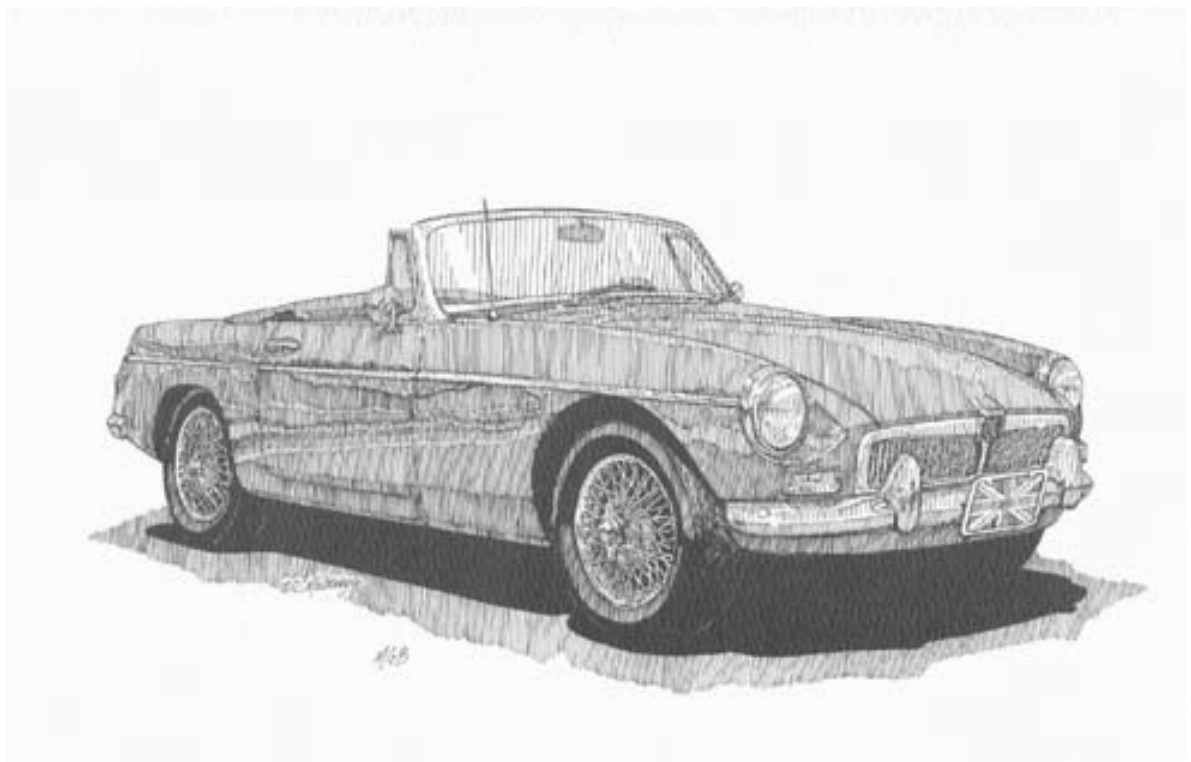




The Dashpot

November 2003



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

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From The Editor's Desk

Hey, what's going on with the newsletter? Just a nip here, and a tuck there, and a new name to complete the package. Things have changed, but don't worry; they've stayed the same as well.

Why call it The Dashpot? Well, we were trying to think of something that all MGs had. As far as we know, every MG had an SU or Stromberg-type carburetor, and those all had dashpots. Plus, the Octagon, the Oily Rag, the Spanner and all the other good names were taken.

In this first issue we've tried to include a range of articles to inform and amuse you. Familiar sections remain, and are supplemented by a couple of technical pieces and some articles on MG history. For future issues we've got some great period advertisements, stories about MGs past and present, and we'll be featuring members' cars, so watch out for that.

We're looking for more sponsors, so you might see a bit more advertising, but that will enable us to make the newsletter even better (we've got a couple of things planned you'll really like!). Still six issues a year, though.

So welcome to The Dashpot. Check it regularly.

Frank Rizzuti- Editor Paul Williams- Assistant Editor

President's Message

I write to you all as a very satisfied and lucky President of the Ottawa MG Club. You have all heard me say it before that we have an awesome club that is very rich in culture and social ability. Our MG's are the common tie that binds but it really is the people that make up the difference. Time and time again I have had it confirmed that we have a unique club in relation to so many others out there of a similar ilk.

Friendship really is one of those treasured things that most of us hold deep in our hearts. Many of us have found very solid and long term friends within the OMGC that often extends outside of the club.

I have been very lucky to have the opportunity to be your leader and help (hopefully) mold/guide to new and exciting heights. But, the real interesting part is that the best is still yet to come! There is so much for us to look forward to as a successful and thriving club.

If you look at our humble beginnings of Hugo Leech and Jim Nunn meeting on the road in their MG's, starting a club, to a handful of enthusiasts that ultimately led to the 110+ and growing active members we have today it is clear to see that our future is a bright one. Every month we have new members that join our ranks from all walks of life.

It is this make-up of individuals that does make us unique and interesting. Anyone can own an MG sports car and get immense pleasure from its simple mechanics and sporty feeling, you honestly feel like your getting back to real driving, it becomes fun again. But, then they find there is a club with people of the same interest, only that's only a part of it; you find that these folks are fun to be with! The weekends away, the runs through the countryside as a fun loving group, the parties, etc. you get the picture. And, oh yes, there is the 'formal' part, regular scheduled technical sessions, machine shop tours, shows, discounts at our local suppliers. It's a great package and only for a few bucks a year.

