Reno:

- #10. Our 22nd floor jr. suite at the Eldorado Casino Hotel with west facing view 11,000 ft snow covered Mount Rose
- #9. Spending \$25 on the slots, winning \$40... and walking away.
- #8. Opening reception and dinner for more than 700 MG registrants at Harrah's Auto Museum.
- #7. A drive yourself tour to Virginia City. This was the site of the famous Comstock gold lode from 1859 when 40,000 miners lived in this hot remote valley
- #6. Valve cover racing at a level I had never seen before. Some owners (Bob Satava for one) prized their racers as much as their real MG's. Very competitive a lot of fun to watch
- #5. 750 MG's all parked in a grassy field on a picture perfect day
- #4. Learning to ride a Segway and competing on a timed course with other MG owners. I had never tried this before... and yes, admit that Lynn beat me.
- #3. Our drive yourself tour around Lake Tahoe with a picnic on the grass overlooking Emerald Bay.
- #2. Sitting next to Gene and Deanna Roth at our closing banquet as they were recognized in celebrating their 60th Anniversary that evening. They have owned their '47 TC since new and drove it to Reno from southern California. What makes this all the more amazing is that Gene lost his complete right arm in an accident 30 years ago and doesn't use any prosthetic device!!!! Listening to him tell us

how he drives and shifts with only one arm was amazing. His stories kept us awe. What an inspiration he is.

#1. The stupid grin on Snoopy's face as he came back in from a night on the town. He was feeling frisky when we arrived in Reno so decided to spend the big bucks and set him up with a French poodle as a treat. What happens in Reno stays in Reno... but I'll expand on the consequences later!!!!

The car display was what you would expect in the west with an array of MG's that made you drool. The one thing I found unusual was the number of 'A's & 'B's with both engine and body modifications... and awards being given for 'Best Modified' within set years. Strange!!! Anyway, the most popular engine conversion was the all aluminum 8 cylinder Buick power plant. It apparently weighs 40 lbs. less than a B engine and fits right in place. I must admit some of the conversions were absolutely perfect in appearance... and had a sound to match. Others with superchargers sticking out above the bonnet or whatever looked ridiculous. Flared fenders, wild paint jobs you name it.

Too soon it was over and there were about 50 MG's going on to San Francisco to complete the ocean to ocean challenge. The weather continued to be perfect as we headed west on the morning of June 17th for the 410 km's to our waterfront hotel facing Alcatraz Island. The last two mountain passes towards the coast were snow covered and twisting roads. Perfect for T type driving. While it was a cool 40 degrees when we left the mountains it quickly climbed to 90 for our arrival. Driving into San Francisco on a Friday afternoon at 5 pm is not for the timid. No time to gawk as it seemed like miles of bumper



to bumper traffic. It took more than a beer or two to get ourselves sorted out when we arrived at the hotel. Underground parking had been reserved for us so that immediately took away some of the stress. Our hosts for the week-end were the MG Club of Southern California. A photo of their T shirt logo (A driving Club With An Eating Disorder) will give you some idea of their mindset. A fun loving group to say the least and were most helpful with follow the leader type driving tours to many of the city's highlights... Golden Gate Bridge, Twin Peaks Park, Presidio, Sausalito, Fisherman's Wharf, the Cannery District and endless bars. What fun.

A number of MG owners on the Rallye had decided in advance to ship their MG's back east by transport and then fly home. Three transports showed up on our last day in San Fran. and loaded up some 36 MG's. Quite the operation and reasonably priced at \$1200. Too soon it was all over except for the group hugs, more photos... and then everyone went their separate ways.

For us the adventure was to continue but first needed to find out what was wrong with Snoopy. Every time time I depressed his clutch I was getting a screeching noise that was getting louder by the day!!!! Pedestrians would look and stare every time we pulled away from a stoplight. Hmmmmmm... not good. Our plan was to head south along the coast road but first needed to find a medical clinic for Snoopy. One of the local MG owners recommended "On The Road Again" in Morgan Hill CA not far from our intended route. A phone call got us an emergency spot on their bench first thing the next day and as first impressions count... this was the finest British Auto Shop you could imagine offering full restoration as well as

body and paint services. To see what I mean check out their web site at [www.ontheroadagainclassics.com](http://www.ontheroadagainclassics.com).

