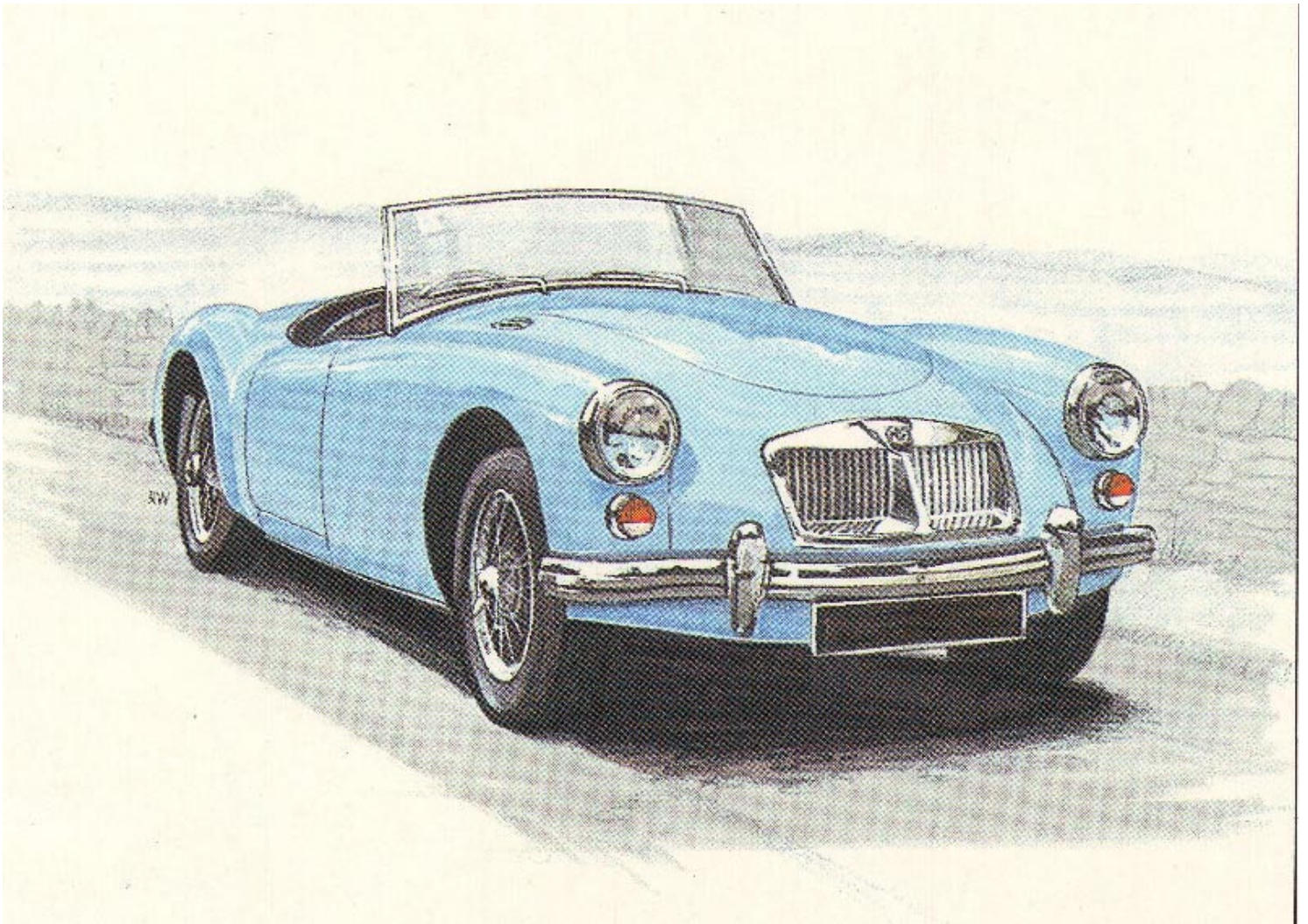




# The Dashpot

Summer 2008



# OTTAWA MG CLUB

*The Dashpot* is the official publication of the Ottawa MG Club.  
Submissions for consideration should be sent to: [fortinl@passport.ca](mailto:fortinl@passport.ca)

**Visit us on the web at [www.omgc.info](http://www.omgc.info)  
you will find web links to various suppliers, other clubs and  
organizations as well as technical help, membership forms, regalia and  
library offerings and other fun stuff**

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## From The Editor's Desk



This SUMMER 2008 Edition of The Dashpot may seem to be a bit mixed up. Articles that should follow others are, in fact, placed before them. Timing and sequence of events and reports are a bit helter-skelter. But, no worries, it's all here for your reading and viewing pleasure. Various folks have contributed pictures and stories to this edition, as well as for future editions, and I want to thank them for the effort. It makes my job of putting this newsletter together a lot easier. Lots has happened in the club events calendar so far this year and there is lots more to come. Events get so numerous, even if you are not able to join in at one particular get-together, there is often another event (club or non-club related) that you can choose to attend. I'll keep sending out the e-mail broadcasts so you can make fully informed decisions about your MG participation.

That's what Summer is all about you see..... MGing!

## President's Message

Well fellow MGers, summer is finally here and we are close to half way through the driving season. So far it has been great. The trip to Hudson, our first of the year, was super. A great show, well organized and well attended and a good drive to boot.

Cheepo Cheepo (or Cheapo Cheapo) was again a great success thanks to Bob Stark and friends. I thought the meal in Cornwall was the best to date, although I had had a fair amount of wine.

Of course I cannot fail to mention the tremendous amount of work done by Frank Rizzuti on the All British Car Day which again was a huge success.

Paul Williams and I met Mary Attwell in Valley Forge, Pennsylvania for MG2008 [the 17th Annual North American MGB Register Convention]. The organizing committee did great work, but could not control the weather. It rained heavily on our way down, on Friday evening during the "Philly Dinner", on Saturday at the mid point of the show, and again just after we crossed the border back into Canada. I had to take out the entire interior of the car, including seats, carpet and insulation and it still took a week to dry. Oh well, I did pick up a new top so that should help next time. I guess my overall impression of MG2008 was of Interstate Highways and Freeways which we had to use everywhere we went, including to the show venue. The Philadelphia Triumph club provided stellar service by manning every intersection on the 40 minute drive from the venue hotel to the show venue, but of course they had gone home by the time we left the show field and I suspect there are still MGBs running around Malvern looking for the way back to the hotel. We did meet David Tetlow and Terry, but rather than follow us back to Ottawa they decided to take a more sedate route to Niagara Falls and then to Ottawa, where I understand they were well looked after by the Evenchicks, Kochs and McClures along with technical assistance from Jordon Jones.

The OV Jog 2008 edition is scheduled for August 9/10 and looks to be a fun run with a good group of members.

