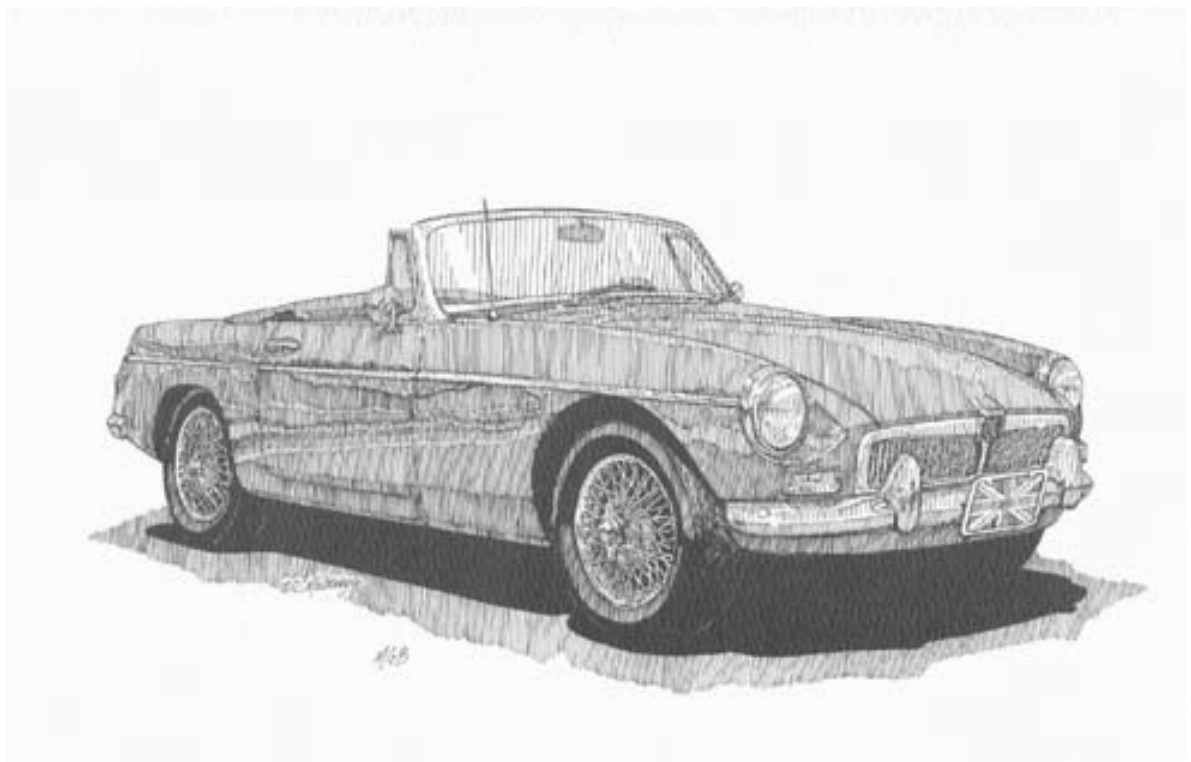




The Dashpot

May 2004



Ottawa MG Club

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

www.omgc.net

Executive Members

President	Len Fortin	fortinl@passport.ca	258-9655
Vice President	Open		
Newsletter	Frank Rizzuti	frizzuti@sympatico.ca	225-4240
Treasurer	Mike Daniels	mike.daniels@sympatico.ca	592-5408
Club Regalia	Doug McClure	miatamcclure@hotmail.com	824-0168
Webmaster	Ken Duff	kduff@magma.ca	729-6976
Events Director	Mary Attwell	mary2friends@yahoo.com	836-3133
Technical Director	Dave Moore	moorehd@magma.ca	836-1381
Member at Large	Rob Grapes	rgrapes@rogers.com	839-6500
Past President	Jordan Jones	jordan@compmore.net	839-1821
Past President	Mark Evenchick	mheven@sympatico.ca	521-3097
Past President	Debi Fortin	dfdesign@passport.ca	258-9655

From The Editor's Desk

This month in the Dashpot we will be starting a few new features. Graham Ayers, OMGC member, will be sharing with us his trials and tribulations of his first MG restoration project. He was a "Running Reporter" for the now defunct MG World magazine and he has agreed to provide us with his stories. Thanks very much Graham.

I also would like to start running short stories about "My first MG". The first instalment has been done by Paul Williams. Any members who would like to see their stories published please send them along to me.

Enjoy,
Frank Rizzuti

Letter to the Editor

A tip of the cap and a pint of Speckled Hen for Dave Gilfillan re his comments in the last newsletter concerning the need for more "rubber" content. We proud rubbies stand tall as well as sit tall, while the chrome domes are stooped over from polishing.