I do ask of you to remember that you always have a voice, we welcome change! I hope you believe that we are open and approachable and not a bunch of 'stuck-up sticky beets'. Heck, we even created a position for it, the 'Member at large' so that we really could get your feedback and be able to influence change. That's the point. It's your club, these are your friends, and these are your cars. The concept must be working as so many of the newer members have approached me and expressed how much fun they are having being part of the club and can't believe this type of atmosphere exists in a car club.

I can't say enough how much I appreciate the support that you have shown the newer members by simply showing up and having a great time as they host many of the new events that have been planned. I must thank all of the membership both the long term and the new that have hosted events. It takes a lot of work and commitment to facilitate one of these fine gatherings and it certainly hasn't gone unnoticed. This is the kind of support that is the fabric of the club.

Now, if you look at the most recent changes in the Executive of the Club you will find some very positive moves.

Our new Member at Large, Rob Grapes gradually got the MG bug from watching his

neighbor fiddle with MG's till all hours of the night and then sees him motor off with family and friends in said same vehicles with a constant grin affixed to his face. Now, Rob is in the exact same position to the point where he keeps going into his Garage just to look at the MG! He will be a perfect person for his role within the Club.

Mike Daniels has graciously accepted taking on the additional responsibilities of Membership renewals to his already glamorous position of Treasurer. Now you can really call him 'Mike the Cash.' Sir Daniels, I applaud your hard work and loyalty.

Frank Rizzuti is now our Editor and offers a great new enthusiasm to this critical role. We look forward to his skillful talents and new ideas as the Newsletter rolls of the press. I look forward to the read!

Len Fortin is our new Vice-President. A position that he is more than qualified to do. You often hear about people upgrading their computer, in our case that's ultimately what will happen when Len steps into the post of President. You will have an individual that is passionate about the Club and MG's, contributes in all senses of the word and will listen to any and all. We couldn't have a better situation moving forward.

It is for all these reasons and more that I feel both satisfied and lucky. Lucky because it is great to be part of something that is so much fun! I thank-you all and please keep it going!

Safety Fast!

Jordan



Announcing the most important sale in MG history...

THE FIRST ANNIVERSARY

MGB/GT SPECIAL



Right now MG dealers across the country are commemorating the anniversary of the first popular-priced authentic GT—the MGB/GT.

In honor of the occasion, they're offering MGB/GT's in a special edition. Each one will

have all the extras MGB/GT's come with plus a special anniversary package.

Only 1,000 First Anniversary MGB/GT Specials will be available in the entire U.S.A. So don't wait.

See your MG dealer before he runs out.



THIS SPECIAL ANNIVERSARY PACKAGE FREE...

Official plaque in full color designating the GT as one of only 1,000 Specials.



16-inch wood rimmed steering wheel with matching Australian coach wood shift knob.



Vibrationless non-glare racing type wing mirror.



... PLUS ALL THESE EXTRAS AT NO EXTRA COST ON EVERY MGB/GT:

Large electric tachometer and full sports car instrumentation.



4-speed gear box with short throw stick shift.



Oil cooler for better engine performance, less engine wear.



Heavy-duty, competition-proved suspension for remarkable road-holding.



Twin S.U. carburetors for quick acceleration.



Hydraulic disc brakes with big 10 3/4-inch discs. Self-adjusting. Fade-free.



Fully adjustable English leather bucket seats.



60-spoke wire wheels. Center lock type. Retail value over \$100.

MGB Convertible, MG Midget, and Austin Healey Sprite also available. See your MG/Austin Healey Dealer Now.

NOVEMBER 1967

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MG Special Editions

By Paul Williams

The First Anniversary MGB/GT Special

The MGB-GT was introduced in the U.K. in November 1965, and made its North American debut in spring, 1966, presumably as a 1966 model. Costing "only \$2.00 a month more than the average American car," read the advertising of the day, you could buy a "high-performance, closed touring car with absolutely unequalled sports car handling and roadability,"

The price was US\$3,095

Just over 6000 North Americans purchased the '66 GT, but 1967 sales on this side of the ocean were down to 4414 (sales and production were down for the roadsters, too).

When sales are down, dealers need incentives (some things never change). So in November 1967, the "First Anniversary MGB/GT Special" was offered, commemorating the anniversary of the GT car.

But when you think about it, it's hard to know what anniversary they were commemorating. As I say, the car was introduced in late 1965, and began sales here in early 1966, so by any account the First Anniversary Special was a year late.

But details aside, what did you get?

Not really what the enthusiast wanted, which was more power or more handling, but you did get a couple of nice accessories.

A "vibrationless non-glare racing-type wing mirror" for the left fender replaced the optional flat fender mirror. A 16" wood-rimmed steering wheel made from Australian coach wood with matching shift knob was supplied, as was a special anniversary plaque, affixed to each fender.

The NAMGR points out that some Specials didn't get their bullet-style mirror. This is probably, they suggest, because a standard mirror had already been installed. Or the dealer could have simply installed the bullet-mirror on another, non-special edition, car. Additional features included a tachometer, 4-speed gearbox, oil cooler, leather seats, twin S.U. carbs, front disc brakes, painted wire wheels, white-wall tires and the then standard octagonal wire wheel nuts. Except for the wheels and tires, these were standard features on all MGBs at the time.