Our summer meetings have been well attended with the next one scheduled for the third Thursday in August at the Red Dot Cafe in Osgoode.

One final note: MG2009 will be held in Breckenridge, Colorado and I think it would make a great trip; two weeks or so, out and back. We have some interest already and if you would like a two week holiday in an MGB, please contact me.

Safety Fast!

Terry Haines.



Panoramic View Of MG Racers At MG2004, The 13th North American MGB Register Convention In Parsippany, New Jersey



# THE BOOT 'N BONNET CLUB'S

## 19<sup>TH</sup> ANNUAL BRITISH CAR DAY

Held in Kingston City Park  
Sunday August 17th, 2008  
10:00 a.m. - 4:00 p.m.

*This year Celebrating the Sixtieth  
Anniversary of the Morris Minor*



PARTICIPANT'S CHOICE JUDGING  
REGISTRATION GIFT FOR THE FIRST 150 REGISTRANTS  
BBQ LUNCH, VENDORS  
MANY, MANY VALUABLE DRAW PRIZES  
ADMISSION: \$25.00 PER CAR (includes BBQ lunch for 2)

I/We will be attending BCD 2008 \_\_\_\_\_

Make, Model and Year of Vehicle \_\_\_\_\_

Please make cheque payable to The Boot 'n Bonnet Club and send to Linda Thomas, 92  
Wyona Lane, R. R. #1 Wolfe Island, ON, KOH 2Y0

# M.G. Parts Suppliers

**W**e have dedicated several Parts Locator columns to import suppliers in the past. Jaguar, Mercedes and Triumph have all been featured at various times in earlier issues. We thought we would discuss M.G. suppliers this month, not only because your latest issue of *Hemmings Motor News* has many M.G. parts and services suppliers, but also because many of them have been extremely helpful in our own



PARTS LOCATOR

## Jim O'Clair

Visit the Hemmings Parts Locator Service online at [www.hemmings.com/partslocator/](http://www.hemmings.com/partslocator/)

many of these vendors at one time or another and have found them to be both M.G.-knowledgeable and helpful.

**JOE CURTO INC.** has been rebuilding S.U. and Zenith Stromberg carburetors and supplying parts for them since 1973. Curto manufactures replacement throttle shafts and can supply you with Lockheed and Girling brake parts and Lucas electrical items.

**FAXON'S AUTO LITERATURE** offers many M.G. service and repair manuals, as well as owner's manuals and other original literature.

**TUXEDO MOTOR SPORTS** offers a rebuilding service for all Lucas distributor units with a vacuum advance. Many other British makes, such as Jaguar and Rolls Royce, also use these Lucas units.

**CLASSIC TUBE** can manufacture pre-bent fuel lines and/or brake lines for your M.G. project. Brake hoses are available in rubber and in stainless steel braid, and clutch lines are available as well.

**MIDTOWN AUTO** is a used parts supplier with many British donor cars, including M.G. and Triumph. Sheetmetal

and mechanical parts are available, as are engines and transmissions.

**BOOKS 4 CARS** can supply you with shop, repair and parts manuals for most M.G. models. Factory and aftermarket service manuals are available, as are other books about M.G. cars.

**BRITISH AUTO PARTS** offers many hard-to-find M.G. items. They deal in new, used and rebuilt parts for all British cars. This gives them the ability to come up with several alternatives for your parts needs.

**VAN HOOK VINTAGE** is one of our M.G. advertisers who specializes in fuel pump and S.U. carburetor rebuilding.

**TS IMPORTED AUTOMOTIVE** is a mechanical parts specialist for British cars, specializing in premium Kevlar brake pads and stainless steel brake lines. TS Imported also offers remanufactured cylinder heads and improved-design gear-reduction starters.

**CLASSIC WOOD** has ash wood kits available for MGA as well as the M.G. TC, TD, and TF models.

**KIP MOTOR COMPANY** is your one source for all British orphan models. Along with Austins, Anglias and Thames cars, Kip Motor has many parts available for the lesser known M.G. 1100 and Magnette models. Kip stocks many unusual Lucas lenses as well.

**BRITISH PARTS NORTHWEST** offers many new aftermarket restoration parts for your M.G., including performance engine components, clutch kits, exhaust headers and brake parts. Chassis and interior items are also included in their extensive product line.

**WHITE POST RESTORATIONS** has been an advertiser in *Hemmings* almost as long as we have been around. They offer a rebuilding service that is able to refurbish your M.G. brake master cylinder or disc calipers to original specifications. Their re-sleeving service will restore hydraulic brake parts that will outperform an original unit.

**NISONGER INSTRUMENTS** specializes in M.G. gauge rebuilding. But Nisonger not only does dash gauges, they can also restore fuel tank sending units, tachometer gearboxes and clocks. Their specialties are Smith's tachometers and Jaeger speedometers and they have been repairing the units for 80 years.

**PRESTIGE AUTOTRIM PRODUCTS** sells quality replacement interior trim materials that they receive directly from

British manufacturers. In addition to leather, carpeting and door panels, Prestige also has a complete line of convertible tops in many colors and materials. Complete interior re-trim packages are offered.

In addition to their quality British car restoration service, **UNIVERSITY MOTORS LIMITED** conducts periodic vehicle repair seminars for M.G. and Triumph enthusiasts. University Motors has been in business since 1975 and has successfully offered these seminars for over 25 years.

**PENINSULA IMPORTS** has many M.G. replacement parts available. Weber carburetor conversions, replacement gas tanks, and body sheetmetal are on hand and ready for shipping. Peninsula offers Dayton wire wheel conversions, too.

M.G. owners wishing to upgrade their engine to an American V-6 should get in touch with **JOHN'S CARS**. They have a Ford V-6 conversion available and offer just the plans to perform this conversion or you can purchase one of their installation kits, which includes all the necessary mounting accessories, including exhaust headers.

**THE WIRE WHEEL SOURCE** sells American-made Dayton chrome-plated wire wheels. These wheels have stainless steel spokes and are hand-assembled onto forged hubs. This makes them stronger and longer lasting than the stamped hub wheels that are offered elsewhere.

**NORTHWEST IMPORT PARTS** has been dealing exclusively in M.G. parts since 1984. MGBs are their specialty. They have a large list of available engine, suspension, transmission and interior parts available. Performance items such as racier camshafts and aluminum cylinder heads are also offered.

**MARTIN COOK** has many used parts available for your MGB project. Martin has over 60 parts donor cars from which to select good slightly used parts.

**BRITISH WIRE WHEEL** carries a complete product line of premium wire wheels, in addition to the correct tires for your M.G. They also have knock-offs and hubs available, in addition to all the necessary tire tools to replace or remove wire wheels.