Roger White

President's Message

As I was preparing to write this month's note, I found myself longing for the MG driving season to arrive. I was whispering, "Please, Mother Nature, lets get things going soon". It was easy to tell that the season was not far away. The folks in the Boot'n'Bonnet All British Car Club would be holding their AutoJumble in just a few days. I have had some communication with local club members who have already driven their MG once or twice, despite the coolish March weather. Other club members are asking about this year's planned events. I saw a pick-up truck on Highway 43 the other day towing a trailer with an MGB on board. The B onboard was in need of some TLC but it was evident that the season was not too far away. And although there is still lots of work to do around this new place of ours, I found myself wishing for an opportunity to get the MGs out of the storage barn and into the laneway. However, I must learn to be patient to be able to reach the goal. And I'm certain that by the time you are reading this note, we will have experienced our first club event for 2004 [probably the Spring Tune-Up] and my longing for the driving season will have turned to reality.

I am sorry for not being able to make it to the Special Dinner Meeting at the RCAF Mess. The move to our new place near Smiths Falls kept us very busy for many weeks and as we were getting closer to the planned move date, we realized we could not spare the time to take in the event. I think it's the first time we have missed an OMGC event, except for those ones held when we were out of the area at some other MGish affair. And I really missed being with OMGCers. However, I must learn to take the sour with the sweet.

There will likely be a great deal of preparation for us to get our favourite vehicles out of storage this Spring. I am certain each of them will need new spark plugs, oil, filter and the other 'normal' tune-up items, but there is also some work to be done on the red '73 B brakes. Work that I have been putting off, and putting off because I felt the problem was simply a matter of squeaky parts - nothing more. However, throughout last summer I have tried all kinds of solutions, such as anti-squeak goop and the like, I am pretty much resolved I have to replace the rotors. And when this task is undertaken it is wise to examine the whole system - pads, shoes, drums, calipers, wheel cylinders, everything! So in my mind I am planning an event where I'll invite all the "brake specialists" in the club to our new place and have a Tech Session for all the "non-brake specialists" in the club. Of course this means then that the entire club will be invited, after all, you're either in one group or the other - so I will have to fire up the BBQ and be prepared for a day of teaching and learning. It's a tough job, but someone's got to do it, and I must learn to give so that I may receive.

Perhaps you will agree that our lives are a delicate balance between the things we must do, to be able to do the things we want to do.

Len

AN OPEN LETTER TO OUR READERS

FROM



MR. CECIL KIMBER

TO ALL M.G. OWNERS

THE Editor has asked me to write a few words of welcome to you, that ever-growing body of enthusiasts, for whom this new magazine has been planned and produced.

Through its pages we hope to interest you and keep you informed of all branches of motoring sport, of M.G. activities at home and abroad, and of factory developments and news. In short, our object is to provide a journal to knit together still closer the many friends the production of M.G. cars has created both for me, personally, and for those connected with their making, their sale and their use.

Cecil Kimber

My First MG

by Paul Williams

The first MG I owned was a 1967 Midget, purchased in 1972. I bought it in September at the same time a friend's Dad bought him a 1968 Citroen DS. We looked a right pair, zooming in and out of traffic that mainly consisted of huge American sedans and wagons. Everything went well until November, when it started to get cold. My friend's Citroen ("Is that French for Lemon?" was the typical comment he'd have to endure) shrugged off the cold with a Gallic sense of disdain. But my Midget was not happy.

And it became less and less amused as the temperature went down, finally experiencing what in later years we'd call a Fatal Application Error, or a General System Fault. Basically, it went into a big sulk, refusing to go. I remember my mother driving over to my place in her huge 1962 Oldsmobile, where she'd gently (at first) try to push-start me. Her front bumper would dig progressively further into the Midget's trunk-lid as she pushed it faster and faster, trying to stir memories in the little car of actually starting. Honestly, sometimes I got so frustrated with the Midget that she could have pushed it off a cliff and I would have danced gleefully as it disappeared like Gandalf down the mines of Mordor.

It was a love-hate thing.

After refusing to start, I'd invariably have to call my friend to come and give me a ride in his Citroen.

"Midget not running today?" he'd ask.

"No, no. It's fine. It's just a bit....damp. Its carburettors are congested, it's out of sorts, its battery is low, its heater's disconnected, its rack is pinioned to the steering column, it's been harpooned by a falling icicle, it's tired, it's unhappy, it's homesick, it's frozen to the ground. It's on strike."

"So it's not running, then."

"No."

Now here we are thirty years later after enduring -29° C temperatures, and it seems inconceivable that anybody would even think of using an MG as a daily driver in weather like this. Yet people did. I did!

