



# Ottawa MG Club

## Newsletter

July 2003

Volume: 3 Issue: 4

The Ottawa MG Club event calendar, technical information, event photos and web forum can be found on the Internet at

[www.omgc.net](http://www.omgc.net) Site hosting and support is provided by:



OMGC gratefully acknowledges the kind support of:  
**British Automotive** **Redshaw Motors**  
**Frisby Tire** **Sunoco**

### MG Folks

The membership renewal process has been very successful & just a few MGers have yet to do so. The driving season is in full swing so please see Len or Mike to renew and get your new card.

#### Monthly Meetings Held On 3<sup>rd</sup> Thursdays

Jordan Jones (President)	jordan@compmore.net	839-1821
(Vice President)		
Mike Daniels (Treasurer)	mike.daniels@sympatico.ca	592-5408
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Debi Fortin (Past President)	dfdesign@passport.ca	821-3140
Mark Evenchick (Past President)	mheven@sympatico.ca	521-3097

#### In This Issue:

- 1) Your Invitation To The Route 66 Run  
(a fun run with a b-b-q and music)
- 2) A Vintage Car Rally Announcement  
(from the St. LAC folks)
- 3) Another Membership Reminder  
(just a few folks yet to renew)
- 4) A Report On The Gumball Rally IV  
(in the form of definitions)
- 5) A Reminder About The CTC Car Show  
(with Eric "Twist" and all that)
- 6) Info About The Next Meetings  
(the Fortin's pics and stories)
- 7) Ignition Tune-Up Technical Stuff  
(so easy you can even do it)
- 8) A Reminder To Club Members  
(getting help during business hours)
- 9) Another Source Of Help In Ontario  
(from Dave Jackson in Newcastle, ON)
- 10) The Up-To-Date Event Calendar  
(keep an eye on it and join in)

#### IMPORTANT NEWS ABOUT JULY & AUGUST MEETINGS

##### July 17<sup>th</sup> at Louis Steakhouse 7pm

Come on out for a peek at some pictures and listen to the stories from MG 2003 in St. Louis, MO. And, as usual, a very fine Tire Kicker session will follow.

##### August 21<sup>st</sup> at The Swan Pub 7pm

This will be the second meeting at the Swan Pub. Sorry we missed the first one in June, but I did hear that all went well and this one can be even better if you and your car are there.

#### Welcome to new members:

Peggi McNeil Ottawa '74 MGB

[Club members may be interested to know that membership has now reached more than 120 members. Most from within Ottawa and the surrounding region but some are from long distances like the USA.]

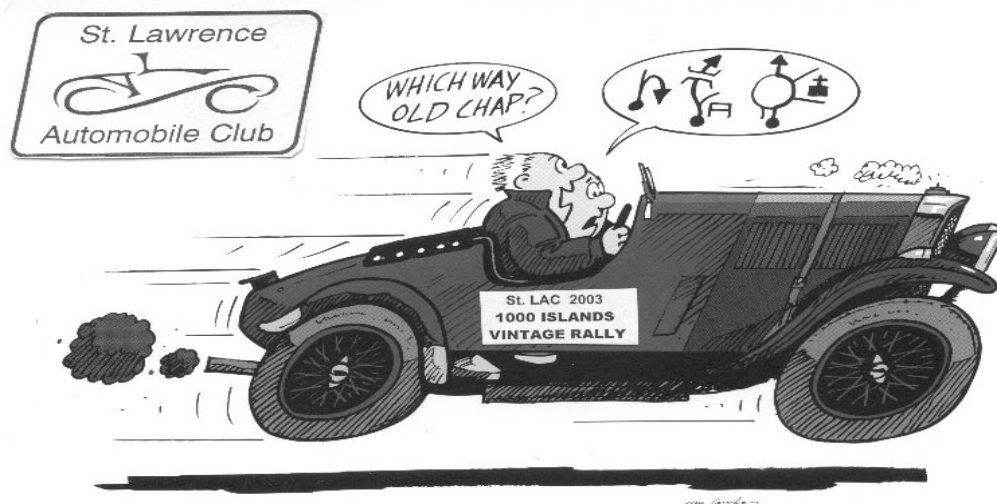


## Get Your Kicks On Route 66!

(see details inside about this great summer run & join Dave and Helen Moore for the drive, the bar-b-que and the music!)