Holy crap... remember that French poodle we set Snoopy up with in Reno? Not only did she screw his brood out but gave him a 'pox' in his lower end!!!!!! We had to pull out his tranny to find the carbon clutch release bearing was fractured. Never seen that before but the shop had. We joked that the French poodle must have wound him up pretty good... so that's the last night he gets a night on his own!!!!. Fortunately there was an excellent motel within a mile, the parts were ordered from Moss, and Lynn & I enjoyed a quiet night on the town. The complete job took 5 shop hours (with me assisting) so thought that was reasonable... and at least we did not have to pull the engine what with the permanent mods I have made to the floor boards.

We're 'On the road again' and heading south on Route #1. This coast road south of Monterey and Carmel leading to Big Sur had been closed for two months following an earth quake and just reopened days before. The road is perfectly suited to "T" cars and Snoopy was smiling ear to ear as we zipped through the twists. It's hard to do more than 60 kph with so many turns and needed to make sure we didn't wander too close to the edge. In many places the cliffs drop away for more than a few hundred ft. to the ragged rocks of the Pacific. An overnight at an ocean front hotel in San Simeon was above our budget but quite the treat to hear the waves rolling up on shore throughout the night. We might have stayed a second night but a fog rolled in and thought it best to head inland.

Yosemite has been on our bucket list for a while so after visiting a cousin of Lynn's for two days on their ranch we pointed ourselves towards the National Park. All the western States had been experiencing record heat and as soon as we got away from the ocean the temperature reached 106°F. Poor Snoopy is being cooked alive and really glad I had filled him up with the best racing oil available before starting this trip. Today as we were climbing through 6000 ft the engine temp was right off the dial at 110 Celsius. Snoopy peed his pants so we needed to find some shade under a tree where all of us could cool down. Our first day's hike in Yosemite took us into the grove of Giant Sequoias. Here you can hug some of the oldest living things on earth... and we did. A 2000 year old specimen... and it felt good!! the trails are quite steep and with the higher altitude it took us a couple of glasses of vino late afternoon to get us back to normal... whatever that is. On our second day we were blown away with the Yosemite Valley. It's stunning beyond words. We were awestruck with 900 ft Bridle Veil Falls... and El Capitan... the ultimate challenge for cliff climbers in N. America. A picnic along the Yosemite river and a half hour lying in the grass made for a perfect day. Life is good.

After leaving Yosemite Snoopy led us into the Sonoma wine valley where we allowed ourselves a full day to sample some of the best. We hit 4 fabulous Estate Wineries that looked more like European castles and the one that caught Snoopy's attention was the one owned by Bruce Cohn. He's a big time car collector and of other note, the manager of the Doobie Brothers since 1970. The winery displays all sorts of car and show biz memorabilia. Well worth the 2 hour visit.

As we're heading back to the coast just north of San Francisco I note our GPS log has just clicked over 7,000 km's. Amazing how such a small engine can haul us and all our stuff up and down mountains with such minimal maintenance. I have only added 1 liter of oil so far. Go Snoopy go. Once we reached the coast it was much cooler and we were ready to head north.

**WOW... in all the 55 years we've had Snoopy, today was the absolute best 'T' driving experience... ever.**

Driving north on Route #1 from Bodega Bay (50 miles. north of San Fran) to Westport CA. is #1 in my books. A total of only 150 miles but it took us most of the day as we made what seemed like hundreds of switchbacks on smooth, undulating narrow asphalt. The skies were clear, temperature 70°F. and you could hear the rollers off the Pacific just a few hundred feet

below. This makes the 'Dragon's Tail' in Tennessee seem like child's play. Our average speed was only 35 mph so that will give you some idea of what it was like. Snoopy did us proud today so we gave him an extra shot of 'Marvel Mystery Oil'. That's Snoopy's secret ingredient... sort of a Geritol and Viagra combo. It works!!!... but then we apply The Club at end of day so he can't get loose!!!!