The First Anniversary MGB/GT Special was a dealer-installed package, not a numbered line of cars built at the factory. Apparently 1,000 of these packages were made available at the end of 1967. One would think that by then, cars would be moving into the 1968 model year, and I suspect some of these kits were installed on 1968 cars as well. Those could be identified by their characteristic "safety" dashboard, which commenced in December of 1967.

Taken one step further, the package would have been easy for a dealer to break up, putting the mirror on one car, the steering wheel on another and the plaque on a third. Because of this, and the lack of series numbers, it's impossible to identify an "authentic" First Anniversary car without the original sales receipt.

Nice steering wheel, though!

Overdrive Transmissions

By Tom Sotomayor

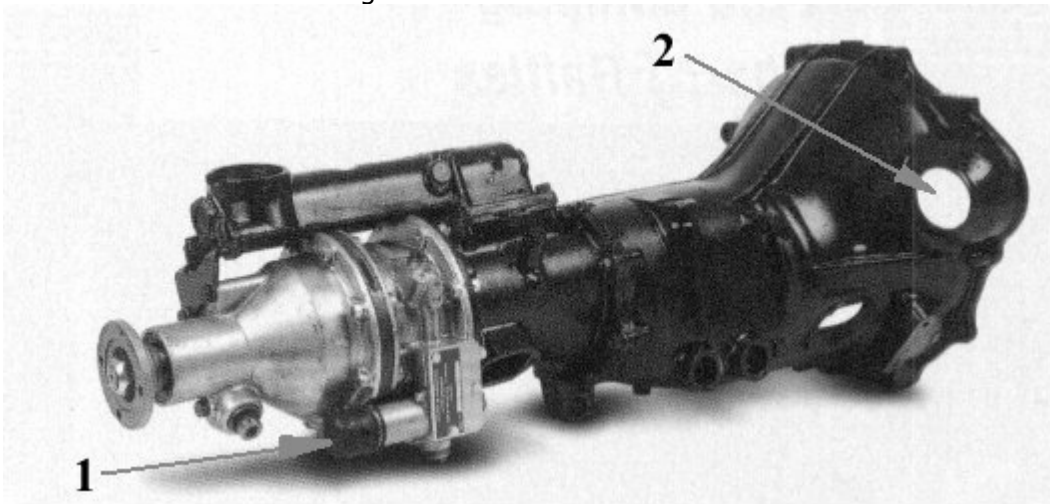
This article is not intended as a "how to" installation guide, but rather to assist in selecting the correct model overdrive transmission (or OD for short) for any given year MGB. Selecting the proper one from the start will likely be the most cost-effective choice in the long run!

An OD gearbox is one of the most endearing and sought after options supplied on our beloved MGBs. It allows the engine to turn fewer revs per mile, meaning less noise, heat, fuel, wear and tear. Most operate on 3rd and 4th gear. Unfortunately, it was not that common an option as installed by the factory. Time has taken its toll on MGBs; the net result is there are a lot of spare, used components available – including OD transmissions. There exists a fair bit of confusion as to what parts to use. After all, the MGB had an effective life span of 18 years and had numerous design changes during production. What concerns us here, are the basic grouping of the four different transmissions used (two are non-synchro first gear, two are all synchro transmissions). Identification is fairly easy using the information provided. It will be simplest though if we treat the non-synchro first gear transmissions separately from its later cousin, the all synchro unit:

Non-Synchronized 1st Gear Transmission

1962 through 1964 and 1965 through 1967 (chrome bumper)

1. Laycock Type D OD (note external solenoid)
2. A hole in the bell housing where the starter nose pokes through
3. "Shield" shaped access cover
4. 1020 TPM for OD and 1040 TPM for non-OD
5. OD on 3rd and 4th gears



The gearbox input shaft, flywheel and engine backing plate were changed with the advent of the 5 main bearing engine in 1965. Therefore, the transmission for a 3 main bearing engine (1962-1964) will be different than its later counterpart. To swap a 3 main bearing car to the later (5 main) 3-synchro transmission or vice versa, requires changing all of the above mentioned parts. The spigot bush in the crankshaft must be changed as well. The 3 main bearing used a .62 inch ID, and the 5 main used a .85 inch ID.

Fully synchronized Transmission

1968 through 1974 (chrome bumper)

1. Laycock Type LH OD
2. Rectangular shaped access cover
3. Oval clutch fork boot
4. Dipstick (for checking oil)
5. Black label on the OD solenoid cover stamped "22/61972"
6. 1280 TPM for OD and non-OD
7. Speedometer drive gear (on the mainshaft) is blue
8. Speedometer driven gear (on removable drive housing) is white with 21 teeth
9. OD on 3rd and 4th gears

1974-1/2 through 1980 (rubber bumper)

1. Laycock Type LH OD
2. Rectangular shaped access cover
3. Square clutch fork boot
4. Side fill plug (NO dipstick)
5. Blue label on the OD solenoid cover stamped "22/62005"
6. 1000 TPM for OD and non-OD
7. Speedometer drive gear (on the mainshaft) is red
8. Speedometer driven gear (on removable drive housing) is red with 20 teeth
9. OD operates in 4th gear only in units made from February 1977 onward

Along the way the factory not only changed the transmissions, they also changed the speedometers. Occasionally the change was visually dramatic (changing the gauge face and the size of the case), other times it was simply the calibration – what's commonly referred to as "TPM" or turns per mile. This refers to the number of times the speedometer cable will turn for every mile traveled.