Special Note To OMGC Folks: Please respect the home and family life of our many and various vendors who support our club and our events. These businesses have regular business hours, during which they can be reached for help, parts and information.

## **VINTAGE RALLY ANNOUNCEMENT:**



The St. Lawrence Automobile Club (St. LAC) of Kingston, Ontario will be holding the "THOUSAND ISLANDS VINTAGE RALLY" on Sunday, the 21<sup>st</sup> of September.

tarmac roads	length under 120 miles	dash plaques to both driver and navigator
duration of approximately 4 hours with mid-way stop		limited to cars of the year 1975 or older
trophies for: 1 <sup>st</sup> to 3 <sup>rd</sup> over-all / 1 <sup>st</sup> ladies crew /	team prize (3 trophies) for 1 <sup>st</sup> marque or club	
entry fee: \$ 45 per car plus \$ 5 for team entry (3 car teams)		

The style, instructions & regulations will be per club events of the 1960's. You should anticipate having an enjoyable time viewing the beautiful & scenic areas north of Kingston while driving over some of the best rally roads in Ontario.

Starting times, supplementary regulations, waiver requirements & start / finish venue will be on the St. LAC web site at < [stlac.kos.net](http://stlac.kos.net) >.

Contacts: John Kinnear @ (613) 389-3566 or Eric Brunner @ (613) 376-1538.

Entry forms available at < [ebrunner@rc.igs.net](mailto:ebrunner@rc.igs.net) > and when completed with cheque or money order made payable to the club, please mail to: St. Lawrence Auto Club  
829 Norwest Road, Suite 302  
Kingston, Ont K7P 2N3

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## **CHARITY CAR SHOW** **TO BENEFIT THE QUEENSWAY CARLETON HOSPITAL**

**Saturday, July 19<sup>th</sup>**  
**10am to 4pm at Canadian Tire**  
**Merivale Road at Hunt Club Road in Nepean**

The Ottawa MG Club will be operating a special tent for MG enthusiasts to obtain operating and technical information from our special guest, Eric "Twist". This is a take off of the ever famous Rolling Tech Sessions put on by John Twist of University Motors in the USA at most MG events. Eric, of British Automotive in Stittsville, will be our onsite technician and will briefly examine any British vehicle brought to the tent and then will chat about the vehicle and will attempt to provide answers to questions and other information of value to the enthusiast.

Canadian Tire is conducting "People's Choice" Awards and providing dash plaques for the first 100 entrants as well as door prizes and loot bags and 50/50 draws. Music will be provided by Oldies 1310. Pre registration is NOT required.



You're invited to join us for the Ottawa MG Club  
**OMGC ROUTE 66 RUN**

Sunday, July 13th.

Meet at 9 am at The Brig Pub in the Kanata area

[The Brig is located at the corner of Hazeldean Road and Young Road, one block east of Terry Fox Drive]

After the run we'll go to Dave & Helene Moore's for a BBQ

Dave & Helene's place is at 43 McLennan Way in Kanata.

Bring your favourite refreshments and a chair and an appetite!

We will host some great 50's music on the jukebox for dancing.

Let us know if you are able to attend.

Call us at 613-836-1381

or send us an email at [moorehd@magma.ca](mailto:moorehd@magma.ca)

Hope to see you on Sunday July 13th.

**Get Your Kicks On Route 66!**

## **ALL ABOUT IGNITION TUNE-UP**

One area of interest to most owners is an ignition tune up. Most people understand about replacing points, condenser, rotor, distributor cap and spark plugs, but very few understand how to check the spark plug wires to find out if they also need to be replaced.

There are two basic types of spark plug wires - copper and silicone. The copper wires are great for conducting the high voltage current from the coil to the distributor cap and from the cap to the spark plugs. They have a long life and seldom need replacement. When they do, it is normally due to the insulation of the wire breaking down and causing some of the high voltage to leak. In most cases, they will still conduct electricity, but at a reduced voltage. There is only one real problem with copper wires - they create a minor radio transmitter and produce electrical interference with TVs and radios.