**HERITAGE UPHOLSTERY AND TRIM** has original M.G. interior products available in their extensive inventory Connolly leather, Wilton

carpet material and English vinyl are all listed in their product line. Seat foams, tonneau covers and convertible tops are included as well, and sample materials are available by phone.

**APPLE HYDRAULICS** has lever-action shocks available for your M.G. Apple can also rebuild brake components and install new king pin bushings in rear swing axles. Carburetor rebuilding is another of their services. Re-bushing of carburetor bodies and new throttle-shaft installation are their specialties.

**BRITISH WIRING INC.** can supply you with new reproduction wiring harnesses for all M.G. models and for other British marques as well.

**O'CONNOR'S CLASSIC AUTOS** is an authorized Moss Motors distributor who offers many new, rebuilt and used M.G. parts in addition to performing quality British car restorations.

**UNIVERSAL VINTAGE TIRE** is the exclusive U.S. distributor for classic Dunlop passenger car tires. Many other tire brands and sizes are available for either your vintage ride or your daily driver.

**DAYTON WIRE WHEELS** not only has wire wheels available for your M.G. or other British car; they have many sizes and configurations of wire spoke wheels for any other classic or vintage car you may have at home in your garage; street rod, custom, pickup or muscle car.

**FIDANZA ENGINEERING** manufactures lightweight aluminum flywheels for manual-shift British cars. Their lighter weight means better performance and slightly better fuel economy too.

**THE ROADSTER FACTORY** offers many new aftermarket parts for MGB and MGB-GT models, in addition to their full-line coverage of all Triumph models. The 266-page glove box companion catalog lists thousands of MGB specific replacement items.

Many of our advertisers have assisted us in our M.G. "Project with a Heart" restoration to benefit the Good News Garage here in Vermont. We encourage you to show your support for them as they have shown their support for the hobby.

**BOB ENSIGN'S AUTOBODY** performs concours-quality restorations on many classic British and German sports cars as well as American classic vehicles.

**ALLIED ENGINE MACHINE SHOP** has assisted us with reassembly of the engine for our project car.

**SURFACE STRIPPING TECHNOLO-**

**GIES** helped us out by plastic media blasting the M.G.'s body before bodywork began.

**VICTORIA BRITISH** has a large selection of new, aftermarket replacement parts and offers free parts catalogs for your Midget, MGA, MGB or MGC. You can order any of the products in these catalogs online or by phone. Victoria British offers British Motor Heritage sheetmetal body parts that are known for their quality and fitment.

John Esposito of **QUANTUM MECHANICS** did a great freshen-up on

our M.G.'s manual gearbox.

**MOSS MOTORS** has been instrumental with technical and parts assistance. They have two warehouses of parts available for M.G., Jaguar, Triumph and Austin-Healey. With one facility on each coast, they can offer same-day shipping of most items, and their catalogs contain over 50,000 part numbers from which to choose.

For you MGB and Midget owners, the **AMERICAN MGB ASSOCIATION** can connect you with local M.G. club chapters, provide technical information and



lists M.G.-related events for you to attend all over the country. Their resources and connections in the British car restoration business are worth well more than the \$35 annual membership fee.

From this list of suppliers who are featured in the M.G. parts for sale section of your latest issue of *Hemmings Motor News*, you begin to see just how many other enthusiasts share your passion for M.G.s and British cars in general. For still more parts, services or restoration information, check out the M.G. section

of the magazine. We have many more suppliers than could possibly be listed in this one article.

#### Contacts

**Allied Engine of Bennington**  
800-752-0553

**American M.G.B. Association**  
800-723-6464

**Apple Hydraulics**  
800-882-7753

**Books 4 Cars**  
888-380-9277



#### British Auto Parts

541-933-2880

#### British Parts Northwest

503-864-2001

#### British Wiring Inc.

866-461-9050

#### Classic Tube

800-882-3711

#### Classic Wood

336-691-1344

#### Martin Cook

502-225-0595

#### Joe Curto Inc.

718-762-7878

#### Dayton Wire Wheels

888-559-2880

#### Ensign Auto Body

518-435-0641

#### Faxon's Auto Literature

800-458-2734

#### Fidanza Engineering

440-259-5656

#### Heritage Upholstery and Trim

360-332-3022

#### John's Cars

214-426-4100

#### Kip Motor Company

972-243-0440

#### Midtown Auto

315-422-2187

#### Moss Motors

888-220-0813

#### Nisonger Instruments

914-381-1952

#### Northwest Import Parts

503-245-3806

#### O'Connor Classic Autos

888-346-3647

#### Peninsula Imports

800-999-1209

#### Prestige Autotrim Products

800-659-2649

#### Quantum Mechanics

203-459-9612

#### Roadster Factory

800-283-3723

#### Surface Stripping Technologies

413-445-7878

#### TS Imported Automotive

800-543-6648

#### Tuxedo Motor Sports

845-753-5900

#### Universal Vintage Tire

717-534-0715

#### Van Hook Vintage

215-262-8547

#### Victoria British Limited

800-255-0088

#### White Post Restorations

540-837-1140

#### University Motors

616-682-0800



CLASSIC CARS IN A CLASSIC PARK

**Cornwall Olde Car Club**

**13th. Annual Car Show**

at

**Upper Canada Village**

Hwy. 2 East of Morrisburg

**Sunday Aug. 17, 2008**



2008

Registration: 8:00 AM to Noon

\$10.00 per vehicle

Dash plaques to the first 300 REGISTERED vehicles.

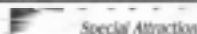
DOOR PRIZES...GRAND PRIZES...50/50 DRAW

**Special invitation to T-Birds up to 1977**

In honour of show founder Joe Bruggmans

Tickets to Upper Canada Village and Train Ride at reduced prices to show participants.

Food services available on site.



The Golden Triangle Steam and Antique Preservers Association will be showing their antique 'hit and miss' engines and tractors plus other interesting displays.

For information contact:

Mike Lemieux: 613-931-2687

email: [mike@cornwalloldecarrclub.com](mailto:mike@cornwalloldecarrclub.com)

[www.cornwalloldecarrclub.com](http://www.cornwalloldecarrclub.com)

The Cornwall Olde Car Club

proudly supports the

Children's Treatment

Centre.



# "JUDGED COMPETITION"

1st.-2nd.-3rd. place awards in each class

AWARDS PRESENTATION AT 4:00 P.M.



