



OTTAWA MG CLUB

NEWSLETTER

NOVEMBER 1999

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* Monthly Meetings - 3rd Thursdays
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IN THIS ISSUE:

1) Some Winter Storage Tips For Your MG
(worth consideration for the cold winter season)

2) Monte Carleton 1999 Crossword Rally Results
(the clues, the answers and the scores)

3) The Real Truth About "Oily" Is Finally Told
(a story of a soggy 20W-50 experience)

4) Bronte Creek Car Show and Stowe's British Invasion
(2 events, 2 stories, 2 weather systems)

5) Techy Tips One, Two and Three
(intermittent wipers, good grounds and open drains)

6) Techy Tips Four and Five
(good grease, good tune-ups and more good grease)

7) An Events Calendar
(the last events of '99 and the first of 2000)

IMPORTANT NEWS AND INFORMATION ABOUT THE MEETINGS OVER THE NEXT FEW MONTHS

November 18: Annual General Meeting at the usual Louis' Restaurant location and the usual 7:30pm time. Usual place and usual time but our AGM's are not usual, like the big corporations, ours are fun!

December 11: Christmas Party at the Evenchick home - 2177 Braeside Avenue, Ottawa (no meeting in December). This is a dressy event, so wear some dressy seasonal attire! The Club supplies the party food. Please bring a canned food donation for the Food Bank. Bring your favourite drink. Bring a dessert to share and the recipe for it, too! Next year we'll be making a Club Recipe Book.

January 20: Meeting held at Hemmingways in Bells Corners (January ONLY!) With a special Garage Tour of 'Engines Extra'. A unique opportunity to experience their capabilities from simple brake rotor work to a complete engine blueprinting. Mr Garth Kewley from Engines Extra will be conducting the tour.
(Meet at Hemmingways in Bells Corners at 7pm)

February 17: Back at the usual Louis' Steakhouse at the usual 7:30pm time. A POR-15® Rust Preventive Paint Presentation. You've heard about it! You've read about it. Now see it with your own eyes! Mr Pat Dolla from PORCAN Ltd is coming from Montreal to give us this special insight into this special product.
Winter Storage Points For Consideration:

There are as many methods for storing your MG for the cold winter months, as there are people with opinions on the matter. With a storage facility such as Boyd's Vehicle Storage, where the area is secure and the climate is controlled for both temperature & humidity one does not have to do much other than drop the car at their location in the Fall and pick it up in the Spring. You may have to service the battery because of the lengthy "sleep" or you may choose to drop by once in a while and start the vehicle and keep things in shape. Be prepared to pay about \$60 per month for this service and be prepared to make appointments for the drop off and the pick up.

Choosing to use your own storage location, whether it be your garage or a neighbour's garage or barn, or an outside location, here are some points to consider:

- * Fill the gas tank to the top and pour in an appropriate amount of fuel stabilizer. I buy mine at Canadian Tire a few days before the put-away. On put-away day I drive to the gas station up the road, fill the tank to the top, put in the bottle of fuel stabilizer, and then drive home which allows some of the mixture to reach the carbs.

- * Remove the battery and store it in the basement. Put a light coating of Vaseline on the metal ends of the battery cables to prevent rust. You may want to put the battery on a battery charger once a month during the winter to keep it operational or just once in the spring when you need to start things up.

- * Empty the radiator. I do this because I do not use antifreeze in my rad. If you use antifreeze, and the temperature protection level is very good, then you may want to leave the rad full.

- * Remove the spark plugs and put a little oil in each cylinder. By a little, I mean about one or two tablespoons. See the story of Margo Rayburn, a club member who misunderstood my instructions and filled each cylinder with 10W-30. What a job to get the "B" going the next Spring. When you meet Margo at a club event you may want to call her "Oily" - she will know what you are talking about. After the one or two tablespoons of oil are in each cylinder, then put the plugs back in finger tight.

- * Clean out the car, including the trunk and be sure there are no inviting homes for little critters. Some folks use mothballs in and around the car during the winter. Others just make sure that the garage or barn is secure from such "tenants".

- * Put up the roof. I like to be sure the roof is up and not all squashed as it is all summer. It does not have to be locked into place, just up and open.

- * Do not put the car on blocks to relieve the pressure on the tires. It spends the summer 6 months on the tires and I don't see any reason to not let it spend the winter 6 months on the same tires. There is one exception to this rule and that is when you know you have a slow leak in a tire and do not want the aggravation of having to fill it up each week during the winter. Then you may want to put the offending wheel up, but it's better just to get the damn thing fixed before put-away time. It's also better to increase the tire pressure to it's maximum rate to aid with any flat spots and roll it back and forth a couple of times during the winter.

