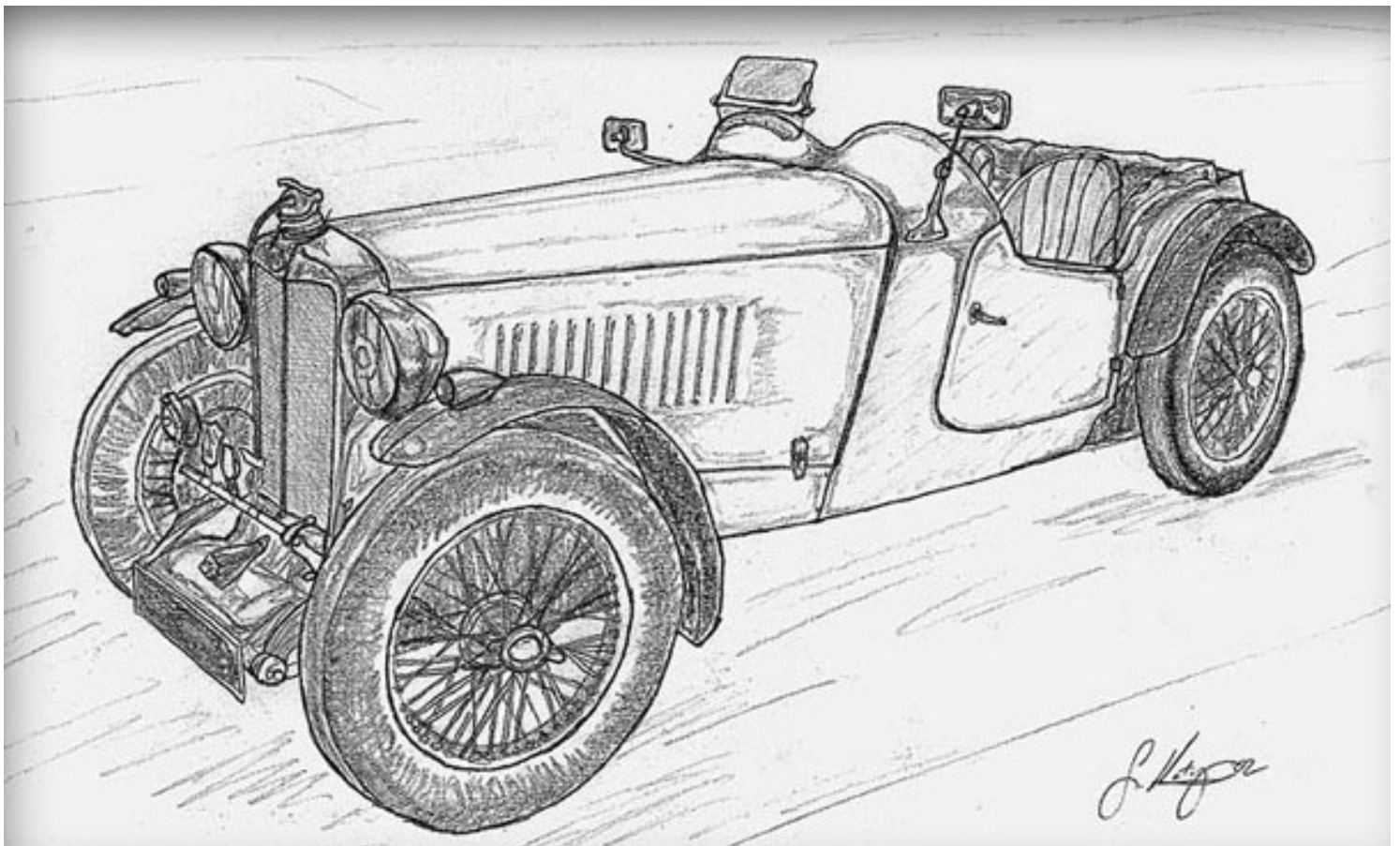




The Dashpot

Winter 2009



OTTAWA MG CLUB

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

**Visit us on the web at 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



Here is the Winter Edition of The Dashpot! I call it my “*beleive it or not*” edition. You can read about, and see, an MGA-Jaguar on page 3; but you may not believe it. There is a story about automobile VINs on page 4... is it true? You be the judge! MG2010 is being held in Canada (see pages 6 & 7). This IS true. A device to add lead to a fuel line on page 10. You might believe it, but if you don’t need it, does it exist? Removing dents without removing paint on page 13 - it has to be true... the evidence is undisputable. A V12 engine in a “B”. Well, there are pictures on a web site.

All this to say; don’t believe everything you hear or see. Perhaps this edition of The Dashpot is just a phantom file in your computer. Well, print it then and see. I double-dog-dare you!