Look at old magazines and you'll see advertisements of MGs with skis on them, ready for a weekend dash to the slopes. So the suggestion was there that you could run these cars just like a GM or a Ford. But even if you did get it running, imagine the slush and salt permeating every little joint and crevice, the snow piling up in the footwells. Imagine driving an MGA in this weather. An MG-TD!

It was the following summer when I was finally able to enjoy top-down motoring and the car ran flawlessly. It was great. I was even able to keep up with the Citroen. But while parked one day, a one-ton stake truck with a steel girder welded on as a rear bumper, backed into the defenceless Midget (driver said he didn't see it). Even though it was crushed up to the firewall, the insurance company surprisingly paid for repairs. But after

that it always seemed to drive sideways, kind of crab-like down the road. It had to go.

My Midget was eventually traded for a 1964 Chevy II (I got cash as well, if I recall). The Chevy II ran well, had a great heater, always started and even though it had plywood for a floor, somehow held together despite the rust.

But it didn't have toggle switches, wire wheels, Smith's gauges, bucket seats, fancy steering wheel, four-speed transmission, and all the other cool things you get on sports cars. Nor was it British Racing Green, and it didn't sound like anything much at all. Let's put it this way: there aren't many Chevy II clubs around.

Recently (in December, 2003), I was in Victoria, BC and counted three MGBs on the road (two roadsters and a GT). They seemed in good shape and were clearly year-round drivers. My Midget would have been happier there, I think.



Me Humble Bea

Part one
by Graham Ayers

Ever aware of anything automotive and blessed with keen eyesight, I caught the briefest glimpse of what looked like an MGB one afternoon on my way into town. The house was set well back from the road and I was driving at the time but I could have sworn it was an MGB. On the way home I checked more carefully. Yes sir, it was an MGB alright.

For the third time in as many months I drove past the 'B' and still hadn't moved. If it hadn't moved in that length of time, chances were it wasn't about to. I'd put it off for far too long. It was high time to investigate further.

No one was home when I knocked. A quick look showed that object of my curiosity was a chrome bumper roadster with wire wheels.

My first taste of the marque was when, at 23, I sold my Mini Cooper and bought a 1966 MGB Roadster. Imagine, if you can, how it was, in 1970. Gasoline was \$0.47 a gallon, car insurance, even for a sports car was \$120.00 a year and one was single with a steady job, and a Mineral Blue MGB. It had wire wheels, overdrive, tonneau cover, removable soft-top and a white factory hardtop thrown in for good measure.

Now that was a car which, in hindsight, I really never should have sold. Of course the same can be said for the Cooper.

In those days I was into camping and the boot rack certainly aided the hauling of equipment. I would drive to work with the rack loaded with tent and poles, a duffel bag with ground sheets and a heavy tarp. The rest of the gear was crammed into the boot and every other available nook and cranny. (You'd be surprised how many there are in a 'B!) ready for a quick departure Friday right after work.

Destinations would vary from upstate New York, New England or Maine, or northward into the Laurentians wherein lay St. Jovite and Le Circuit Mont Tremblant. Camping *and* a pit pass were less than \$30.00, people raced what we drove, Mini, MGB, Triumph, and Castrol R was the smell of the day.

The 'B was purchased a month before my 23rd birthday in April. March, almost the end of Winter, is always a bad month for me, I tend to get impulsive. The car was driven home, the hardtop removed, and, upon discovering that one could motor at 60mph in the rain without getting wet, the top stayed in the trunk, in its stowage bag. Unless you count the time, in Vermont, having passed an army convoy in a fairly heavy downpour, I ignominiously had to stop under an overpass and erect the hood, much to the delight of the troops who had given us the thumbs-up as we passed them not five miles earlier.

Having turned fifty and allowing the selfish indulgence of another MGB, I am enjoying the process of trying to recreate both the '66 and some of my youth.

A Jaguar XK150 'S' Roadster I had acquired two decades ago, in the hope of restoring, was taking up valuable space in the garage. Long ago I came to the realization that it was far and way beyond my means and there was precious little, if any, chance it would ever see the road.

An MGB on the other hand was a much more realistic vehicle, plentiful, still reasonably priced, a good supply of relatively inexpensive spares and, as I once read

somewhere, 'about as mechanical as a garden wheelbarrow'. The more I thought about it, the more I rationalized one to be just the ticket.

Having set my criteria; a chrome bumper roadster, wire wheels, and/or overdrive. (I would have settled for less then modified accordingly). This one was 2 out of 3. I would later discover it was 3 out of 3 – sort of – and I had stumbled on her without even looking.