A. Production	to 1949
B. Production	1950-1959
C. Production	1960-1964
D. Production	1965-1969
E. Production	1970-1974
F. Production	1975-1986
G. Production	1987-1993
H. Mustangs	1964-1973
I. Mustangs	1974-1993
J. Corvettes	1953-1973
K. Corvettes	1974-1993
L. T-Birds	1955-1966
M. T-Birds	1967-1977
N. Wild Customs	to 1959
O. Wild Customs	1970-1993
P. Modified	to 1993
Q. Muscle-Production	to 1993
R. Hot Rods/Street Rods	to 1993
S. Trucks-Production	to 1979
T. Trucks-Production	1979-1993
U. Trucks-Mild Customs/Modified	to 1993
V. British & Non-North American	to 1993
W. Special Interest	to 1993

## PLEASE NOTE

- All show vehicles must be in place and registered by noon.
- Make sure your vehicle is in the correct class.
- Judging begins when participant is set up and ready.
- All convertible tops should be up, T-tops in, doors and trunks open.
- Members of the judging teams do not enter their cars.
- Cornwall Olde Car Club is not responsible for injury or damage to persons or property during this event.

## SPECIAL AWARDS

Best of Show

(Domestic & Foreign)

Longest Distance

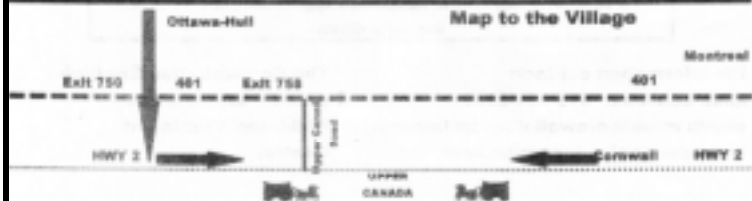
Spectators' Choice



## CORPORATE SPONSORS



## Map to the Village



## Lunch, Drive and Show – Canadian Guide Dogs for the Blind – Aug 17<sup>th</sup>, 2008



For the last few years Ottawa's British Car community has assisted the Canadian Guide Dogs for the Blind in its fund-raising efforts by supporting its UK Day and Garden Party by putting on a small car show. Last year was the best one yet and we are doing the same thing this year, on August 17<sup>th</sup>.



Canadian Guide Dogs for the Blind (CGDB) is a national, non-profit, registered, charitable organization that was founded in 1984. The mission statement is:

"To assist visually-impaired Canadians with their mobility by providing and training them in the use of professionally trained Guide Dogs."

The National Training Centre, just outside of Manotick, Ontario, is situated on 9 acres and includes a kennel that can house 30 dogs. The main house has accommodation for eight students and administration offices. CGDB is a founding member of the International Guide Dog

Federation which now has world-wide membership. It has trained in excess of 600 Guide Dogs. CGDB is funded by donations received from individuals, corporations, service clubs, Foundations and fundraising events, such as their UK Day and Garden Party.

This year the plan is to again rendezvous at the Swan at Rideau Pub on River Road for lunch at the Swan at 11:45 am on Sunday, August 17<sup>th</sup>. Following lunch we will leave at 1:30 pm

and to drive in convoy the 11 km to the CGDB event site at their Headquarters just north on Manotick. Alternatively you can join us for just before 1:30 pm at the Swan (Tagged as A in the map) and join the convoy or even meet us at the CGDB site after about 1:50 pm (tagged as B on the map).

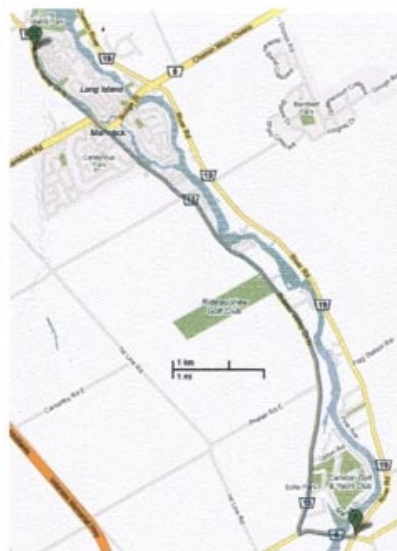
We will arrive into the site at about 1:45 – 1:50 and show the vehicles (and enjoy the afternoon) until about 3:30pm or so then head off.

Please join us with your vehicle for an enjoyable afternoon with a purpose. If you are willing to participate please contact Alan Graves at [afgraves@rogers.com](mailto:afgraves@rogers.com) and let him know that you are willing to participate and the number of people in your vehicle who will be joining us for lunch – so we can give the Swan an estimate of numbers and they can be prepared for us.

Many thanks,

*Alan F Graves*

Event Coordinator –  
Ottawa Jaguar Club



**UK DAY**

**GARDEN PARTY & TEA**

Sunday, August 17, 2008, 12 - 3:30pm

Canadian Guide Dogs for the Blind Training Centre  
4120 Rideau Valley Drive North, Manotick  
Details (613) 692-7777



## **JAGUAR DAY - June 21, 2008**

Just to let you all know that Terry Haines and his MGB won third place as the peoples choice at the Ottawa Jaguar Club Concours Show at Rockcliffe Airport. The 1st place winner was a Bentley and the 2nd place winner was a Jaguar. There were 40 Jaguars present and 1 MG. Well done. Safety Fast!

Mike O'Brien, President, Ottawa Jaguar Club



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### **Are The Tyres On Your Classic Safe? Check Your Tyres!**

And by that, it doesn't just mean checking the tyre pressures and making sure there is enough tread, but making sure the side walls are in good condition and the tyres not unduly old.

Her Majesty's Coroner for Manchester has supplied details of an accident that took place last year in which the driver of an H registered MGB lost his life when a rear tyre burst on the M56. Evidence shows that the driver was a skilled mechanic and a careful and experienced driver who was not travelling particularly fast at the time. The car was described by police as being maintained in an excellent condition. The surviving passenger said that just before the accident, the driver had commented that a "tyre wobble" had developed and he was going to "drive through it". The wobble went briefly, but then the tyre burst, causing the car to spin, clip a curb and flip over.