President's Message

Here we are at the end of January in a particularly cold winter (at least in my view), but at least we, at this point, do not have the snow accumulation we had last year. The weather certainly has had an effect on the club. The turn out for our last meeting at Louis' Restaurant on the 15th of January was lower than normal and I blame this on the cold. But, can you believe it, in only a little more than eight weeks from now we should have our cars back on the road, and sunshine and summer weather cannot be far behind. We do have a busy driving season ahead of us starting, as usual, with events such as the Spring Tune Up and the Cheepo Cheepo (or Cheapo Cheapo).

We have been talking with the other British Car clubs in Ottawa and hope to have at least one combined outing, most likely a Picnic, at a selected destination. Again, hard to believe but the Executive Committee actually met recently and discussed a number of items such as the need for new executive committee members, including a new President; the 2009 Christmas Party including the venue; the status of club finances; club connections to charity events; and a suggestion (in my opinion a very good one) for a special way to communicate plans for Saturday morning drives. More about all this at our next meeting.

Safety Fast

Terry Haines.



Ojai Vintage Vehicles

Visit them at: [//www.ojaivintagevehicles.com](http://www.ojaivintagevehicles.com)

Ojai Vintage Vehicles provides classic and antique automobiles for the TV and film industry as well as weddings and special occasions. Spanning the 20th century from 1911-1985, the ever expanding collection includes cars, trucks, tractors, trailers, scooters, and motorcycles. Specialty vehicles such as police cars, muscle cars, hot rods, military equipment, and convertibles are also available. Cars are not for sale. Ojai Vintage Vehicles will be happy to give you a quote for the use of any of the vehicles. Dwayne Bower, Owner

Ojai, California

805-646-3637

http://www.ojaivintagevehicles.com/Photographs/1959_mg.jpg

INSTRUMENTS PANEL ILLUMINATION

Most of you will recall the correspondence that we had recently concerning the improvements suggested to the clicking noise made for the MGB signal indicators. During this time Bill Nixon from Jersey contacted me with his suggestions. What fascinated me in Bill's email was that he had made, as part of his solution, an LED bulb that proved to be highly successful. Later he came back to me with an Internet site that provided 3mm negative earth LEDs that fitted the "mes" holder used in each of the instruments of the MGB. I got in touch with Robert Bennett, Managing Director of Ultraleds, who proved to be very helpful by providing me with a sample to try in the Boneshaker. The standard original fit 2.2-watt tungsten bulbs provide a yellow light, which seems to be less bright as time passes. However, the 6 LED white wide-angle replacements produce the equivalent of 5 watts of white light. I fitted my sample into the rev counter and compared the illumination provided during a nighttime drive. It was apparent that the LED proved to be much better. So much so that I ordered three more (part number U987W) at a cost of UK Pounds 3.50 each and replaced the complete set. Now for the first time I can read the instruments in the dark.

Contact details are: www.Ultraleds.co.uk
2 Store Street, Bollington, Macclesfield, Cheshire, SK10 5PN, phone 01625 576778.

NOTE: The cost is about UK 2.50 each plus shipping - you don't have to pay VAT.

What Is Your Cars VIN Worth?

Here is a story about how car thieves can easily take possession of your vehicle. The story came from some local folks and sounds plausible. Not sure if it really applies to newer cars with smart keys but one cannot be too careful.

The car thieves peer through the windshield of your car or truck, write down the VIN # from the label on the dash, go to the local car dealership and request a duplicate key based on the VIN #. The car dealer's Parts Department will make a duplicate key from the VIN #, and collect payment from the thief who then returns to your car. He doesn't have to break in, do any damage to the vehicle, or draw attention to himself. All he has to do is walk up to your car, insert the key and off he goes with your vehicle. You don't believe it? It is that easy. I didn't believe this was possible, so I called my dealership and pretended I had lost my keys. They told me to just bring in the VIN #, and they would cut me one on the spot.

To avoid this from happening to you, simply put some tape (electrical tape, duct tape or medical tape) across the VIN Metal Label located on the dashboard. By law, you cannot remove the VIN #, but you CAN cover it so it can't be viewed through the windshield by a car thief. Some folks slip a 3 x 5 card over the VIN NUMBER.

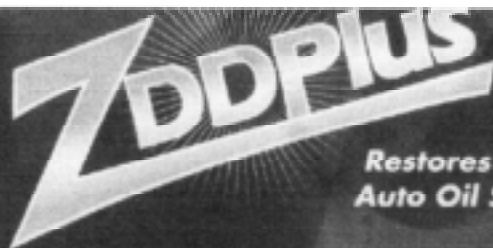
I still found it a bit far fetched and spoke to both Honda and VW dealers. Both of these cars have keys with a security chip imbedded in the body of the key. In both cases they said they could make a replacement key, including a new chip, from the VIN. However, both volunteered that before making the key they would require picture ID to confirm the person requesting the new key matched the person listed in the VIN database.