Yes, we did have some excitement in Northern California. As we motored through the Valley of the Giant Redwoods. We had just motored up what would have been our last twisty climb of the day and were chatting about where to stop for the night. A light rain was starting to Fall and it was dark in this heavily forested area. As we crested the peak and were motoring at speed down the far side to the first of many tight curves I went to apply some brakes. NO BRAKES!!!! Pump a second time and absolutely nothing. Pedal to the floor. %\$%... this is serious, so quickly down shift to third while there's time, and grab the mechanical brake handle. Due to our weight and speed, Lynn is hanging on as we rocket through the first turn way beyond the posted speed limit but fortunately don't lose road grip on the wet surface. We finally find a spot to pull over in this forest to catch our breath and check our shorts!! As expected, the master cylinder is empty. I refill the cylinder and push the brake pedal again but nothing. We limp the remaining 20 miles into Oregon using third gear/emergency brake and find a Best Western Plus. As luck would have it, the yellow pages shows an advertisement for a "British Auto Garage" and their logo is a profile of an MGA. A call to the owner who was working late and get Snoopy an appointment at 8 AM the next morning. Turns out the owner raced MG's back in the /70's. Once on the outdoor hoist, the problem is immediately visible. One of the rear brake lines had completely severed at the union. We guessed it was a combination of age, vibration and or metal fatigue. In any event we were really lucky to have averted a potential disaster and in hindsight I probably should have replaced all the lines before this long trip. All part of the adventure with a 60 year old car. A new line was made up in a matter of 30 minutes and we were on the road again. PS: If you haven't replaced your brake lines in the last 20 years... DO IT.

Our three day meanderings northbound along the Oregon coast were really slow as there's just so much to see. One highlight was the Evergreen Aviation Museum in McMinnville OR. A world class museum and worth at least a half day visit. Check it out at [www.evergreenmuseum.org](http://www.evergreenmuseum.org). This is now the permanent home of Howard Hughes "Spruce Goose". Up close it's colossal with 8 engines on a spruce framed aircraft that's both higher and wider off the ground than either a 747 or Airbus 380. To be able to sit in the same seat that Hughes did when it flew only once is an ear to car grin. Oysters are one of the mainstays for the State and although it seemed the thing to do at the time I will never again do raw oyster shooters. That's two ounces of raw oyster followed by two ounces of ice cold vodka... then do it all over again. My stomach wasn't right for days after that adventure... and no sympathy from Lynn!!!!

We really loved Oregon and also spent time driving on the sand beaches, hiking in Pine forests, clambering up dunes and enjoying the ever changing ocean shores.

Moving north on the west coast of Washington State is a much more rugged and raw experience with snow capped mountains and lots of logging trucks to watch out for. Another minor problem for Snoopy as the tach drive on the back of the generator seized for no apparent reason. Nothing to do but disconnect it and go on without. I certainly wasn't carrying a spare. We motor into Port Angeles and drive onto the ferry that will take us to Victoria on the south tip of Vancouver Island. The Straights of Juan de Fuca were dead calm, not a cloud in the sky, snow capped mountains in the distance and two large cruise ships close behind. It's CANADA DAY and as we approach the downtown dock in Victoria we can see hundreds and hundreds of people enjoying the start of Canada Day Celebrations.

Once we cleared Customs, Snoopy only had a block to get us to our pre-booked hotel but we needed Police permission to do so as all the streets in the area had been closed for the day. What a party!!!! A large concert stage had been set up on the grounds of the Parliament Building and a crowd later estimated at 100,000 sang and danced to bands throughout the day and evening. Dinner on the waterfront and a huge fireworks display ended our day at midnight. Snoopy was in the underground garage and already sound asleep. The next two days in Victoria were busy while visiting some friends, doing city tours, the museum, fisherman's wharf and Chinatown. Victoria has a long and colorful history with great dining and entertainment. A great city.