- * Do not cover the car with anything that cannot "breathe". Heavy tarpaulins and thick plastic sheets are not a good idea. The light, cotton-like car covers from Canadian Tire are OK for inside storage. If your car is stored outside in the elements, find an appropriate cover that can protect from the elements but can breathe at the same time. I have no suggestions on this matter, as I do not store my vehicles out in the elements. If you do store them outside, put a plastic sheet on the ground to help reduce the amount of moisture that comes up from the ground.

- * Top up all the other fluids. Brake fluid reservoir, clutch fluid reservoir, and oil pan and carb

dampers. Water in the windscreen washer reservoir should be emptied.

* Leave the vehicle in gear as you normally do. Do not use the handbrake as you increase the risk of it not coming unstuck in the spring after it's long sleep.

Call the Boyd Vehicle Storage site for prices and conditions of climate controlled storage.

Call Brian Stratton at Echo Farm Storage for their prices and information (489-0245).

"Oily", The Truth Of The Matter Now Can Be Told

by Len Fortin

This is the story of an event that took place in the spring of this year. I have been holding off the writing of this event, as I promised to do so to the major player involved. But a request for information from a new club member at the October meeting has led me to determine that it's time to tell the story and let other club folks in on the details of the event. The question from the new club member at the October meeting was about winter car storage. I provided some tips and considerations for winter put-away and when I did so, it reminded me of this event in the spring. So with respect to "Oily", here is the story.....

A telephone call came through to me on a evening in April, from a club member who was anxious to get her Midget out of the winter time hibernation. I had helped her put away that Midget in the fall of '97 and I had helped bring it out into the spring sunshine in early '98. After a successful driving season in 1998, she put the car away for the season by herself, following the notes she had taken during previous effort. Well, as fortune would have it, I was available the very next Saturday and so was new club member Emmett Hicks. Now Emmett, and his navigator Connie, do not yet own an MG but this was a great opportunity to get Emmett used to the annual MG revival steps after a season of sleep. So it was with anxious hearts and lots of tools that we drove to the home of the Midget on that spring Saturday earlier this year.

Our step-by-step revival procedure was ticking like clockwork. Emmett and I were enjoying ourselves. Tires were checked. I was telling tall tales about past events. Battery was checked and installed. Emmett was learning. Oil was drained. Together we speculated about finding him a car one day. Filter was replaced and the rad was filled up. Emmett told me about a few of the construction projects he had completed in the last few weeks. New oil was poured in. I talked about the plans that Debi and I had for MG travel in the summer. Plugs were pulled out, cleaned, gapped and replaced. We paused once or twice for a "cold one". Brake fluid was checked. Everything was falling into place and we were ready for the start-up.

When the key was turned there wasn't much of a roar to life. In fact the engine hardly turned over at all. Just a couple of slow growls, then, stop. It couldn't be the battery. It was fresh and all our checking confirmed it was up to full power. After a few more attempts we decided to give it a push start along the lane-way. You know it doesn't take much to push start these Midgets. A bit of a shove and pop the clutch and you're off to the races. Not this time. As soon as the clutch was let go, the Midget came to an abrupt halt. It was time to do some basic tests. Like, try to push the car while in gear to see if we could get the engine to turn over at all. That was tough. Even more than tough...almost impossible. I was beginning to worry that the engine had seized up over the winter months and the only way to get this Midget to run again was with an engine overhaul. Emmett and I removed the plugs again to have a close look. To say they were a bit wet would be the understatement of the seasonal revival. They were soaking with oil. Clean oil, not dirty burned oil. Upon close inspection, and after a bit of a conversation with the Midget's owner, we confirmed that the cylinders had a bit too much oil in them. Then the Midget's owner described the process she followed for the previous season winter put-away. That's when we learned about the "fill up the cylinders with oil" instructions she had written, instead of the "one or two tablespoons of oil" that I had suggested. Not much wonder the engine would not turn over. It was trying to compress about 300cc of oil in each cylinder, instead of the usual 318cc of air and fuel mixture.