No one was home the second time either, but I took note of the name on the mailbox at the end of the drive. Towns in rural eastern Ontario tend to be quite small so finding the telephone number presented little difficulty.

The car, it seemed, belonged to the brother-in-law, who had moved to Nova Scotia, had been stored in a barn for the last five years, and only driven once or twice during the summers when said brother-in-law came for a visit. He was thinking about selling it but had never made any definite move to do so, and yes, I was welcome to look at it anytime.

Permission granted gave me unlimited access, on a limited basis. The car was not locked so I opened everything with a hinge, starting with the hood.

What a mess! The insulation pads were hanging down in shreds and looked like rodents had been at them. The engine was covered in a layer of greasy dirt, the inner wheel arches and bulkhead only slightly less greasy. The wiring had been messed with - but not too much. In spite of the condition, everything that should have been there certainly seemed to be.

The interior also looked very sad indeed. The seams of the driver's seat were split on squab and back, the dash dirty from storage and split from the sun, not that it had seen much in the last five years! The driver's foot-well carpet tried to disintegrate when I lifted the corner for a look, the battery cover carpet was missing altogether, and a single 12 volt battery had been forced into place by cutting the compartment lip then bending it back, more-or-less, into place.

This car did not give one the impression it had been run recently, much less driven.

The glove box contained an assortment of clutter – a couple of screws, two burned out lamp bulbs, a small tin of fuses, the knobs from both window cranks and an invoice for replacement of the front springs, dated several years ago.

The trunk also contained an assortment of clutter, only larger clutter. A set of jumper cables with only three clamps, a set of used rear brake shoes, a bumper jack from an American car and a very dilapidated cardboard box of unidentifiable parts. One item it did not contain however, was a spare wheel.

The top was fairly new, certainly a replacement, but unfortunately had been scissored at each rear corner from careless folding.

The fenders were solid, as were the rocker panels, and from what I could see, moving the long grass aside and shining my flashlight underneath, the floors looked solid too. Note if you will, the adjective "looked", the bane of all car buffs. All this solidity in a car at least 26 years old should have been a dead give-away.

Underneath all the grime I could see the possibilities, but could not, or would not, see the amount of work involved to realize those possibilities. Memories of my previous 'B' and all the good times therein clouded my vision

Reality would clear it - eventually.

To be continued.

MGB-1963

Conclusion
by Bert Grapes

With an early start, we left Zurich, traversed Basel and crossed the border into Germany. Passing through customs was no bother; the officials just waved us on. We took a swing into the Black Forest, heading toward Freiberg, Freudenstadt and then eventually Heidelberg.

The Black Forest was enchanting – for a while! Narrow roads, forest closing in on both sides, many hills, lots of curves and small mountains. It was one of those small mountains that nearly did us in! We were humming along, high on the side of a large hill that dropped steeply off to our left. The forest was almost touching the car and we were enjoying the freedom and the beauty of it all. Suddenly six or seven running deer appeared from the left out of the trees. They hadn't seen us because of the steepness of the slope they were climbing and of course we didn't see them. Before we knew it, deer were directly in front of us and there was no room for me to swerve to miss them –steep mountainside climbing to the right, steep mountainside descending to the left! A few deer that couldn't stop jumped right over us. Almost! One deer's hoof struck the canvas top just behind my left ear. Fortunately for me the hoof impacted upon the steel strut supporting the roof, punching a large tear in the canvas but not in my cranium, thank heaven! I slowed down, pulled over a bit to the right, stopped, shut down the engine and looked back. No deer lying in the road, no deer limping away. With an accelerated heart rate, I reached over to the glove compartment, took out the small flask of brandy that we always carried and joined Margaret in a settling swig while we caught our breath and thanked the MG for it's low profile and it's sturdy roof supports.

After that scare, the rest of the trip was remarkably tranquil and uneventful! Heidelberg, Koblenz, and the lovely Rhine river. Bonn, Cologne and finally the Dutch border and the famous Arnhem bridge. This led to a wonderful cruise around Holland, the MGB being closely inspected by the Dutch youths where ever we stopped for any length of time.

Amsterdam, Alkmar, Lisse and Breda. The ferry ride from Ostende to Dover was a rough one and we were very glad to see the White Cliffs of Dover once again!

Once back in England we toured along the south coast, up into the Cotswolds, Chester, the Lakes Country and the south of Scotland. All this while the MGB behaved as the thoroughbred she was – no problems at all. Finally we headed south to Norfolk to visit my father's family and with great remorse returned to London to say goodbye to our much admired car-we called her "Little Egypt" after her license plate –362 **EGP**. The good folk at White City took her back, promising to put her on a ship to Canada.