To correct this problem, silicone wires were introduced. These wires have some degree of internal resistance, which surpasses the radio/TV interference. The silicone wires became more popular back in the late '60s and early '70s as the car producers began to offer more sophisticated radios. FM was becoming popular with the masses as the number of stations expanded and cassette and eight track tape players became popular. Prior to this time, people with the very expensive (back then) radio systems had to fit resistors to each individual copper wire to suppress radio interference. With the silicone wires, none of this extra suppression was required. The only drawback to the silicone wires was that they wore out. In many of the early versions, rather quickly. Today, silicone wires, much changed from the earlier versions, are the standard. Unfortunately, they still do not last as long as a good set of copper wires and need to be inspected to see if they are functioning properly.

The first step in inspecting the wires (of both types) is to check to see that they are clean. Dirt build up on the exterior of the insulation may allow some of the current to be lost. It can also speed the breakdown of the insulation, leading to current leakage. Examine each wire and, if dirty, clean with either waterless hand cleaner or dishwashing detergent. Dry and wipe clean before reinstalling. It is best to remove one wire at a time to prevent mixing them up. Most old hands will be able to install the wires on a bare cap and get them in order with no problems. But, we all make the rare mistake, and doing one wire at a time will help to keep the mistakes rare.

The next thing to check is that the ends of the wires are firmly attached to the spark plugs, the distributor cap and the coil. Four cylinder, in line engines are not the smoothest running of beasts and, sometimes, a wire will work its way loose. This is especially a problem at the cap. Always check to see that all connections are properly seated.

The next test requires darkness. You need to start the car with the hood open and run it while looking for blue sparks coming off the wires or a blue glow surrounding them. This indicates the current is leaking through the insulation and the full current is not being carried to the distributor cap and then to the spark plugs. In really bad cases, this can actually light up the right side of the engine compartment. **WARNING:** It is dangerous to work around the engine compartment in the dark with the motor running. Put your hands in your pockets when performing this inspection and do not take them out until you are ready to turn off the engine. Running the car in the garage will help to cut down the ambient light, but make sure the door is open to prevent the build up of carbon monoxide. If you see blue sparks, you need to replace the wires with a good quality set of replacement wires. The ones by Robert Bosch seem to fit the B very well and last well. One problem with the silicone wires is that they do not work well with the screw in, side terminal caps on the Mark I cars. This is not a significant problem. If it is a show car, get the copper wires, which were originally correct for this model. If it is not a show car, the 68-74 distributor cap will fit the distributor and allow you to use silicone wires that push into it. You will also need to install a different coil, one with the push in style terminal, but this would be a good time to install a Lucas Sports Coil anyway, right?

If the car seems to be running well, this is all the testing you need to do. If, however, you seem to have a miss, there is one further test you can run. This requires an ohmmeter. An ohmmeter measures resistance and is normally a feature found on voltmeters. In fact, most volt test meters are actually Volt-Ohm Meters (VOMs). Good quality analog meters may be had for under \$20 at Radio Shack and other sources. Some dwell / tach meters also have a volt and ohm feature. I prefer to have a separate VOM as it allows me to do tuning using both the dwell / tach and the VOM when necessary.

The first thing to do is turn on the meter and set it to ohms, or resistance function. Then, touch the two probes together and watch to see the meter's needle swings to zero. This shows that there is zero resistance as it should be. Some of the more expensive meters have a zero function where the probes must be held to zero and the scale adjusted to zero. The less

expensive models do not have this feature and it is not needed for this type of work. Having confirmed that the meter is working properly, remove the distributor cap from the car, having disconnected the spark plug wires from the plugs and the coil wire from the coil. A small piece of masking tape on each wire with the number of the cylinder the spark plug wire came off of makes reattaching easy. Then, take one probe and stick it into the spark plug end of the wire. You can probably insert it between the metal terminal and the boot to hold it in place. Then, you touch the probe to the terminal inside the distributor cap. This tests both the cap and the wire. Make a note of the resistance reading, and then check the other plug wires in the same manner. Finally, check the coil wire from the end that goes into the coil to the carbon brush in the top, center of the cap. All of the spark plug wires should have about the same resistance. If one is very much lower or higher than the others, the set may need replacing. If one shows infinite resistance, the set may need replacing. How to determine whether it is a wire or a cap problem?