Now the task was to get the oil out so the proper air/fuel mixture had some place to go in. As a first approach we left the spark plugs out, and with the car in gear pushed the Midget up and down the lane-way. With each pump of each piston, a big gob of oil would be thrown from the engine and would splash on anything that was in its way. Often it hit the wall of the house, sometimes it was the lane-way and occasionally it hit Emmett or me. It wasn't enough, however, to get the Midget to start. Then out came the turkey baster. With each extraction of oil we knew we were headed in the

right direction. But it wasn't enough to get all the oil. It wasn't enough to get the Midget to start. Then we used a syringe to extract the oil from the first & third cylinder while they were at TDC, then turned the engine so the second & forth were at TDC and did them. Still, not enough to get the Midget to start. The last resort was paper towels. Paper towels rolled up thinly and inserted into each cylinder, while it was at TDC, and left to soak. Then extracted and move onto the next cylinder. The afternoon was slipping by, not without a few laughs, and after about 20 sheets of the best paper towels on the market, we were ready to try again. A quick clean up of the plugs and a quick snug down of the ignition wires preceded one more attempt to start the Midget. This time it did roar to life! With a burst of smoke that filled the neighbourhood in only seconds.

After a brief warm up period, the Midget was on it's way down the street for a test drive. Everything appeared to be in order and nothing was the worse for wear. Maybe even better with a thin film of oil over just about everything.

Until this day, there are very, very few folks who have heard this story. As newsletter editor, I was anxious to write this one up as soon as it happened, but agreed to a moratorium period for the benefit of the Midget owner. Well, as I said, it's now time to tell it like it was. The truth, the whole truth and nothing but the truth. Thanks to "Oily" for a wonderful story opportunity.

MG TECHY-TIME (One, Two, Three, Four and Five)

From Mr 'T' (Jordan!)

Intermittent Wiper Control

Now available from the MGOC in the U.K. is a wiper control box that gives you intermittent control. If your interested let me know and I'll help get you one. Modern cars have intermittent wiper control but our older MGs have either fixed one or two speed wipers. You can now upgrade to fully variable intermittent wiper delay of between 3 and 30 seconds, for less than thirty pounds (around \$72 cdn). It uses the existing wiper switch or stalk control. It's called 'Smartscreen' and is easily and unobtrusively fitted within an MGB and a Midget. There are extensive installation instructions that are included with the unit so I won't bore you with them here. The Smartscreen once installed works like this:

Switch the wipers on for about 10 seconds before turning off. The wipers should function normally with the LED flashing for about 3 seconds and then go out. The LED helps you understand the operation of the unit and will not need to be visible once testing is completed. Continue the installation by setting an intermittent period.

- 1) Flick the stalk/switch briefly on then off, the wiper will wipe once. LED will flicker.
- 2) After the desired delay, which must be longer than three seconds but less than thirty, flick the stalk/switch briefly again - the wiper will wipe once and continue to wipe at the set delay. LED will light continuously.
- 3) To set a new delay flick stalk/switch briefly again - the wiper will wipe once, LED will flicker. After the new delay flick the stalk/switch again and the wiper will wipe once and continue to wipe at the new delay. LED will light continuously.
- 4) To cancel the wiper, flick the switch /stalk briefly - the wiper will wipe once. Do not flick the switch again within thirty seconds. (The unit will give up looking for a second command after thirty seconds). Alternatively switch the wipers on continuously for five seconds or more and then off again. Once reset, the LED is off.

I'm Feeling A Little Erratic

Ever had a Rev Counter do funny things ? Sometimes this can happen with age. If you see a symptom whereby at various rpm the needle spikes up towards the 7000 rpm mark which results in the engine misfiring and holding back when under load. The problem is it can be at random periods of time (the rev counter can be steady and the engine can run normally). What causes this is the flexible earthing lead within the distributor which is housed in a cotton braided sleeve and earths the contact breaker plate to the distributor metal casing via a cross head screw. It can look fine from the outside but if you do an Ohm test with a voltmeter it'll show you the truth. With the absence of this earth lead the contact breaker (which requires

an earth path when closed) seeks an earth path through the mechanics of the distributor.

Bail Me Out Captain

Do you remember the little the rubber pipe with a small bowl on the end of the cold air intake drain? These have a tendency to get blocked with muck with the result that in a heavy rain your carpets will get totally soaked (and you thought this was normal !) When you do unblock it with the help of a screwdriver or such you just won't believe the rubbish that comes out of this silly little thing.

That's A Bit Greasy Isn't It?