From Victoria we headed north in continuing excellent weather and caught the ferry in Nanaimo for a scheduled overnight in Vancouver. The plan was to drive the 'Sea To Sky' highway north from north Van. in the morning sunlight. We were certainly not disappointed. Snoopy was in fine form as we zipped through the twists with the sound of his exhaust bouncing off the sheer rock walls. Long shafts of sunlight broke through the tall trees and a stop at Shannon Falls saw a perfect rainbow on the lip. Unfortunately I just couldn't catch this of film. Another brief stop at Brandy Wine Falls and then on to Whistler where we snagged a suite for \$85 at the Tantalus Lodge. Two king bedrooms, two full bathrooms, living room, dining room, kitchen, deck and hot tub. The decision to stay for three nights was a no brainer. The entire community was primarily built for winter guests so always lots of discount pricing in summer.

The new 'Peak To Peak' gondola connecting the tops of Blackcomb and Whistler mountains was on our wish list (weather dependent) and we were not disappointed. It's a breathtaking 1.8 mile trip and we waited a bit in order to board one of two gondolas with a glass floor. At the peak of the ride you are 1430 ft. above the valley floor and like looking down from the top of the CN Tower. We spent an entire day hiking in the mountains and at one point Lynn whispered... "there's a big bear following us". Whoa... and just before we started to put our arms around each other to make us look larger... some other tourists who also saw the bear began to yell and scream. The bear took off around us at a great clip but not before I got a great up close picture. We were a bit unnerved by this 'close encounter' and suddenly much more watchful. A bus ride over to the 7th Heaven Chair and lift up took us right to the glacier where we watched hundreds of skiers and borders doing their thing in bright sunshine. Still huge amounts of snow with many of the hiking trails not planned to open until the 1st of August.

From Whistler we then headed Snoopy north through the twisting mountain roads that would lead us into Kelowna where we planned on staying a few days with a long time friend from University days. While there, we checked out 'Drakes British Motors'. No question... this is the largest find of British cars waiting restoration I have ever seen. Could be a few hundred at least and have pictures for anyone interested. They more or less restore them as solid drivers and a few can be seen at [www.drakesbritishmotors.com](http://www.drakesbritishmotors.com).

We no sooner leave Nelson heading around Kootenay Lake and Snoopy decides decides to give up on his generator!!!! At our motel that night it's deep into the supply cache for new brushes and hope that's all that's wrong. I remove the end cap and it's rather upsetting to see bright and shiny silver like filings fall out of the generator. Oh oh... this looks like more than brushes. Anyway, new brushes are installed and best as possible without removing the armature shake out any remaining metal particles. After more than a few flexives and some lost skin on my fingers the generator is back together and installed. You guessed it... nothing. Hmmm... what to do. It would probably take 4 or 5 days for Moss to get me a new one and no garage wants to attempt a repair on the armature. The decision is made, we'll run the remaining two weeks or so back home on battery

alone. A visit to Wal-Mart nets us a basic \$29 charger and each night we take the battery out to re-charge. We're only driving a fuel pump and daytime brake lights so don't expect any problem. The GPS is stored away and night driving is not planned in any event.

Our trip southbound to the border crossing at Creston BC. into Idaho is a beautiful run through a heavily forested region. By the end of day we have travelled Route #200 through very rugged terrain along the Thompson river into Montana. Night time finds us at a family run resort in Trout River and as it's a Sunday night we get invited to join the family BBQ. Opening yet another bottle of wine we sit around a campfire singing western songs while watching the moon rise over the mountains. A special evening with lasting memories. The locals refer to Montana as 'Big Sky Country' and we certainly agree.

As an aside, Lynn's been buying a few things along the way and interestingly our clothes are starting to integrate themselves within our one suitcase!!!! Seriously, both of us had many reservations on living from a single case but everything has worked out well, we're still talking, and in fact have not had a single argument. The only thing we need to be careful of each morning is that we're getting into our own briefs!!!! Hey, we're becoming road gypsies.