Simple. Remove the wire showing the infinite or high resistance from the cap and measure it again. If it now shows resistance similar to the others, it is a problem with the distributor cap. Firmly seat the wire again into the cap, making sure it is fully engaged and check again. If it still shows a problem, the cap is at fault. If, however, when you test the wire by itself, it shows high or infinite resistance, the wire is bad and the set should be replaced. This is where the "lifetime warranty" pays for itself. Take the wires back and exchange them for another set. I go one step further and keep a spare set of wires on hand and, when I need to exchange them, install the spare set and return the old set in the box.

The final question is how long will the silicone wires last. The best examples may do as long as three to four years. Often, however, the heat and high under hood temperatures will have them breaking down in two years or so. Testing the wires while doing a tune up only takes a short time. Good wires will give better fuel economy, reduce pollution and not leave you stranded when the car does not start. Time well spent.

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## **A GUMBALL RALLY IV REPORT IN THE FORM OF DEFINITIONS**

**GUM** : (gum)            a noun.  
1) a sticky, colloidal carbohydrate found in certain trees and plants

**BALL** : (böll)            a noun.  
1) any round or spherical object

**RALLY** : (ral' ē)        a noun.  
1) an organized automobile run on public roads

**IV** : (fōr)                a noun.  
1) numeral representing the value "4" in Rome

and when put all-together:

**GUMBALL RALLY IV** : (gum böll ral' ē fōr)    an action.  
1) a wonderfully, marvelous get-together of like minded MG folks from all over the area, led by a couple of particularly spectacular MG enthusiasts from Kemptville, who provide a driving package full of neat booklets, pins and pamphlets and then embark on a casual and care-free drive for a couple of hours all about the local country side on roadways that are just right for their MG vehicles, using a unique step-by-step information booklet that contains all kinds of driving instructions, and other interesting nifty pieces of local area tidbits as well as questions to be answered and sights and signs to be watched for so one might even win a prize of some sort when the drive comes to completion, which, when it does, ends up in a really superior BBQ lunch located at a really superior waterside lot with trees and shade and friends and gifts and prizes for the winners and all manner of just plain nice things that makes all the rally participants want to shout out THANK YOU, BILL and JOY, YOU ARE WONDERFUL AND WE ALL HAD A GREAT TIME!