Lubricating the front suspension is really quite easy but is often overlooked in general maintenance. You do see a lot of cars around with worn out Kingpins from lack of lubrication. Greasing the suspension is not a difficult job if you are prepared to invest in good quality grease gun and don't mind getting your hands covered in grease! Other components on your MG that may require the attention of a grease gun are the handbrake cable and the cable linkage. Early model MGs, have additional nipples on the prop shaft as well. You can reach the front suspension grease nipples without jacking up the car or removing the road wheels but it's better if you do from an access point of view. If you do remove them do the obvious thing and support the crossmember on axle stands. Neglected greasing points or nipples often become blocked and ineffective, therefore it is important to ensure that the grease is actually reaching the parts you wish to lubricate. To effectively grease the Kingpins, it is necessary to get a firm location on the grease nipple and to pump away happily! Some grease will come out around the nipple but the majority should make its way into the moving parts of the suspension (hence the greasy mess and the need for rags to wipe your handy pandies). It will soon become apparent if you are moving grease into the Kingpin, as the old grease will work itself out from the joints, usually appearing as a worm like thread of dirty grease. If you continue to pump, the flow of grease will increase and eventually become clean. Grease nipples may become blocked. When this happens, grease will not enter the swivel pin but just squeezes out around the nipple. This leaves a huge ball of new grease on top of the nipple and around the nozzle of the grease gun, but there will be no sign of any grease, clean or dirty, coming through the joints in the king pin. Sometimes a nipple can be unblocked by pressing in the ball valve in the centre with the point of a small nail. This will dislodge any solid particles in the nipple itself. However, this will not always cure the problem and then the whole nipple will have to be replaced with a new one. There are many types of grease available. Here is a quickie list of the types available:

LM Grease

A lithium based high melting point grease specifically designed as a wheel bearing grease for use over a wide range of temperatures. Also suitable for general purpose applications and ideal for Kingpins.

Moly Grease

Molybdenum based "moly" grease ideal for stress areas where a high load is applied, such as Kingpins or trunnions.

Heavy Grease

Calcium based grease with excellent resistance to water with good lubrication and anti-corrosion properties. Good for wheel bearings.

Wheel Bearing Grease

Guess what this one's good for!

Red Rubber Grease

A special rubber compatible grease for use on hydraulic brake and clutch components where hardening or swelling of rubber must be avoided. Useful in assembly of rubber components for brake, clutch and suspension units.

Water Pump Grease

A stiff, smooth lime-based grease with excellent water resistance, ensuring unbeatable sealing properties in vehicle water pumps.

Synthetic Grease

Has a wide range of uses. It's not cheap but, has excellent lubricating qualities.

Graphite Grease

Semi-fluid waterproof grease with added graphite for brake cables, chains and road leaf springs. Not suitable for machined surfaces, such as king pins or steering boxes.

Your vehicle needs regular attention people! It a very good idea to lubricate your front suspension every spring or every 6,000 miles. While greasing the suspension, take the opportunity to check everything over. Examine the condition of all bushes, bolts, shock absorbers, wishbone suspension arms, spring pans and mounting brackets. More importantly, make sure you grease the prop shaft, and handbrake cable as these are often missed. If you have wire wheels take each wheel off clean the old grease away from both the splines and the hub and replace with new grease. The whole job of greasing the front suspension can take just a few minutes, and if carried out properly, will allow the main components to last for many more years. If your suspension is not regularly greased, not only will the components wear rapidly, but the steering will become heavy. Perhaps the worst consequence of neglected lubrication becomes apparent when you attempt to dismantle the worn suspension parts. The fulcrum pin on the MG Midget in particular, can become almost impossible to remove from the spring pan, if left without sufficient grease for any length of time. Trust me, I've done it. I burnt up a whole Saturday trying to remove them! The time and effort required to lubricate the front suspension will be rewarded by improved steering and a considerable extension of the useful life of all the moving parts.

A Couple Of Small Things

So, you've been driving your MG all summer and things have been great but just recently you have noticed the odd 'miss' in the ignition but the car just keeps on motoring quite happily. Well this happened to me and I thought "na, no way - can't be standard tune up stuff - I only did that at the end of last season." Sure enough I decided to do the job as a matter of course to be on the safe side. I replaced the fuel filter, spark plugs, cap and rotor on our 'B'. Upon closer inspection you could see some general 'wear and tear' on these items but nothing serious. Well, the car was completely different after this doing this task. I couldn't believe it. So, a word of advise to you all. It might be a simple little job but it's worth doing to be ready for next season. Either that or you could bring the bits along for the Spring Tune-Up in April!

See you at the Annual General Meeting on November 18th.