We weren't sure on where to head next... so south we go for another day that gets us into Wyoming... and Yellowstone National Park. It was quite an aggressive climb for Snoopy as the asphalt twists and turns through the approaching canyons. The traffic is very light so we take our time with no one needing to pass us. Bright blue sky and 75° f temperatures made it a picture perfect and memorable drive. We waited like hundreds of other tourists for 'Old Faithful' to do it's thing but frankly it was a bit disappointing. What wasn't disappointing was the sheer beauty and magnitude of the meadows, forests, high plateaus, rivers and wildlife. We spent a complete day in the Park before deciding to next head south towards South Dakota and Mount Rushmore. Our maps indicated that either of the two possible routes out of Yellowstone would mean climbs to more than 9,500 ft. Damn... this was going to be another tough day for Snoopy... but at least the nightly recharge of the battery was working well. The climb was fairly gradual but more than 25 miles in length before we reached the snow capped summit. Snoopy was just starting to pee his pants so we pulled over to let him cool off and us to admire the views. Once on the downside all was well again.

Mount Rushmore was more than what we anticipated and ended up spending a day hiking around the base of the monument. The images of Washington, Jefferson, Roosevelt and Lincoln are truly spectacular. Men of great vision, determination, and leadership... just what we need in 2011. The estimated wear rate on the granite has been determined to be no more than 1 inch per 10,000 years... so future generations 100,000 years from now will virtually see what we do today. Humbling thought...

Motoring out of Rushmore we head south again for a day and then pick up Route #20 east which puts us on a straight line (4 day trek) through across Nebraska, Iowa, Illinois, Indiana and then north through Michigan to the Sarnia border. Snoopy hummed along contentedly in more 90 to 100°F temperatures knowing we were... heading home. We rolled back into Collingwood July 25th after covering 19 States, 2 provinces and 13,784 km's. having met some really great people, explored small towns off the main highways, sampled lots of wine and most importantly enjoyed each others love and companionship. Snoopy did an absolute incredible job and still has most of his parts. Those that fell off or broke along the way will get replaced over the winter. All three of us are glad to be home.

Is there another Snoopy adventure in the future? Perhaps, but we would not make him do anything like this again!!!!

*Bob & Lynn & Snoopy.*



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November 27, 2011

Welcome to the tour!

I will send out, once a week, a list of all "Competitors" and "Participants" for your information and to acknowledge the receipt of your registration and funds. Registration to November 27, 2011. To date the following have submitted returns: (P – Participant)

Dick and Ann Knudson – [fc7900@gmail.com](mailto:fc7900@gmail.com)  
Gord and Marilyn Whatley – [gwhatley@mac.com](mailto:gwhatley@mac.com)  
Bob and Carolyn Grunau – [grunau\\_garage@sympatico.ca](mailto:grunau_garage@sympatico.ca)  
David and Nicole West – [david.west@pb.com](mailto:david.west@pb.com)  
Sarah Carr/Durl Edwards – [yintage2@cpix.net](mailto:yintage2@cpix.net)  
Bob and Sonja Sterling – [LST1167@theinter.com](mailto:LST1167@theinter.com)  
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George and Elyn Pardee – [gpardee6@me.com](mailto:gpardee6@me.com)  
Mark and Heather Evenchick – [mheven@sympatico.ca](mailto:mheven@sympatico.ca)  
Doc and MJ Smith – [dpssma@bright.net](mailto:dpssma@bright.net)  
John Deikis and Carol Blotter – [deikis@gmail.com](mailto:deikis@gmail.com)

To complete planning for the next stage I will need to **know your interest in each of the optional events**. You will be billed for these, or told to book individually depending on size of group. **I will send each registrant a detailed listing of these options**, seen on page two of the online registration, in the next week or so as the numbers start to develop and I get confirmation from the venues.

#### Other interested parties, for your continued information and action:

Charlie and Irene Searles	10234	<a href="mailto:csearles@rochester.rr.com">csearles@rochester.rr.com</a>
Pete and Vicky Hempstead	8423	<a href="mailto:hemp@tds.net">hemp@tds.net</a>
Don and Leesa Hudak	1036	<a href="mailto:leesahudak@comcast.net">leesahudak@comcast.net</a>
Ron and June Watson	138	<a href="mailto:ronwatson@skyline.net">ronwatson@skyline.net</a>
David and Donna Lawley	3487	<a href="mailto:david.lawley@sympatico.ca">david.lawley@sympatico.ca</a>
Ed Flax	1479	<a href="mailto:ejflax@me.com">ejflax@me.com</a>
John Friedler	10901	<a href="mailto:jprlf@optonline.net">jprlf@optonline.net</a>
Gord Lawson		<a href="mailto:gblawson@vaxxine.com">gblawson@vaxxine.com</a>