With the exception of the non-synchro first gear transmissions, there is no functional difference between a speedometer for an OD equipped car and a non-OD one. All USA spec MGB's from 1968 through 1974 used 1280 TPM transmissions and speedometers. From 1974-1/2 through 1980 (all "rubber bumper" cars) it was changed to 1000 TPM. A lot of confusion exists since for the non-synchro first transmissions there is a numerical difference from the OD to non-OD speedometer output. It is 1020 TPM for OD and 1040 TPM for non-OD. Overall, you're looking at a self induced error of about 2% if you don't swap speedometers. That really wouldn't be too tough to live with.

The serial numbers are different between OD and non-OD speedometers for all synchro cars of any given year, but the TPM remain the same. A non-OD speedometer can be used for an OD application; the end result is the same. The serial number followed by the calibration number can be easily found on the gauge face at roughly the 4:00 position. Also quite a few speedometer 'heads' (where the cable attaches) have the TPM etched into it on the threaded barrel. It's usually fully visible once the works are removed from the case. Fortunately, you don't normally have to get this detailed, or swap speedometers unless you've changed the series of transmission you're using.

Additional items to consider:

1. From 62-67 the OD driveshaft was different from the non-OD driveshaft and differed depending on the type of axle used. You'll want to make sure to get this from whoever is supplying the transmission. The all synchro gearbox used the same driveshaft regardless if an OD was fitted or not. See chart below for applications:

Driveshaft Length	Std non synchro 1st	OD non synchro 1st	Std all synchro	OD all synchro
30 inches	banjo axle			
31.125 inches	tube axle	banjo axle	tube axle	tube axle
32 inches		tube axle		

2.

Overdrive speedometer cables are longer than the standard unit.

OD switch

- 1962-1967 located on the left side of the dash with a chromed bezel
- 1968-1976 supplied as standard on the wiper stalk
- 1977-1980 located in the cap of the gearshift knob

Let's look at some possible "mismatch" scenarios and see what can be done to fix them:

1. 1967 or earlier MGB with a side fill transmission
The speedometer is calibrated for 1040 TPM and the gearbox has an output of 1000 TPM. The speedometer will read 4% low. No action required.
2. 1967 or earlier MGB with a dipstick transmission
The speedometer is calibrated for 1040 TPM and the gearbox has an output of 1280 TPM. The speedometer will read 23% fast.
 - o Get a "converter" box from a speedometer shop
 - o Send your speedometer out for recalibration
3. 1968 to 1974 MGB with a side fill gearbox
The speedometer is calibrated for 1280 TPM and the gearbox has an output of 1000 TPM. The speedometer will read 22% slow.
 - Get a "converter" box from a speedometer shop
 - Send your speedometer out for recalibration
 - Get a used speedometer from a 1975-1976 MGB or Midget (1000 TPM)
4. 1974-½ to 1980 MGB with a dipstick gearbox
The speedometer is calibrated for 1000 TPM and the gearbox has an output of 1280 TPM. The speedometer will read 28% fast.
 - Get a "converter" box from a speedometer shop
 - Send your speedometer out for recalibration

Mixing early gearboxes with later cars has been intentionally avoided in this analysis for several reasons. They are not as plentiful or robust and they can be quite costly. Best to swap it, or sell it to someone with an early car and get the proper unit for yours.

Hopefully this has answered some of your questions and will enable you to select the proper OD gearbox. Happy motoring!

Tech Corner

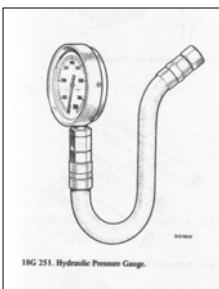
By Karl Leclerc

BRITISH LEYLAND TOOLS and THE MODERN MGer (PART DEUX)

This second article will propose alternatives for those impossible to find British Leyland tools required to rebuild the MGB overdrive unit. If you are attempting a gearbox rebuild, you may want to read a similar article oriented towards the gearbox in the previous edition of this newsletter. Here is my way of replacing dealership tools when rebuilding the overdrive unit:

18G 251 & 18G 251(E) – Hydraulic Pressure Gauge and Pressure Test Adaptor:

To check the hydraulic pressure generated by the overdrive oil pump. This British Leyland tool can be replaced by any hydraulic pressure gauge with the proper pressure range: 0 to 600 PSI is recommended. These are available in many hardware, hydraulic or automotive supply stores. The thread at the overdrive end of the flex hose also has to match the thread on the relief valve plug for your overdrive unit. This is easily accomplished by using a hydraulic fitting.



18G 1118 – Oil Pump Body Socket: To remove the overdrive oil pump retaining plug (also known as an access cap). The task accomplished by this specialized socket can also be completed by using an adjustable face pin spanner as illustrated. Available in different sizes, you will

need one with a pin diameter of 3/16 inch. This makes Snap On tool # AFS482B ideal; and the very first Snap On to find the inside of my tool box. After buying one for some \$40, I also discovered that my angle grinder came with a similar spanner - to change the grinding wheel - that also does the trick. Available for \$6 at Princess Auto, in the grinding tool section. Anybody interested in buying a Snap On? There is one drawback to not using the original British Leyland socket: you can't torque to specification during re-assembly. Don't worry. British Leyland certainly didn't. They never specified the torque...