Sure enough, six weeks later we were notified that she was sitting on a dock in Hamilton, Ontario waiting for us to pick her up. What a delight it was to climb back into that tiny cockpit and bring her home! She was part of the family for about three years as I drove her every day back and forth to the hospital and for every other occasion where she was needed. Checkups were done by Newt Coppel, of course, and she never let us down. Mind you, I really loved driving her on the weekends along the gravel country roads just outside town. One or two of the kids would hunker down behind the two seats as I drifted around the slippery corners – what joy! For some reason though, the children didn't seem to enjoy it as much as I did!

Kids. What do they know!? Now all three of them love to drive small sport cars and Rob is terrifying *his* son in their 1970 MGB as they wheel around the country roads of the Ottawa Valley. As they should!

Bert Grapes,
Cambridge, ON

Book Review

by Roger White

MGB (Including MGC and MGB GTV8)

by David Knowles

This book, another from Bay View Books, is intended to complement its sister publication, Original MGB by A.D. Clausager, reviewed in the last newsletter.

As such, this publication perhaps falls more into the "coffee table" category than the technically oriented books such as Clausager's. Nonetheless, you'd be hard pressed to find a more complete story in one book about the car from start to finish, illustrated with high quality, mainly colour, photos, many of which had never been published prior to its release in 2000.

Chapters cover original development thinking and influences in designing a roadster replacement for the MGA, the "got it right first time" creation of the GT variant by Pininfarina, the less successful and now judged to be unfairly criticized six cylinder "C" model, development of the V8, and, of course, what's called the protracted death of the B through safety legislation coupled with back-stabbing and other machinations of the British Leyland merger.

A whole chapter is devoted to the involvement of the B in motor sport around the world. As is pointed out, outright performance was never the main idea of the MGB, but the car showed its mettle at Le Mans, Sebring, Daytona, Monte Carlo, the Nurburgring and elsewhere, staying the course and leaving much more sophisticated machinery broken in its wake.

Another chapter covers marketing of the MGB and its variants around the world, focusing particularly on messaging for the US market. Some of the copy accompanying the, at times, provocative photos is interesting e.g. "He pockets the Walther PPK, toes the accelerator and in seconds loses the Maserati in the convolutions of the Grande Corniche". This in an MGB? Well, anything's possible in advertising.

Last chapters cover assembly of the MGB in Australia, and rebirth through the RV8 and British Heritage bodysells. All in all, a good read on a wet day when you can't be driving.

MGB

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The Compression Test

by Les Bengston

There are a number of tests which may be performed that will give you an idea of how well your engine is functioning. Some of these require expensive test equipment, costing far more than most of us can afford if we are non-professional mechanics. Electronic engine analyzers and four gas emissions testers cost thousands of dollars and even the humble CO (carbon monoxide) tester costs almost \$200. But, MG's, even the later models, were relatively unsophisticated automobiles, the types which have been tuned, quite successfully, with unsophisticated and inexpensive test equipment. One of the most useful pieces of test equipment is a compression gauge, used to perform an engine compression check.

There are two basic forms of compression gauges: the ones which are pressed into the spark plug hole and held in place during the test and those which have a short cord with a metal plug attached, which screw into the spark plug hole. The latter may be used by oneself, while the former normally requires an assistant to turn over the engine while the test is being performed. Both types have a pressure release valve which means that the gauge holds the reading until the valve is released. This allows time for you to write down the reading for each cylinder before moving onto the next cylinder.

Performing the compression test is fairly simple. It is usually performed on a hot engine because that is the state that the engine operates in most of the time. Both the engine block and the pistons and rings will expand when heated and the most accurate indications of engine condition are obtained with the engine at operating temperature. This does not mean, however, that you cannot perform a test on a cold engine and get useful data, it simply means that the data collected may be slightly less accurate than when the engine is at operating temperature. To perform the test is fairly easy, especially on the older models which do not have air pumps.

First, run the engine up to operating temperature, then shut it down. You are now working on a hot engine and hot spark plugs. Be careful not to burn yourself. The first step is to remove all of the spark plugs and lay them out in the order removed. You might find it a good idea to use small pieces of masking tape and label the spark plug wires as you remove them. Most of us know that the number one plug lead should be in about the 2 O'clock position and the distributor rotates counter clockwise. With the firing order of 1-3-4-2, we simply hook the wires up in that order when we put them back on. Start by installing the wire coming out at the 2 O'clock position on number one plug, then move to the left terminal and install on number three plug, the one below it on number four plug and the remaining wire on number two plug. Still, labelling the wires can save some confusion when learning the process.