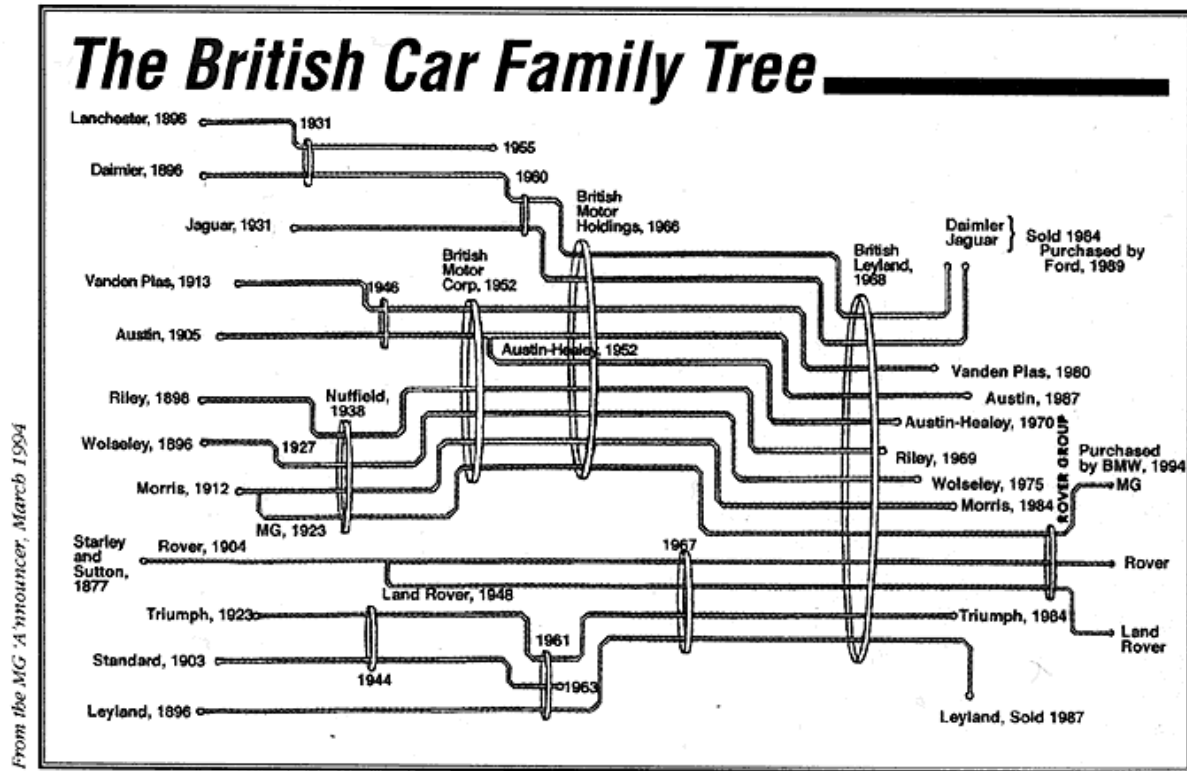
Subsequent investigation showed that - although hardly used - the tyre was 25 years old. It was one of a set of as-new tyres and wheels purchased at an autojumble the previous year for use for show purposes. At the time of the incident the car was on its way to a show at Oulton Park.

The Daily Telegraph recently carried a piece in the 'Honest John' column suggesting that tyre age was to become a testable item in the MOT test. We immediately contacted the Vehicle Standards and Engineering Division at the Department Of Transport and were advised that although most tyres already carry dates of manufacture in their side-walls, there are no plans to implement regulations to check such dates at the annual MOT test. DfT would, of course, change their mind if tyre failure, due to age, became a significant cause of accidents.

The British Rubber Manufacturers Association suggests that if a tyre is six years old and remains unused it should not be put into service. It also suggests that in ideal conditions, tyres may have a life expectancy of 10 years. Clearly, if DfT did decide to implement tyre date testing, there would be considerable implications for owners of older vehicles and we would certainly be making appropriate representations.

The moral of the story is not to wait for the government to impose tyre testing on everyone, but to make sure your own tyres are in good condition. Never use undated second hand tyres and never try to drive through a "tyre wobble".

## LOOKING BACK... WAY BACK...



MG: Abbreviation for Morris Garages, where versions of Morris cars were made. MG (England) 1923 to 2004 :: China 2005 to date.

Few marque histories have been as blurred and misquoted as has the MG one. Nobody can state with certainty when the first MGs were produced, though the honour should probably fall to the six Raworth-bodied, two-seater sports cars the founder, Cecil Kimber, commissioned to be built on Morris-Cowley chassis in 1923. This was while Kimber was still Manager of Morris Garages - from where the MG name originated. The Hotchkiss-engined car so often and erroneously referred to as Number One did not, in fact, appear for another two years, and was more accurately Kimber's first attempt at building a car solely for competition. The first model to be built in any numbers (about 400) was the 14/28 Super Sport, which came with either two or four seats and open or closed bodies.

From then until 1952, when the Nuffield Group of which MG was a part amalgamated with the Austin Motor Company to form BMC, the prolific little firm at Abingdon, Berks., produced countless sports and saloon cars for both road and track, breaking record upon record on the way. Though they bear the Leyland stamp, the 1979 MGBs and Midgets nevertheless owe much to their ancestry, of which the famous M, P and T Type Midgets and the larger K and N Type Magnettes are just a part. Today all MGs are sought after, not least the early racers with histories and the later classics such as the pretty TF and the fast, Twin-Cam MGA.

Chinese carmaker Nanjing Automotive has secured ownership of MG Rover for an unknown sum, after a three-way bidding battle spread over three months. It was one of two Chinese companies trying to buy the assets of MG Rover, the other being Shanghai Automotive. Although Nanjing was the smaller firm it secured a deal with administrators Price Waterhouse Coopers (PwC) on Friday, July 22nd, 2005.

"Nanjing will now begin to take control of the assets and develop its plans for the future," said Tony Lomas of PwC. The news is a blow for UK businessman David James, whose Kimber group had put in two bids to buy parts of Rover. Earlier this week Mr James, the company-recovery specialist who helped revive the Millennium Dome, told the BBC the combined value of his bid would be about 40m. (source: BBC ).

In China, MG no longer stands for Morris Garages, instead it means "Modern Gentleman", although that is unlikely to be used on export models.

## LOOKING BACK... THIS TIME NOT SO FAR BACK...



### Ottawa MG Club

- Founded Spring, 1990.
- 48 members
- cars range from a 1936 TA to 1981 MGB's
- Meet third Thursday of each month, year round.  
Events, ranging from social to competitive, held most weekends during the summer.
- Discounts and other considerations from local suppliers and garagistes.
- \$15.00 per year.

President: Hugo Leech, 235-5073  
Secretary: Jim Nunn, 824-0734  
Treasurer: Jim Blattman 824-9049

This bit of history, at the left, was given to me by Club Member Jim Nunn recently. He found it in his "B" while conducting a thorough cleaning of the vehicle. As you can see, Jim Nunn was the Secretary of the Club back then. As I understand it, each of the first executives of the club were well suited to their jobs. Hugo couldn't stand Jaguars and thus he was best suited for the MG President's position. Jim Nunn couldn't spell and thus he was best suited for the job of Secretary and Jim Blattman couldn't count and so he was the obvious choice for Treasurer. Well, in fact, all that is in jest. These three gentlemen really got this club going in the early years (although Hugo did appear to hold a grudge towards Jag owners). These 3" X 4" flyers were placed on windshields of many MGs in the Nation's Capital and posted in various locations throughout the area. One thing led to another and the club grew in numbers and popularity. In 2005 we celebrated our 15th anniversary and now have a membership of about 120. We still hold our meetings on the third Thursday of each month. And, although the membership fees have increased over the years, most folks believe the annual membership dues bring them lots of enjoyment throughout the year. We have done away with the Secretary position, we don't keep notes anyway. Our Treasurers have been very fiscally responsible over the years and our Presidents have continued the theme that Hugo and Jim set when this club got underway. Have fun with MG!