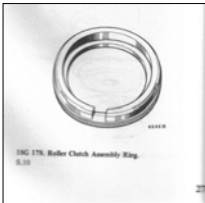
18G 1117 – Pump Body Holder: According to the workshop manual, this is supposed to make your life easier by holding the oil pump body during the assembly process. Frankly, I have no idea why anybody would want to use this. I just hold the pump with the fingers of the left hand while I work the other parts with the right hand. Must be a tool for lefties...



18G 1004 & 18G 257 – Circlip Remover: If you do not live in the United Kingdom, these are known as snap ring pliers. These are available in all automotive stores. Given the tension required by the snap rings in this application, I would recommend acquiring and using the heavy duty models with interchangeable end pins.



18G 191 – Bevel Pinion Setting Gauge: To take measurements for the back end selective washer. This tool can easily be replaced by a proper dial gauge and base. They are available in specialty automotive shops, machine shop supplies or hobby stores. I bought this one with the magnetic base at Princess Auto for approximately \$50. They are also available at Busy Bee. You will need a minimum of .001 inch precision on the dial.



18G 178 – Roller Clutch Assembly Ring: To re-assemble the rollers in the unidirectional clutch. This is a tricky operation and I would love to get my hands on one of these. However, it can be replaced by a simple collar clamp. The trick is to wrap the clutch assembly in the collar clamp and to leave the clamp on the loose side while you are inserting the rollers in place. Tighten



up the clamp before lifting the assembly. Push the assembly through the clamp in order to insert it in the annulus.

18G 185 – Dummy Layshaft: To align the splines in the planetary carrier and the unidirectional clutch. If you are also rebuilding your gearbox, you can use the real shaft or you can use an old shaft if you have one lying around. If you do not have an old shaft and your gearbox is already assembled, do not worry. You can always line up the splines by eye and refine the alignment later. When the time comes to fit the overdrive unit to the third motion shaft, if the splines do not line up perfectly, simply remove the overdrive and fine tune the alignment with a flat screwdriver. Do not forget that it is a unidirectional clutch and that the splines will only rotate one way (counter-clockwise).

The requirements to press seals and bearings were already discussed in part one of this article, dealing with the gearbox. Other tools required are fairly common and should already lay in most toolboxes. One other thing: patience. It takes longer to rebuild the overdrive unit than the front end of the gearbox.

Editors Note: If all else fails follow these simple rules:



Winter Storage Tips

John Twist, University Motors

Ask a dozen MG owners how they store their MGs and you will receive a dozen different answers. Methods range from abandoning the MG under a tree in the front yard, to complex routines involving raising the MG off the ground and removing the seats. There is not a "proper" method as each owner has slightly different considerations and requirements -- yet there are some basic rules to follow in any storage procedure that will lessen the probability of damage during storage.

In addition of the normal freezing precautions, some thought must be given to location, access, traffic around the stored MG, humidity, etc. It is important to develop a plan which you can follow easily and that you implement this plan before winter shows its cold fury.

Basic Rules:

Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator, or heater. A full tank of gasoline reduces the amount of water which can be absorbed in the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces the etching caused by dirty, contaminated oil (which actually can become acidic). Topped off master cylinders reduces the possibility of water contamination.

Store the MG with the hood (top) up, and windows and vents closed. The folding hood (or soft top) can develop nasty creases when left folded throughout the winter. Closed vents and windows makes it more difficult for small furry creatures to foul or devour parts of the MG. It's always nice to clean the MG's interior prior to storage -- discarded bottles and cigarette butts do not enhance the interior bouquet.

Ensure that the boot (trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. The under bonnet (engine-bay) is easily protected by discharging an entire can of WD-40 or similar product on all the engine components, especially the bright metal or aluminum parts (carb, coil, anti run-on valve, etc).

Finally, take the MG on the last run of the season allowing it to heat up fully; a half hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not use the MG until spring, it's necessary to remove the battery to prevent freezing. Should the battery burst, sulfuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

Storage Considerations

Consider the following questions and make your own storage plan from these concerns:

- 1) Location -- Will the MG be stored close to home or in a barn forty miles distant? Will the MG be stored inside or outside?
- 2) Access -- Will the MG be locked in a building to which you will have little or no access, or will it be available every day? Will it be possible to drive your MG during the winter or will it be positioned in the corner of the garage?
- 3) Traffic -- Will the MG be isolated from movement, or will the family Vista Cruiser discharge four energetic, sometimes careless, children who will open doors against it?
- 4) Humidity -- Will the storage area be very dry or will there be a puddle of melting snow forever swelling under the MG?

5) Temperature -- Will the storage temperatures be room temp., just above freezing, or dead cold?

6) Animals -- Will the family cat use the soft top as a springboard, will Fido jump against it, and are there furry rodents which may use the MG as a hotel or find the leather seats tasty at mealtime?

7) Owner Maintenance -- Will you really have the opportunity, inclination, time, and resolve to visit your MG every week or month?

Insurance

Insurance, even on your stored MG, is a MUST! Always keep a theft/damage/vandalism/fire policy in effect on your MG. MGs are still stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your MG or worse; and fire is always a possibility. This type of insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your MG with the insurance agent before the loss!

System Protection

1) Engine: Fresh oil is usually adequate protection for several months of relatively dry storage. If the MG is going to be stored longer, or if the humidity is high, then the engine should be started at regular intervals and allowed to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Before replacing the plugs, turn the engine over slowly -- by the crank in the earlier models, or pushing while in fourth gear -- as this will move the oil throughout the head, pistons, and valves. Covering the tailpipe outlet with duct tape prevents moisture from entering the exhaust system, as tape over the air cleaner inlets keeps moisture from the carb. internals and the cylinder head.