After the spark plugs are removed (using either a socket having a foam rubber insert or a standard, deep well socket and using a rag to remove the plug after it has been loosened), the coil needs to be de-activated on most cars. This is because the later model cars have a combined ignition switch and starter switch. This means that the later cars energize the coil whenever the starter is turned. The coil can build up a charge of rather high voltage that has no where to go, which, in some cases, may damage the coil. There are a couple of ways to fix this. The easiest is to simply ground out the coil lead which goes to the center terminal of the distributor cap. Disconnect the coil lead and either peel back the boot on it and lay the bare terminal against the body or use a wire with crocodile clips on both ends to jumper the coil lead to a good ground. On cars having points type ignition systems, simply disconnect the wire that runs between the coil and the distributor at the coil

terminal. On the older cars, such as MGA's and some of the Midgets and Sprites, you have both an ignition switch and a starter switch. In that case, you simply do not turn on the ignition switch and turn the engine over using only the starter switch.

Before you turn the engine over for the first test, you lay out a piece of paper, a 3"x5" index card is excellent, numbered from one to four (or one to six for an MGC), running down the side of the card. You will note the compression reading for each cylinder next to its number. Across the top, make two columns-dry and wet.

The next step is to insert the gauge into the number one spark plug hole. Then, crank the engine over for five or six revolutions while holding the throttle open. If you have a plug type gauge, have an assistant turn the engine over while you hold the gauge in place. Take your reading from the gauge, release the pressure in the gauge and move to the next cylinder until all are tested. This is known as a dry compression check. There is also a wet compression check which, depending on what readings you get, you may wish to perform.

The wet compression check is a follow up check useful to determine the condition of the piston rings. Some perform it every time they perform a compression check, others do not. I perform it when I see lower than expected readings, especially if it is only one cylinder. The common instructions are, "pour one teaspoon of oil into the cylinder and test". Frankly, I always spill oil all over when I try to pour it from a tea spoon into a spark plug hole and, then to compound the problem, always get caught trying to sneak the wife's teaspoon back into the house. Then, I learned a better way. Get one of the pump type oil cans and find out how many strokes of the plunger it takes to fill one, level teaspoon full. Then, you can insert the spout of the oil can and depress the plunger the required number of times without making a mess. Insert the oil into number one spark plug hole and repeat the compression test on that cylinder, note your reading under the "wet" column and repeat for the other cylinders. The wet compression check will, in most cases, be higher than the dry compression check. This is because the oil creates a better seal against the top of the piston rings and the cylinder bore. The LOWER the difference in readings between the dry and wet checks, the better the condition of the bores and rings.

You now have one or two sets of readings for each cylinder. What do they mean? Again, opinions vary, but we can set some guidelines which will be of use. First, cylinders with less than 100 psi compression (dry) are probably not firing efficiently and, if the compression is much below 100 psi, may not be firing at all. Secondly, most MG engines in good condition will read about 150-160 psi maximum. If you have more than this, you probably have modified, high compression pistons (assuming the standard camshaft is still being used) or the cylinder head has been milled significantly. The normal range, on an MG, is between 120 psi and 150 psi for an engine that is operating well. A newly rebuilt engine will be slightly higher than 150 psi after it is broken in and may be somewhat lower than 120 as the rings and bores are mating themselves together. The biggest concern is consistency of the readings. The closer the cylinders are to reading exactly the same the better. This means that, all other factors being equal, each cylinder is operating exactly the same when it fires. This will give the best balanced engine from a smoothness standpoint. If all the same is the best, what is the acceptable and the unacceptable?

There are a couple of schools of thought on this. The first one says that all of the cylinders should be within 10% of each other. This sounds good, but they do not tell us what their reference cylinder/reading is, nor do they tell us whether it is a plus or minus situation. If we have readings of 150-145-135-140, what is our reference? If it is the high cylinder, then number three is exactly 10% below number one and our test shows the engine being "good". If, however, number three, our lowest reading, is our standard,

then number 1 is out of limits as it is more than 10% above number three. If we use number four cylinder as our base, both the number one and three cylinders are good because they are within, plus or minus, 10% of number 4. If I were to use this system, I would use the highest cylinder pressure and want all the other cylinders to be no more than 10% lower than my highest reading. There is, however, another theory, one easier to remember and use.

The second theory simply says that all of the cylinders should fall into a certain range. Roger Parker, a well know English enthusiast, wrote me that he used a range of 20 psi. Thus, all of the readings should be within 20 psi of each other. I have used this procedure for several years and find that it works well with the average road car. Some other sources feel that the range should be 10 psi. This will also work and gives the added benefit that you will be ensuring that your engine is always developing the maximum efficiency that it is capable of. But, it will also lead to more frequent engine rebuilds, often of engines which are fully capable of being tuned for good driving performance and capable of meeting emissions standards. I would use the 10 psi difference standard on race engines and use the 20 psi standard on street engines.