## INTERESTING TIRE INFORMATION

(submitted by Norm Peacey)

There are a growing number of instances where tires sold as new can be very old (some as much as 14 years) which means they are potentially dried out and unsafe. Tires this old, but not used, will not show the age cracking seen on old but used tires but are just as susceptible to tread separation at high speed. The results can be loss of control of the vehicle with some recorded deaths in both the US and Canada. If you are buying new tires make sure the manufacture date on the side wall is recent.

The picture below shows the DOT numbering on the side wall of a tire. The important digits are the last 3 or 4. If the second last digit is a "0" then the first 2 digits represent the week of the year and the last 2 the year, after January 1st, 2000 the tire was manufactured. If there is no "0" then the first 2 digits are the week and the last is the year before January 1st, 2000.

My brother-in-law in the states got caught in this. He put 4 new Michelins on his car. One went flat in a few days and the tow truck operator he called to change the tire told him the tires were 9 years old. The dealer would do nothing, but Michelin immediately replaced all 4 tires with ones dated late 2007.

Apparently in Europe and Great Britain tires more than 6 years old cannot be sold as new, even if they have never been used.



This tire was manufactured in 2005



## MGB Evolution 1962-1980

In 1959, Sydney Enver began work on a successor to the successful MGA. Initially designated EX 205, this project was to become the MGB with a monocoque body boasting greater interior room despite 3 fewer inches in length. Mechanically the first MGB closely resembled the MGA with the faithful "B" series BMC engine bored out to 1798 c.c. and a higher rear axle ratio. Over the next eighteen years, the MGB was to soldier on with numerous changes and facelifts that were introduced to try to keep the model somewhat competitive with its more advanced contemporaries. I have attempted to compile a chronological order to these changes so that the MGB owner of today might have some idea of what was actually aboard his car when it was built. Where body numbers are known, I have included them in brackets.

In the rationalisation of BMC numbers in 1960, the MGA 1600 numbers were prefixed by "G" for make of car: (MG); "H" for size of engine (1400-1999 c.c.); third letter for type of body: ("N" for open two-seater, "D" for coupe); fourth letter if found for variation from standard: ("L" for left hand drive, etc.); first number, model (started with MGA Mark II showing "2"). Therefore the MGB was identified initially as model "3", (i.e. GHN3). This system carried on to series "5" when the U.S. VIN system was adopted on what was to be Mark IV (or Series 6). Now that the reader is totally confused, read on as I attempt to create a simplified list of a less than simple history.

[I've moved the introduction of the HIF-4 carbs from the 1971 to the 1972 model year. Note that this list is far from complete, Clausager's list takes up twelve pages in "Original MGB", but it does provide an excellent overview!]

May 1962	Mark I - First production car completed. (GHN3-101) 18G engine.
July 1962	Last MGA produced (101,081 produced)
September 20, 1962	MGB officially introduced.
February 1963	Laycock Overdrive optional, folding top standard, factory hard-top option (19259)
August 1963	1964 model year. Closed-circuit breathing, 18GA replaces 18G engine. (19586)
September 1964	1965 model year. 18GB five bearing engine, oil cooler standard in U.K., electric tachometer. (48767).
March 1965	Fuel tank increased from 10 to 12 gallons and supported by bolts rather than straps. (56743). Door handles changed to push-button type (57986).
September 1965	1966 model year. The elegant GT was unveiled (first production GHD3-71933). Reversing lamps standard (tourer 100414, GT 1016928).
November 1966	1967 model year. (GHN3-108039) Anti roll bar standard on tourer.
February 1967	US wire wheeled cars get octagonal hub caps.
April 1967	Salisbury rear axle standardised on the tourer (129287).
November 1967	1968 model year - Fourth series (Mark II), 18GF engine. All-synchro gearbox from the MGC, dual circuit brakes, emission control equipment (air pumps etc.), alternator and negative earth electrics, automatic transmission optional, "Nader" [or "Abingdon Pillow"] dashboard [in North America], pre-engaged starter, energy absorbing steering column, overdrive switch combined with wiper wand, headlight control and horn also on a wand, electric windshield washer pump in lieu of manual, shoulder belts standard, separate oil and temperature gauges, hazard warning flashers. (Tourer 138401, GT 139471).
May 1968	New brake pressure warning light (147858).
October 1968	1969 model year, 18GH engine, (GHN4-158371, GHD4-58231). Solid coloured leather seats, piping same as seats, three wipers on tourer, simple stick-on side reflectors, front wing changed (indicator lamps closer to grille opening), reclining seats with headrest.
October 1969	1970 model year: Fifth series (Mark III) - ["Leylandized" MGB], recessed "black hole" grille, stud mounted BL badge motif on each front fender just ahead of the doors, rubber inserts in bumper over-riders, RO style (Rubery Owen) wheels introduced, Vinyl seats introduced, smaller steering wheel with three drilled spokes, split rear bumper this year only, heater standard on both models, optional up to this date, North American tail-lights unique with amber flashers on bottom (on top in UK), sidelights replace reflectors, dipping rear mirror (GHN5- 187170, GHD5-187841).
Late 1969	Aluminum bonnet replaced by steel.
August 1970	1971 model year, type 18GK engine. Solid rear bumper, over-riders are on longer "handed", new Michelotti top standard, boot interior light, ventilation and heating improved, new interior light, automatic trunk and hood stays to replace those infuriating rods (GHN5- 219001, GHD5-219002).