# OTTAWA MG CLUB EVENTS CALENDAR 2003

→ = MG Club Highlight Feature Event

T = Technical Sessions

	Month	Date	Day	Event	Time	Information Contact
→	Jul	13	Sun	OMGC Route 66 Run with Dave and Helen Moore	9am	Dave Moore 836-1381
		16-20	Wed-Sun	NAMGAR in Oregon USA		Len Fortin 821-3140
		17	Thr	Ottawa MG Club Meeting @ Louis' Restaurant	7pm	Jordan Jones 839-1821
→		19	Sat	2003 Canadian Tire Charity Car Day Rolling Tech Session with Eric "Twist"	10am	Frank Rizzuti 225-4240
		25-27	Fri-Sun	Summer Carlisle, PA Car Show & Market		<a href="http://www.carsatcarlisle.com">www.carsatcarlisle.com</a>
		27	Sun	MG Car Club of Toronto Auto Show	9am	<a href="http://www.mgtoronto.com">www.mgtoronto.com</a>
T		30	Wed	Tech Session @ British Automotive Tires & Wheels / Selection / Pressure vs Performance / Checking Wires & Splines / Tightening Knockoffs	6pm	Frank Rizzuti 225-4240
	Aug	3	Sun	Brockville Car Show, Blockhouse Island	10am	Paul Gardiner 926-27443
		8-10	Fri-Sun	Roadster Factory Summer Party in Armagh, PA		<a href="mailto:TRFmail@aol.com">TRFmail@aol.com</a>
		9	Sat	Antique Boat Show at Manotick Marina	9am	Don Loken 692-0730
		10	Sun	Volksfest at Embrun	9am	Bob Lyon 443-1853
		10	Sun	Aylmer Auto Show at The Aylmer Marina		J.P. Sylvestre 684-9406
		13	Wed	OMGC British Cars @ Orleans Cruise Night	6pm	Jordan Jones 839-1821
		17	Sun	Cornwall Car Club @ Upper Canada Village	9am	Mike Lemieux 931-2087
		21	Thr	Ottawa MG Club Meeting @ Swan on Rideau Pub	7pm	Jordan Jones 839-1821
		24	Sun	B'n'B All British Car Day @ Kingston	10am	Len Fortin 821-3140
→		24	Sun	OMGC Monte Carleton Run to Kingston	9am	Len Fortin 821-3140
T		27	Wed	Tech Session @ British Automotive What To Look For / Rust / Repairs / Critical Parts	6pm	Frank Rizzuti 225-4240
		30	Sat	Corn Roast with Dave and Michele (rain date Sunday August 17 <sup>th</sup> )	1pm	Dave Stringer Michele Carmichael 679-1825
	Sep	1	Mon	Richmond Motor Classic at Richmond Plaza	10am	John Eagen 298-2324
		6-7	Sat-Sun	Watkins Glen Racing		Mike Daniels 592-5408
		7	Sun	Good Time Cruisers 3 <sup>rd</sup> Annual Car Show Lamoureux Park, Cornwall, Ontario		<a href="http://www.goodtimecruisers.ca">www.goodtimecruisers.ca</a>
		18	Thr	Ottawa MG Club Meeting @ Louis' Restaurant	7pm	Jordan Jones 839-1821
→		19-21	Fri-Sun	British Invasion @ Stowe, VT		Jordan Jones 839-1821
		21	Sun	Bronte Creek British Car Show		Paul Williams 233-6982
		21	Sun	St. LAC Vintage Auto Rally		Eric Brunner 613-376-1538
T		24	Wed	Tech Session @ British Automotive More Tune Up / Valve Adjust / Compression Test / Plugs	6pm	Frank Rizzuti 225-4240
	Oct	4	Sat	MCO - Vintage Car 200k Charity Rally	9am	C. Hamm OttawaMotorsportClub
→		5	Sun	OMGC Fall Colour Run	9am	Jordan Jones 839-1821
		3 - 5	Fri-Sun	Fall Carlisle, PA Car Show & Market		<a href="http://www.carsatcarlisle.com">www.carsatcarlisle.com</a>
		16	Thr	Ottawa MG Club Meeting @ Swan on Rideau Pub	7pm	Jordan Jones 839-1821
T		29	Wed	Tech Session @ British Automotive Winter Storage / Fall "Tune Down" / Prep and Placement	6pm	Frank Rizzuti 225-4240
	Nov	20	Thr	Ottawa MG Club Meeting @ Louis' Restaurant Annual General Meeting	7pm	Jordan Jones 839-1821
T		26	Wed	Tech Session @ British Automotive Interior Upgrades / Door Panels / Carpets / Seats	6pm	Frank Rizzuti 225-4240
	Dec	6	Sat	OMGC Christmas Party	6pm	Mary Attwell 836-3133

## Special Notes and Information:

- British Breakfast: Sunday mornings @ Broadway Grill [Hwy 16]  
\* Hil Goldberg 692-5381
- Orleans Cruise Night: Wednesday @ Place d'Orleans \* Graham Maciness 830-5207
- Manotick Cruise Night: Monday @ Manotick Village Perk  
\* Hil Goldberg 692-5381
- Kanata Hazeldean Cruises: Tuesday @ Hazeldean Mall \* Roger Thomas 836-3647
- Cornwall Cruise Night: Wednesday @ A&W Massey Dr. \* Mike Seguin 931-2087
- Gananoque Cruise Night: Wednesday @ CTC King Street \* Nick Bowles 382-8413
- Aylmer Cruise Night: 3<sup>rd</sup> Fridays @ Aylmer Galleries  
\* J.P. Sylvestre 819-684-9406
- Kemptville Cruise Night: Tuesday @ Canadian Tire in Kemptville
- Kanata Centrum Cruises: 4<sup>th</sup> Thursdays @ Centrum Centre  
\* Richard Rutkowski 591-6955
- Perth Cruise Night: Monday @ Home Hardware \* Dave Muir 264-0750
- Crusin' To Crysler: 2<sup>nd</sup> Thursdays @ Crysler, ON \* Doug Stroud 987-2299
- CTC Cruise Night: Sunday @ CTC Bank & Heron Road \*
- Hawksbury Cruise Night: Tuesday @ Main Street \* Gary Wilson 632-9883