What about low readings? If we do a test and find 150-145-25-140, what does it mean. This is when you must perform a wet compression test to gather additional information. If the wet test gives us 160-155-25-155, we can assume that the problem with number three cylinder is not related to worn rings. This would leave us to investigate a bad valve, a hole in the piston or broken piston rings. If our dry test showed 150-145-120-125 and our wet test showed 165-155-150-155, we would assume that we had a ring related problem because of the significant increase in compression on cylinders three and four with the wet check. We might also theorize that we had excessive ring and cylinder bore wear due to an excessively rich mixture with the rear carb causing the oil to be washed away from the cylinder wall. This would cause us to examine the rear carb before re-installing it after the engine was rebuilt.

The last area which we may examine during our test is when you have symptoms of a head gasket leak. This will normally show up on a compression test when you have two low cylinders next to each other. Such a reading might be 150-80-85-145 dry and 165-85-90-160 wet. You do not have a significant increase in the dry vs. wet readings and the cylinders are adjacent. This will normally indicate a bad head gasket seal between the two cylinders and that, when compressed, part of the mixture is leaking into the adjacent cylinder.

A compression test requires relatively inexpensive equipment to perform and takes little time. The readings obtained should be noted and kept for future reference. That way, you can catch problems as they begin to develop and, often, avoid an expensive repair. It is a simple procedure which any home hobbyist can perform in an afternoon. A good time to do it is when tuning your engine as it will help ensure that you are obtaining the maximum state of tune your engine is capable of. It will also tell you when you have problems that simple tuning will not correct. Replacing a spark plug on a misfiring cylinder will not correct the problem if the root cause is low compression. Performing an annual compression check is a good way to ensure many miles of trouble free driving enjoyment.

Ottawa MG Club Event Calendar

May	1-2	Hawkesbury Classic & Import Motorshow	Gary Wilson	632-9883
	1-2	Spring Flea Market Stirling, Ontario		
	14-16	Spring Fling 2004 Trenton, Ontario	MGCCT & TTC	
	15	Cheo Duck Race		
	20	Club Meeting@Louis Restaurant	7pm Len Fortin	258-9655
	21-23	Spring Carlisle Import Show	717-243-7855 ext 116	
	22-30	British Car Week	BritCarWeek@arczip.com	
	22-23	Smiths Falls Car Show	9am Jack Paul	692-3293
	26	Tech Session British Automotive	6pm Rob Grapes	839-6500
	30	OMGC Run To North Lancaster	9am Dalton Begin	258-3506
	30	Hudson British Car Show	10amGreg Ross	
June	5-6	Cheepo-Cheepo 3 LFTR	10amBob Stark	258-4636
	6	Byward Market Auto Classic	9am Brenna Morell	562-3325
	6	Thousand Island Cruise in@Gananoque	Nick Bowles	382-8413
	6,13,20	Kars and Planes Show	9am Peter Whitworth	692-5381
	8	British Cruise Night@Kemptonville	7pm Dalton Begin	258-3506
	13	Odessa Flea Market and Car Show	Donna Wheeler	389-1983
	13	MG Club Toronto Invitational	9am MGCCT	
	17	Club Meeting@Swan on The Rideau	7pm Len Fortin	258-9655
	19	Zed Car Show@Lake Ontario Park	www.tizcc.ca	
	20	Billings Estate Fathers Day Show	10amAndre Audette	782-7277
	20	Sporting Classics Richmond Car Show	9am OVTC (To Be confirmed)	
	20	Car Show@W.O Stinson Hwy 31	9am John Armstrong	822-7400
	24-27	NAMGBR in Parsippany New Jersey	Len Fortin	258-9655
	25-27	VARAC Vintage Festival@ Mosport	www.varac.ca	
	30	Tech Session@British Automotive	7pm Rob Grapes	839-6500
July	1	Canada Day Car Show in Arnprior	10amArt Smith	623-7825
	3	Antique Boat Show@Long Island Locks	9am	
	4	Evolution of Wheels@Science and Tech	9am Tim Dunn	729-9783
	4	Gumball Rally with Bill and Joy Curnoe	9am Joy Curnoe	258-5493
	9-18	Le Spree a la Gaspésie	Mark and Heather Evenchick	
	11	OMGC Route 66 Run	9am Dave Moore	836-1381
	14-18	NAMGAR in Cromwell CT. USA	Len Fortin	258-9655
	15	Club Meeting@ Louis Restaurant	7pm Len Fortin	258-9655
	18	Brits in The Park Auto Show	MGCCT	
	23-25	Summer Carlisle Car Show and Market	717-243-7855 ext 116	
	24	Canadian Tire Car Show Hunt Club	9am Frank Rizzuti	225-4240
	28	Tech Session@British Automotive	6pm Rob Grapes	839-6500
Aug	1	Brockville Car Show	10amPaul Gardiner	926-2742
	8	Volkfest@Embrum	9am Bob Lyon	443-1853
	8	Aylmer Car Show@The Marina	10amJP Sylvestre	684-9406
	11	British Invasion@Orleans Car Show	6pm Frank Rizzuti	225-4240
	12-15	John Twist Summer Party in Michigan	Mary Attwell	836-3133
	14	Corn Roast with Dave and Michele	1pm Dave& Michele	679-1825
	15	Upper Canada Village Car Show	9am Mike Lemieux	931-2087
	19	Club Meeting@Swan on The Rideau	7pm Len Fortin	258-9655
	22	All British Car Day Kingston BnB	10amLinda Thomas	385-1947
	22	OMGC Monte Carleton Run To Kingston	9am	