May 1971	250,000th MGB built (U.S. Spec. GT).
August 1971	1972 model year, 18GV engine, HIF-4 carbs, new padded fascia with glove box and face-level vents, centre armrest with storage and ashtray, logo on steering wheel now red (GHN5-258001, GHD5-258004).
Late 1971	Engine sump reduced to 6.9 U.S. pints, drain plug re-located, inertia seatbelts now standard.
August 1972	1973 model year. 18V engine, anti-run-on valve, carbon canister, steering wheel with slotted spokes, leather-bound gear lever, armrest on inside of doors, door mirrors standard on both doors, wiper arms black, heated rear window in GT, revised grille with black mesh, grille badge silver letters with red background (GHN5-294251, GHD5-296001).
August 1973	1974 model year, 18V engine, changes to engine bay for commonality with V8, radial tires standard, automatic gearbox withdrawn, seat belt warning buzzer and light, GT withdrawn from California market.
January 1974	Large rubber blocks on bumpers in place of over-riders (Sabrina Bumpers).
September 1974	Federal Rubber Bumpers introduced, chassis raised 1.5", single 12-volt battery, V8 type engine mounts, HIF carbs except California.
December 1974	GT withdrawn from North American market.
January 1975	1975 model year. 18V engine, Zenith-Stromberg carb., servo assist brakes standard for all dual-line cars, badge on front bumper, boot lid and steering wheel centre now gold black for 50th anniversary (1975 only) GHN5-367902.
June 1975	Overdrive standardised as optional equipment (HUH?).
August 1975	1976 model year. Catalytic converter standard, badge changed to silver and black.
June 1976	1977 model year. Electric radiator fan (two for North America and Japan), thicker front sway bar, standardised rear sway bar, gear lever overdrive switch, sealed cooling system, electric clock, remodeled fascia, four-spoke steering wheel, new top with zip-out window, pedal position changed for better "heel and toe". (GHN5-410001).
September 1977	1978 model year. Passenger side mirror convex, second carbon canister added, tonneau cover standard. (GHN5-447001).
May 1978	1979 model year. Radio speakers mounted in both doors.
March 1979	Start of North American "Limited Editions". 6682 LE's built for North America (does this include the 250 numbered Canadian editions?).
June 1979	1980 model year. Sixth series (Mark IV) - Identification numbering changed to comply with U.S. VIN systems. 80 mph speedometer, headlight rims notched for easier adjustment, front suspension cross member modified in anticipation of fitting "O" series engine. (501001).
October 22, 1980	Last two MGBs completed (523001, 523002 respectively).

Some of the changes were based on home models and not seen on export models for a few more months. Others were always on export models and only options on home models (such as the oil cooler). I hope this list is of use to the many MGB owners in the club. For more detailed information on your own car, there are many good books on the MGB with more comprehensive points of originality. And just when you think you have figured the whole thing out, you may discover that your MGB is uniquely different in some detail. Welcome to the wonderful world of MG.!

Article written by Al Fraser.

## MORE MG HISTORY

### MG first on D-Day ?

It's a little known fact that on D-Day, June 6 1944, the first to arrive in occupied France, was an MG. An MG? Sure, but the story is a bit complicated. In 1941 Cecil Kimber, Managing Director of MG, obtained a contract to manufacture the front end of the Albemarle bomber aircraft at the Abingdon factory. The Albemarle was Britain's first nosewheel bomber. It could be built in sections by different factories. The front end of the bomber contained the cockpit with all its controls. To manufacture this nosepiece proved far more complex than any car ever produced by MG. Yet the workforce at Abingdon succeeded to construct 653 of these nosepieces. On D-Day the fast Albemarle planes were the first to drop airborne troops on the Continent so it seems fair to say that MG arrived there first.

# On "Castor-ating" Your MGB

by Mike Price

Last year I was in the market for new tires for my B. Since the original 165 SR 14 size was going to be costly I did what many do and purchased a 185 70R 14 which gave the same circumference but with a wider footprint. Concerned about an increase in steering effort I was persuaded to purchase a castor compensation kit (it hurts to say it) which was claimed to make my car feel like it had power steering.

The kit consists of two very narrow wedge shaped shims which are inserted between the frame and the front cross member with the wide edge of the wedge facing forward. This has the effect of dropping the front end of the cross member in relation to the frame and bringing the king pin three degrees towards the vertical. As a result the castor angle (the degree of inclination of the king pin) is reduced from 7 to 4 degrees. I was told that the B was designed for bias ply tires and that modern cars, designed for radials, generally have a castor angle of 4 degrees. I later wondered whether I had purchased a bill of goods with this kit.

I fitted the kit last fall. Before starting I had in mind to leave the nuts loosely on the top of the securing studs when I dropped the crossmember to insert the shims. Sure enough I forgot with the result that the studs disappeared into the great abyss inside the cross member. This necessitated the dismantling of the suspension on both sides to retrieve the errant studs. I also had to fiddle with the steering rack mounting to ensure that it fit flush with the cross member.

I have now had some time to drive the car and evaluate any change to the steering. My impression is that the steering effort is the same but that the very small dead spot I felt in the wheel at 12:00 is gone. This has resulted in even faster steering accompanied by a slightly increased tendency to bump steering and tracking according to the camber of the road.

I purchased the kit from a vintage racer at Mosport who campaigns a replica of the Special Tuning MGB's of the 1960's. I have also seen a similar kit advertised by Costello Racing in a British MG publication. My overall impression is that this is a modification which is more suitable for competition than road use.

After all is said and done I am still quite happy with the steering and those damn shims are staying where they are. If I ever yearn again for a 7 degree castor angle it is a simple matter to remove the shims, provided that I remember to leave the nuts on the top of the studs. Should one decide to reverse the process the shims could still serve to level a table leg or as heel lifts for my wife's shoes.






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From OMGC Club Member, Gordon Timbers (also a member of the Healey Club):

### **Castrol USA - Expert Advice**

The latest API SM/ILSAC GF-4 category calls for reduced Zinc and Phosphorus levels to allow extended catalyst life in current model vehicles. There appears to be field issues associated with the SM/GF-4 oil's level of antiwear in the classic car engines known as flat tappet cam engines. The current late model passenger car engines are not flat tappet cam engines and have no reported field issues related to the level of antiwear chemistry in the SM/GF-4 oils.

#### **\*\*Product Recommendations for Flat Tappet (Solid Lifter) Cam Engines\*\***

Castrol Syntec 5W-40 (min Zn = 0.10 wt % = 1000 ppm)(full synthetic)

Castrol Syntec 20W-50 (Recent reformulation identified by "Recommended for Classic Cars" text on back label) (min Zn = 0.12 = 1200 ppm)(full synthetic) **PREFERRED**

Castrol TWS Motorsport 10W-60 (BMW dealerships) (min Zn = 0.10 = 1000 ppm)(full synthetic)

BMW Long Life 5W-30 (BMW dealerships)(min Zn = 0.095 = 950 ppm)(full synthetic)

#### **\*\*New Motorcycle Products, Expected to be Available Q2 2008\*\***

Castrol 4T 10W-40 and 20W-50 (min Zn = 0.10 wt % = 1000 ppm)

Castrol Actevo X-Tra 10W-30, 10W-40, 20W-40 and 20W-50 (min Zn = 0.10 = 1000 ppm)

Castrol Actevo X-Tra Offroad 10W-40 and 20W-50 (min Zn = 0.10 = 1000 ppm)

Castrol Power RS GPS 10W-30, 10W-40 and 20W-50 (min Zn = 0.12 = 1200 ppm) **PREFERRED**

Castrol Power RS R4 10W-50 and 5W-40 (min Zn = 0.12 = 1200 ppm) **PREFERRED**

Castrol Power RS V-Twin 20W-40 and 20W-50 (min Zn = 0.12 = 1200 ppm) **PREFERRED**