Ken and Catherine Elms	3673	<a href="mailto:kelms@sympatico.ca">kelms@sympatico.ca</a>
Malcolm Stanton		<a href="mailto:malcolm.stanton@sympatico.ca">malcolm.stanton@sympatico.ca</a>
Bob Satava	32	
Len and Sue Star	10380	<a href="mailto:lstar@lstar.com">lstar@lstar.com</a>
Gil and Betty Langswager	901	<a href="mailto:mrgil@mgcarclub.com">mrgil@mgcarclub.com</a>
Ted and Judy Jackson	12011	<a href="mailto:webmaster@omgtr.ca">webmaster@omgtr.ca</a>

#### Battle Notes and Stuff:

We are getting suggestions for pre trip reading and our good "bookworm" Kep Phillips has suggested books relating to the naval aspects of the war by an author he enjoys: William H. White – "The Press of Canvas - 2000", "A Fine Topsail Breeze - 2001", and "The Evening Gun - 2003". (Set is an 1812 Trilogy in the Isaac Biggs Series.)

Probably the best overall modern book on the War of 1812 is by Alan Taylor, a Pulitzer and Bancroft Prize Winning Author, called "The Civil War of 1812 – American Citizens, British Subjects, Irish Rebels and Indian Allies". Taylor's book is a real eye opener and a fairly easy read.

A great web site to keep you informed on the War of 1812 activities, NOT NEMGTR, is [www.discover1812.com](http://www.discover1812.com)

One other site which you can connect via your i-phone is the site: [www.pbs.org/1812](http://www.pbs.org/1812)  
This PBS site a joint venture between USA and Canada and is quite a venture!

One can see the registrations are trickling in but please remind any NEMGTR members, that you think may want to take part, that registration closes December 31, 2011. We have also confirmed the GOF 91 will be in Rochester, NY concurrent with the end of the Friendship Tour. The locale will be the Marriott Airport on Route 104 just west of Rochester. I would encourage anyone attending GOF 91, that is NOT on the tour, to join us for the rally part of our run from the vicinity of Alexandria Bay to Rochester. Our own great rally master Gil Langswager will be the planning this historic event. Full details will be in the Sacred Octagon soon.

Gord  
(416 727 0441)



The Ontario Chapter (OMGTR) has announced it's Spring GOOF will be in Niagara Falls on the same weekend in June that the Friendship Tour begins at Fort Erie. This will allow our members to experience the festivities planned for the USA/Canada 1812-2012 kick-off at the Fort Erie site. Our Chapter will be extending an invitation to Friendship Tour Participants to join us at our GOOF Saturday banquet.  
This is a great chance to see some great MGs and meet some great MG people... it is going to be a special GOOF!



Ontario MG T Register Inc.

# Annual General Meeting

Sunday March 25th, 2012

Aberfoyle  
Mill  
Restaurant

**Aberfoyle Mill**  
80 Brock Road South  
R.R.#3 Aberfoyle, ON N1H 6H9  
One Mile North of 401



80 Brock Road South  
R.R. #3 Aberfoyle, ON  
N1H 6H9

One Mile North of 401, exit 299  
<http://www.aberfoylemill.com/>

10:30 Meet in the upstairs assembly room for coffee and tea.

11:00 Annual General Meeting.

12:00 Lunch; four course luncheon with cash bar

Seasonal soup

Choice of Caesar salad or mixed green salad

Choice of grilled chicken breast or fresh Atlantic salmon

Seasonal vegetables

Dessert

Coffee or tea

1:00 Antique Road show

Find something at home that you wish to find more about and the value. Make it small enough to fit in an MG and no artwork or precious jewelry as that takes tools and a longer time to appraise.

RSVP Dave Elms by March 1st to confirm numbers with the Mill  
(\$25.00 charge for all of the above)

[OMGTR.President@gmail.com](mailto:OMGTR.President@gmail.com)

*Vintage photos of MGs*