2) Ignition: Normally there are no preventive measures, but if the MG is going to be stored for several years, the distributor cam should be oiled.

3) Cooling: The 50/50 solution of glycol antifreeze and water is usually all the attention the cooling system receives. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.

4) Fuel: If the MG will be in storage for just the winter, then the full tank of gasoline perhaps with the addition of a can of "dry-gas" will be satisfactory. If the storage will be longer than a year, then draining the float bowls to prevent a buildup of varnish would be wise. Here we have a predicament; gasoline purchased years ago seems to last forever; gasoline purchased today goes bad after a year or so -- therefore, if you do leave the tank full, it may be necessary to completely drain it if the storage time is longer than a year.

5) Clutch: Two problems can occur in long term storage; the clutch hydraulics can leak; and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis can help these situations from happening. Damp storage is a real problem with the clutch and can aggravate this rusting. If the MG can be started, then a short fore and aft movement, using the clutch, is just super.

6) Suspension: Winter storage causes no problems with the suspension. Very few MG owners place their MGs on jacks for the winter -- but if it is done, place the stands under the outer portion of the front A arms and under the leaf springs where the U bolts sur-

round the axle and spring. This is to keep the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps. If the MG is placed on stands, then reduce tire pressure to 10 - 15 lbs. Whether on stands or on the ground, be certain to move the MG once or more during storage -- as little as a foot -- just to keep the bearings from rusting.

7) Brakes: Rolling the MG back and forth will prevent the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Pumping the brake pedal on a regular basis will keep the cylinders from freezing up. Some owners back off the adjustment on the brake drums so that there is no chance of the shoes rusting to the drums -- and so that the cylinders move further while the pedal is exercised. The handbrake should be exercised too. Rapidly working the handle up and down can prevent the cable or linkage from freezing in position. Be certain to store the MG with the handbrake OFF!

8) Batteries: No battery will hold its charge forever. Further, when the charge of the battery is reduced far enough, the electrolyte can freeze, cracking the case and ruining the unit. If the MG is stored in freezing temperatures, then it must be started as frequently as every two weeks (at least once a month, please) or the batteries must be removed. Battery removal can be avoided by an occasional trickle charge but the alternator should be disconnected before charging. On the MGBs 1977 and newer with the electric clock, remove the bottom fuse in the fuse box which will stop the clock from working and eliminate that drain (albeit very small) on the electrical system. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.

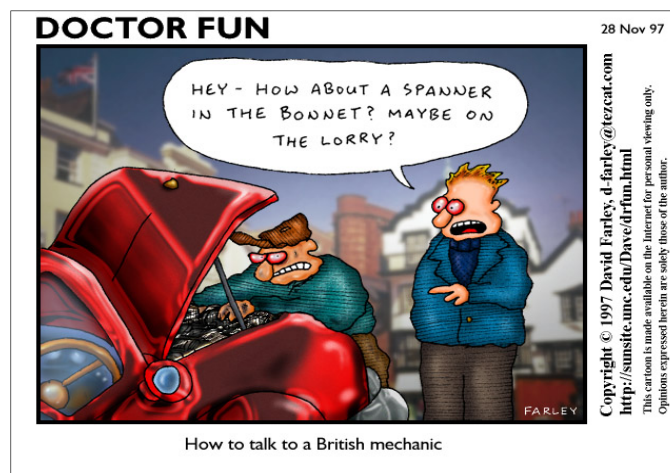
9) Body: To prevent oxidation or scratching, the MG should be covered with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the MG to breathe, hence allowing condensation and rusting. If the MG is stored in a heavy traffic zone (the family garage, for example), then some additional protection is in order. Thick cardboard, a suitable supported piece of wood, or even an old mattress suspended from the ceiling will prevent damage from winter tools and car doors. If the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Every effort must be made to keep water from under the MG. If the storage is outside, then snow must be kept from idling up against the sides, preventing the flow of fresh air to the undercarriage. Some owners have found that by parking the MG on a large sheet of plastic the humidity from the cement or earth does not reach the underside of the MG.

10) Interior: Extreme dryness can cause leather seats to contract and crack. It is wise to prepare the leather with a compound to keep the hide supple. If there is a chance of rodents getting into the MG, they will next in the seats, eat the carpeting, they'll eventually eat the insulation from the wiring! Close off access to the interior by keeping the vents tightly closed and the top up, windows closed. If there are small spaces through which Mr. Mouse can gain access, close them off with tape or rags. Some owners remove their seats prior to storage. A dish with mothball flakes or pellets usually dissuades the mice. Use either the old fashioned tried and tested naphthalene or the new paradischlorobenzene.