Aug	25	Tech Session@British Automotive	6pm	Rob Grapes	839-6500
	29	Good Time Cruisers in Cornwall	9am	Marcel Ravery	932-4592
Sept	4-5	Car Show@Perth Fair	9am	Dave Muir	264-0750
	6	Richmond Motor Classic	10am	John Eagen	298-2324
	10-12	Watkins Glen Vintage Grand Prix			
	16	Club Meeting@Louis Restaurant	7pm	Len Fortin	258-9655
	17-19	British Invasion@Stowe VT MG Featured this year			
	19	Bronte Creek British Car Show	10am	MGCCT	
	26	St. Lac Vintage Auto Rally			
	26	Vintage Car 200K Charity Rally			
	29	Tech Session@British Automotive	6pm	Rob Grapes	839-6500
	30-3	Fall Carlisle Car Show and Market		717-243-7855 ext 116	
Oct	3	OMGC Fall Colour Run	9am	Jordan Jones	839-1821
	21	Club Meeting@Swan on The Rideau	7pm	Len Fortin	258-9655
	27	Tech Session@British Automotive	6pm	Rob Grapes	839-6500
Nov	18	Club Meeting@Louis Restaurant	7pm	Len Fortin	258-9655
	24	Tech Session@British Automotive	6pm	Rob Grapes	839-6500
Dec	4	OMGC Christmas Party	6pm		

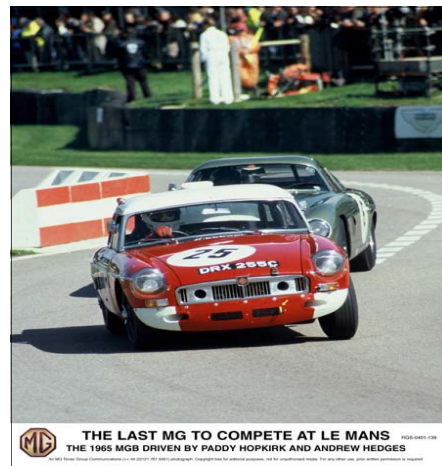
Please refer to the club website for any updates or changes.
www.omgc.net



MG Club Regalia

Item	Price
Long sleeve shirt	\$44
Short sleeve shirt	\$40
Hooded sweat shirt (heavy weight)	\$40
Sweat shirt (heavy weight)	\$36
Golf shirt	\$31
T shirt	\$18
Sign (magnetic)	\$18
Socks	\$16
Toque	\$16
Hat	\$15
Pins	\$10
Crests	\$8
Club jackets (available in a variety of colors and sizes)	\$170

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OTTAWA MG CLUB
2004 / 2005 MEMBERSHIP & RENEWAL FORM
Membership Number_____

Please bring this membership form along with payment to the next meeting
(\$35 New Members, \$30 Renewals, cheques payable to The Ottawa MG Club)
Or mail to: Treasurer, 57 Tiffany Place, Kanata, Ontario, K2K 1W5.

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Address:_____ Phone (home): _____

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To help the club meet your MG needs, kindly complete the survey below:

Which of the following events would you be interested in attending?

- 1) Social/Fun Events _____ Club Meetings
 _____ Inter-Club Events (Croquet, Darts, etc)
 _____ Get-Togethers (Christmas, Beach, etc)
 _____ Car Shows
- 2) Driving Events _____ Short One Day Run
 _____ Longer Two Day Run
 _____ Non-Competitive Fun Rally
 _____ Competitive Rally
- 3) Technical Events _____ Speakers at Meetings, Videos, etc
 _____ Hands On Technical Seminars
 _____ Garage Tours

Would you like to be called / e-mailed about events? Yes No

Comments:

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