#### **\*\*Existing Motorcycle Products, Will Be Transitioning Out\*\***

Castrol Grand Prix 4-Stroke Motorcycle Oil 10W-40, 20W-50 (min Zn = 0.10 wt % = 1000 ppm)

Castrol GO! 10W-40, 20W-50 Motorcycle Oil (min Zn = 0.10 = 1000 ppm)

Castrol Consumer Relations



## LOOKING AHEAD...

Wednesday August 6th OMGC British Cars At The Rideau Carleton Racetrack - an evening Tirekicker gathering

Saturday/Sunday August 9 & 10 Ottawa Valley Jog Renfrew - a wonderful weekend run, info via e-mail broadcast

Saturday August 16th OMGC Corn Roast Run - new / alternate plan not yet confirmed, info via e-mail broadcast  
[Note: at publication time, still looking for a new event host location for August 16th or August 23rd]

Sunday August 17th Boot'N'Bonnet Club ALL BRITISH CAR DAY in Kingston City Park  
[Note: OMGC Event Calendar shows this event on August 24th, please correct the calendar date to August 17th]

Thursday August 21st OMGC Regular Monthly Meeting at The Red Dot Cafe in Osgoode

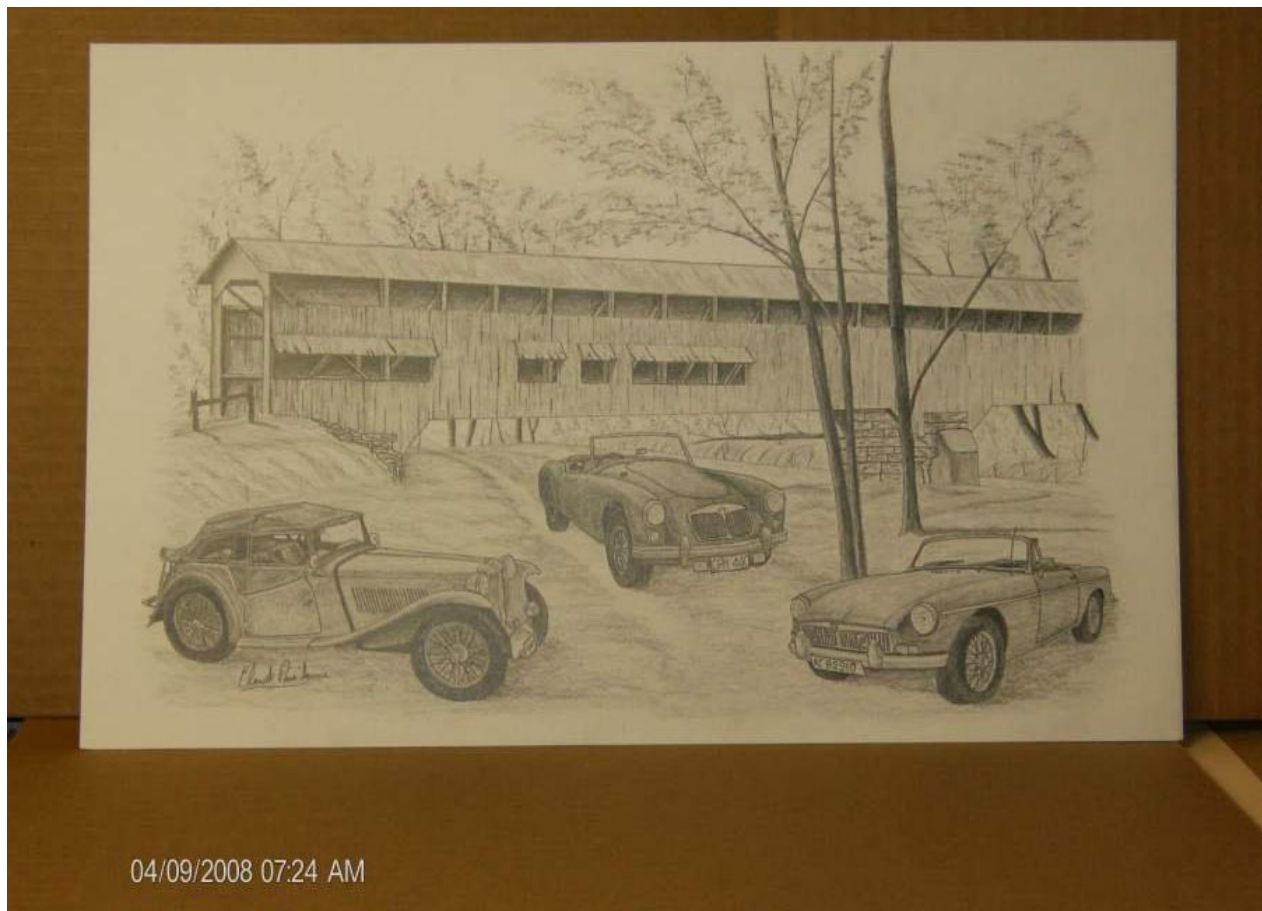
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# Hey!

**I thought “Safety Fast”  
was the MG slogan.**

**Since when does Ford  
get away with using  
this great slogan for  
their vehicles?**



### **Cheapo-Cheapo June 7 & 8 2008 - A Breath Of Fresh Air**

The whole weekend was a grand success. I'm sure it had a lot to do with the fair weather dance offered up by Graham Ayres to the gods who govern these things. [probably from his Community College Ancient Dances 101 courses, eh???

The drive to Cornwall was quite pleasant, and the stop in Alexandria (where Graham dropped by to say hello) was refreshing, but it was wonderful to just plop down on a bar stool for a cold 'Keith's or a gin & tonic. In fact, a new drink was invented at the bar.... Karl Koch convinced the bar-fly (her name was Arlene) to mix up the tonic in one of those shaved-ice smoothie machines and then add the gin (of course 2 oz was needed, not the usual 1 1/2 oz). The new mixture was crowned a "K-Arlenie") and if one sipped too much, it was a sure brain freezer.

Dinner was superb. The facilities were great. The prizes, like the one pictured above, were wonderful! As you know, the company was just fine. And several rounds of "Happy Birthday" were sung for those members celebrating their occasion.

When we got back to Kilmarnock, we again realized and re-confirmed just what a great bunch of folks this club has as members. So, although the next morning we were all back to the other things life demands of us, we are wishing another weekend with MG folks would hurry up and arrive.

Great to see Graham at the park. Perhaps we should stop meeting like this and just plan a run to his house for an afternoon on the lawn. I can bring the engine hoist and the leveler that we have and do some sort of a tech session..... or not!

The pictures on the next page were taken by Graham as we lounged about at the Alexandria waterfront.





CHEAP - O - CHEAP - O - 2008 - A BREATH OF FRESH AIR



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