*The Annual Monte Carleton Run
To The Boot'n'Bonnet All British Car Day
In Kingston
August 24th 2003*
By Len Fortin

The title of this event report is quite a mouthful, eh? Of course it only tells about the "what", "where" and "when" aspects of this wonderful summertime jaunt from Ottawa to Lake Ontario. Here are some "who", "why" and "how" details:

Our morning meeting place was a wee shop called 'Jause' in Merrickville. [Thanks to Ivan for making this possible.] They made the most wonderful early morning breakfast selections. [I had the special chocolate waffles with strawberries.] There were a goodly number of MGs out for this annual driving event. [Thanks to Sparky and Beetle for dressing up themselves and their "B" in such unique fashion.] And although we wanted to linger, we had to get a move on towards Kingston [Thanks to Debi for preparing the route.] So using the trusty "second car falls back" rule, we zigged and zagged our way along some fine county roads through places such as Jasper, Toledo and Delta. [Great roads for MGs.] Then, after a break at the Brewers Locks area, we traveled a short distance along the "almost paved" Washburn road. [There may be varying opinions about the length and condition of this road.] The route was not supposed to take us into the village of Sunbury, but the lead car was low on fuel and so a minor detour took the whole convoy to a gas station just up the road into Sunbury. [Thanks to Len for not completing his fill-up duties before the run got underway.] And then the convoy did a turnabout and continued on its way south, and finally arrived at Kingston City Park. [A little later than planned, but folks were quite satisfied with the run.] With good weather to enjoy and lots of fine cars to look at and a great lunch included as part of the registration fee – overall this was a fine get-together. [Of course you know, with bad weather and only a couple of cars and only a bag of snacks, this would still be great for us MGers, right??]



The British Invasion At Stowe, Vermont – September 2003

By Len Fortin

The original travel plan for this year's drive was to have two departures for OMGCers to choose from on Friday, September 19th; one around 8am from the far west end of town and one around 2pm from the far south. But as things turned out, we were all able to join the morning group and do a couple of pick-up points along the way; starting on the March Road, picking up at the corner of highways 43 and 31 and at the town of Finch and in the city of Cornwall. The weather was definitely not great as hurricane Isabelle was just poking her cloudy skies into Ontario, so the roofs were up. But the MG spirit was alive and well.

An electrical problem with Troy and Robyn's MGA on Thursday evening caused them to miss the convoy as we passed through St. Andrews West – and I guess we were a bit behind schedule when we arrived in Cornwall because, as we found out later, Peter and Heather left the pick-up point there about 10 minutes before we arrived. However, the rest of the crew continued on through the border and headed for the top of Lake Champlain as we planned to get to Stowe through the famous and exciting "notch" route.

The drive, although the roofs were up and the sky was overcast, was pleasant and uneventful until lunchtime arrived. As folks attempted to start their vehicles after the break, Len and Deb could not get the MGA to start and Bill and Joy suffered the same fate with the MG TD. It was odd because neither of them had experienced any such problems in recent travels. So the gang pitched in and gave both vehicles a push start to get us on our way again. And after one more brief stop a bit later on, Debi's "A" started up just fine but Bill felt there might be a dead cell in his battery and he would need to replace it when we arrived at our destination.

The trip over the mountain to Stowe, through the "notch" on highway 108, was as neat and nifty as it always has been. It's an event in itself to see a bunch of British sports cars zipping around the many curves in the roadway, past the precariously close rocks, up the steep grades and down and around the same things on the other side. And when you get to the bottom, you're in Stowe. Our stopping spot, however, was only part way down route 108 – and so we arrived at The Northern Lights Lodge.

After check-in, Bill called a local NAPA store to locate a battery for the TD. They had one in stock, but the store in Stowe was closing in 25 minutes so we had to hustle. With wrenches and other tools put to work, we were able to remove the battery with only minor difficulties (things never go right when you're in a hurry). Then the ride to the NAPA store, Len driving the "A" with Bill sharing the passenger seat with the old battery and the same back to the lodge with the new battery. Installation was a success.

Some of the folks went to the show field to register and join in the evening British Invasion get-together and others gathered at the lodge for a drink and then went to local spots for dinner. After a long day, most turned in early.

Saturday, the show day, held much better weather. Some folks went on a bit of a planned driving tour all about the area before the car show. I understand there were about 800 cars on display and I wanted to do my 'peoples choice voting' duty so I did my walk-about with my ballot booklet and pencil in hand. And most of us did visit the various vendor tents all about the place. Every once in a while we'd bump into other

OMGCers who were doing the same thing. A few cars to see; a spare part or two; a bit of lunch or a snack; some more cars; a chat with a chap who came from places local or distant; another bunch of cars; more chats with more chaps; and more and more cars. Fine afternoon!

The evening meal for the OMGCers was a fun time at "Ye Olde English Inn", almost right in the heart of the Stowe village. And we had 24 people gathered together for this part of the event. After the meal, with a few drinks back at the lodge and some music and some more chat, Saturday came to an end.

On Sunday, another drive-about was offered and some more folks tagged along with this part of the event. Sunday was also tailgate picnic day. Len and Deb displayed a fun tailgate picnic with a theme of "Picnic In The Park With Picasso" – where folks were invited to autograph Picasso's drop cloth and get a coloured line drawing of their favourite British sports car. The judges awarded them the "Most Inventive" plaque and ribbon award for their efforts. And after things were cleaned up, it was time to head for home.

On the way back, at the border crossing called Champlain, there was a 'longer than expected' line of automobile travelers. As we inched our way toward the gate, Bill's TD went into an overheating situation and we had to push it off to the side of the line-up. So, as the "A" inched slowly toward the Customs & Immigration booth, we pushed the TD up along the side and when it was Bill and Joy's turn to pass through, we pushed the TD into position at the gate. Then after they were given the "green light" we pushed the TD out of the gate and into a spot on the other side to wait. I'm not certain what the Customs Agent said to Bill and Joy, but I don't think she even took a second look when the car was pushed in and out of the gate. I guess 'cause she figured the car was more than 50 years old. And after we successfully went through the gate in the "A", after the TD had opportunity to cool down, it started OK and ran well for the rest of the trip home.