Regards, Jordan

OTTAWA MG CLUB EVENTS CALENDAR 1999 (and a bit into 2000)

----->		MG Club Highlight and Feature Events			<-----
date		event	time	contact/info	
November 18	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Annual General Meeting)	7:30 pm	Debi	
-----> December 11	Sat	Ottawa MG Club CHRISTMAS PARTY	7:00 pm	Debi	
January 20	Thr	Ottawa MG Club Meeting * <u>Meeting held at Hemmingways, Bells Corners for this month only!</u> * (Special Tour of Bells Corners Automotive & Engines Extra Shop)	7:00 pm	Jordan	
February 17	Thr	Ottawa MG Club Meeting at Louis' Restaurant (Special demonstration by Mr. Pat Dolla of POR Canada - as in POR15 anti rust wonder goop)	7:30 pm	Jordan	

ITEMS FOR SALE AND ITEMS WANTED

WANTED: Trunk Rack for MGB Please call 836-1381

2 True Tales Of 2 Fine Events Held At The Same Time

In 2 Different Weather Systems

September 18th weekend

Bronte Creek, Ontario

Stowe, Vermont

Paul Williams led a bunch of MGers to a very successful Bronte Creek All British Car Show this year. Bronte is a one-day event on a Sunday near Burlington, Ontario. We drove down on the Saturday in a very relaxed atmosphere. Mother Nature's weather treated us like royalty. Sunny skies, warm temperatures. The provincial government treated us well with good roads. Highways 7 and 7a and the new 403 ERC. The Travel Lodge was quite a nice place to stay, with a seafood restaurant right next door that served great martinis. At the show on Sunday, over 1000 cars were on display in all categories. And there were lots of vendors with lots of neat stuff. Quite the enjoyable event. Very nice weather. Great company!

It was hurricane Floyd that ran along side many of the folks who went to this year's version of the British Invasion at Stowe. Rain hit the area before the Friday afternoon start-up of the weekend events and the rain continued 'till about midnight. High winds gave many show goers the impression that they were almost airborne. By Saturday morning, the usual field for the display was soaked through and through so the organizers changed the site for the over 700 cars. Good thing, too! People could have drowned! Saturday and Sunday weather did improve with some sun and cool temperatures, and as usual, a wide variety of vehicles were on display. And I suppose, except for the monsoons, it was a typical, good Stowe!

37A	hat maker of note	54D	parts
1D	pigs returned	35D	dirty pyjamas
49D	avoid when driving at high speed	8D	first supreme happiness
46D	legal plea	52A	edible creations
11D	MG founders absorbent	29A	Roman army
12D	no children wanted	5D	illegitimate child
2A	Jaguar seats	25A	empty fruit
45D	royal castle	31A	
50A	intersection	36D	section of New York

15D	stripper	16D	cement
37D	grass growing enterprise	17A	yellow road
41D	partially blind	13D	financed hunt
47D	alls well	32A	what a Mexican mixes with his tonic
26A	royal fowl	17D	extreme indigestion
11A	Irish expletive	40D	trash/treasure
28A	Earps	44D	pre autumnal equinox enjoyment
9D	birthplace of MG	42D	naked rabbit
15A	backward MG	53A	Bing or Stills/Nash
22D	fastenings	23A	present endeavour
27A	push forward	10D	cunning bet
51A	sports car designer	34D	Battersea Rd.
19D	merry madman	20A	definition of the last section
18A	national tree	5A	see you later
39D	maple syrup capital	30D	beaches
38A	a number of Clarks	48A	commanding officer
24D	large riding crop	2D	capital of Jamaica
43A	arbor of existence	33A	equestrian supplier
21D	timber storage	50D	mechanic
14A	exposed game	3D	scarf shelter
6A	semi precious stone	7D	TO

Monte Carleton Crossword Rally - 1999 - Clues and Results

John & Betty Allerton	2	Denis & Beryl Benke	22
Denis & Bonnie Campbell	45	Bruce & Kate Covington	16
John & Janet Dallaire	23	Mike Daniels	23
John & Lori Day	21	Debi Fortin	27
Len Fortin	42	Murray & Sarah Gould	16
Dave & Collette Gregory	26	Martin & Andrea Harasek	16
Jim Inglis	21	Jordan & Heather Jones	33
Gilles & Lorraine Leduc	8	Bert & Jennifer Ljungstrom	15
David & Helene Moore	22	John & Nadine Neal	17
Jim & Louise Nunn	45	Tom & Dianne Smith	21
Eric & Terri Stephen	16	Ivan & Katie Wood	24

ODOMETER READING

DRIVER

START

NAVIGATOR

FINISH

CAR

MODEL

YEAR