You can see, from these happenings and incidents, that this club – the OMGC - has a great bunch of traveling people in it. People with a sense of adventure. People with a sense of assistance. People with a sense of humour. Great people!



Fall Colour Run 2003



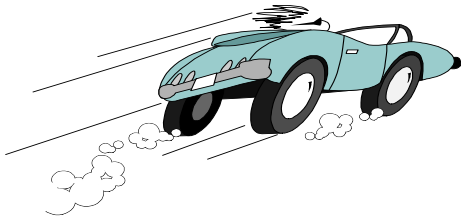
We had special guests this year, all the way from Russia!



Boris and Natasha Fortinovis

Many thanks to Heather and Jordan for their hospitality, a great time was had by all!

Cheepo Cheepo 04
"LFTR"
Look For The Rocks



June 5, 2004

In early September Chris and Dalton Begin along with Berny and myself made our exploratory trip to Bancroft to check out the route and hotel facilities and we are pleased to announce that both are great. Roads, accommodations and food.

The driving will introduce you to a new area after Calabogie to Bancroft. The driver will be challenged by many turns and gear shifts while the navigator can observe some of the best wilderness country in Eastern Ontario.

The town of Bancroft and area is the Mineral Capital of Canada and has much to offer. The hotel has an indoor pool, sauna and more.

I have a reservation block for twenty couples at an all inclusive cost of \$170.00 per couple. To book your reservation for this annual spring drive contact Bob Stark at 258-4136 or if your are long distance try 567-3000 wait for dial tone then dial the above number.

Ottawa MG Club Event Calendar

November 19	Tech Session	British Automotive 6pm	Frank Rizzuti	225-4240
		Interior Upgrades Seats, Carpets etc.		
November 20	Club Meeting	Louis' Restaurant 7pm	Jordan Jones	839-1821
		Annual General Meeting		
December 6	OMGC Christmas Party		Mary Attwell	836-3133

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

www.omgc.net

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OTTAWA MG CLUB
2003 / 2004 MEMBERSHIP & RENEWAL FORM
Membership Number_____

Please bring this membership form along with payment to the next meeting
(\$35 New Members, \$25 Renewals, cheques payable to The Ottawa MG Club)
Or mail to: Mike Daniels, 57 Tiffany Place, Kanata, Ontario, K2K 1W5.

Name:_____ Navigator: _____

Address:_____ Phone (home): _____

City / Prov:_____ Phone (work): _____

Postal Code:_____ Fax:_____

MG Model:_____ Year:_____ E-Mail:_____

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

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You Might Be a Little British Car Owner if ...

You spend more time fixing your car than you do driving it
You are relieved to find only a "small" pool of oil under your car
You come into some extra cash, and send it to Moss motors instead of buying a much-needed pair of pants without holes
You look at the purchase of tools as a long-term investment.
Your garage holds more cars than your house has bedrooms.
You have a two-car garage and your daily drivers live outside all the time
You can remove, strip, clean, reassemble and re-install a twin SU carb setup....inside of twenty minutes....blindfolded
You take enough spares with you to replace every electrical component on the car
You think that "Lucas" is English for "darkness"
The name "Zenith" does not remind you, first and foremost, of your grandparent's TV
You think the British colleges could use a good technical writing course
A customer service rep at moss motors knows your voice and name by heart
You know that Laycock De Normanville is not a stripper's name
The name "Sunbeam" does not remind you of toasters or blenders
At a car show you open your bonnet, not to show off the engine, but to let the engine cool off because it was running hot
Can diagnose a problem entirely by the smell or color of the smoke emanating from your vehicle
Driving after dark requires special electrical system checks
It seems reasonable that you should add oil to your carburetors
Your trunk normally contains the following items:
- a spool of wire, electrical tape
- more than one quart of oil (of more than one viscosity)
- a spare set of spark plugs, a spare spark plug wire, and a spare rotor
You send your Snap-On rep a Christmas card
You consider rust a performance enhancer because it is lighter than virgin metal
A fire extinguisher is considered standard equipment
Seeing the road through your floor pan is an alternate means of checking road conditions
You know it will take 10 minutes to remove the first three nuts and 2 days to remove the fourth
You never ask your wife for permission to buy LBC parts.....you only beg for forgiveness at a later date.
You have enough spare parts to build another car.
You have a "home" toolbox and an "away" toolbox
The UPS truck stops at your house more than any other house on the block
You do more catalog shopping than your wife
You used to have money
You try to justify your hobby as continuing education
Your EMAIL address refers to your car rather than to you
The car gets waxed more often than your floor
Your family brings the couch into the garage so they can spend some time with you
Your Christmas list begins with a Webber carb and Stainless Steel Headers (and your "significant other" knows what these are).

Mr. John Christy, Editor
Sports Car Graphic
5959 Hollywood Boulevard
Los Angeles 28, Calif.

Dear John:

Here is our brand new MGB. It represents the first all-out MG change since the MGA series made its debut seven years and more than 100,000 vehicles ago. Everything is new but the Octagon. Production of our new thoroughbred is now in full swing.



The B is designed to appeal to:

PRACTICAL GUYS who like wind-up windows with adjustable side vents, a wrap-around windshield and wide opening doors with outside handles and locks.

AESTHETIC GUYS who flip their lids over subtly sculptured, aerodynamic lines and magnificent trim and finish.

HEEL AND TOE GUYS who revel in supple suspension, cyclonic acceleration and on a dime braking.