I guess there is always a chance but if someone wants one of our cars bad enough to go to all that trouble they are going to get it with or without the VIN and new key.

Reminds me of a Canadian documentary about car theft a number of years ago where, supposedly, the most difficult car to steel was a Mercedes... the car thief on the show, with his face blanked out, had the Mercedes on the back of his tow truck and out of the driveway in about 30 seconds.

=====

Editor's Note: The information in the text above circled about the internet in various forms of detail with various solutions. Although the sophistication of today's automobile locks and the protection steps followed by dealers gets better and better, one should always be cautious about securing your vehicle.



**Restores ZDDP to Pre-OBD
Auto Oil Specifications**

July 6, 2008

Below is a testimonial from a custom engine builder that strictly builds high performance engines for high end street rods, muscle cars, and Cobra kit cars. His prices start at a minimum of fifteen thousand dollars and go up! Since it's a part time business for him and many hours are involved in each engine he does about 12 or 15 a year. Not many engine builders tear down an engine to inspect it after they build it prior to the owner taking delivery!

From: Phil Wortman [mailto:pwortman@draftseal.com]
Sent: Sunday, July 06, 2008 3:17 PM
To: zddplus@kirbanperformance.com
Subject: Product Performance ZDDPlus

To ZDDPlus

I have been using the ZDDPlus product now since September of 2007. I wanted to report on the results from an engine builder's perspective.

Let me establish the type of engines that I offer and to what customer base. I run a one person operation dedicated to the assembly of engines for the Cobra Kit Car, Street Rod, and Muscle Car owners. This customer grouping is somewhat unique in their desire to have an engine do "EVERYTHING". Even when physics and reliability suggest EVERYTHING is not possible. In other words engines that idle clean during an hour long show cruise, make 600 horsepower, never overheat, and can last 20,000 miles without serious maintenance. To assure that every engine I build meets the requirements established between my customer and myself I require that all engines I build are broken in and dyno'ed, then torn down and inspected to verify engine condition. This is an expensive engine building method but it is the only way to assure that when the engine leaves my shop it is right. At the price my customer's pay they deserve this.

During the years of 2004, 2005 and 2006 I ran into a situation of having three flat tappet cams ruined during initial break in. Prior to this time I had not had a cam ruined in over twenty years. Let me state that in all three of these situations proper procedures were in place, a different cam manufacture was used in each of the three failures, and additional soft spring break in practices were used. I sent the cams to the original manufacturers and they all stated that proper lobe and lifter surface treatment was correct and, at that time, they could not diagnose the reason for failures.

I also found that in other engines using roller cams we found premature wear in the oil pump gears and on one engine running a timing gear set. Though these parts had not yet failed, continued running of such would have certainly led to failure. After the last cam failure I sent this cam and lifters plus the oil used to a well known oil and chemical testing company to be analyzed. I cannot share their name as I do not have their permission to do so. The testing came back with results stating that there were insufficient levels of the proper additives needed to prevent high pressure/friction point failures.

Something had changed in the industry and no one was owning up to the problem. Therefore, I had to pursue my own research when I found your product. After finding your product, reading your literature and being a natural skeptic doing my own research specific to your literature I decided to try your product. Since using your product have not had ANY oil related failures in the engines I have built. This includes both during break in and all oil changes thereafter. I sell this product to all my customers and the warranty I offer requires them to use it or the warranty is void.

Allow me be direct. If your product did not work as you stated you would have heard from me with a huge list of complaints and I would have told everyone that asked that your product doesn't work. The bottom line is that it does exactly what you say it does. At \$10.00 per bottle it is the cheapest insurance I know of to assure proper engine component life cycle.

Great product. Don't change a thing.

Phil Wortman
Precision Engine

PO Box 4547, San Dimas, CA 91773 - 909-392-8440
www.ZddpOilAdditive.com email - sales@ZddpOilAdditive.com

The MG Car Club of Toronto
will host MG 2010 in
Belleville, Ontario, Canada
June 23-27, 2010.

Plan to be with us for this
prestigious and exciting event.

**The MGCCT has a long history of
over 53 years!**

**Twice winners of the prestigious
Nuffield Cup, the MGCCT was ac-
tually the first host club of the
first NAMGBR national event in
Peterborough, Ontario in 1992.**

For more information about the
MGCCT visit:

www.mgtoronto.com

For more information about
NAMGBR visit:

<http://www.mgcars.org.uk/namgbr/>

Host Hotel: Ramada Inn on the Bay

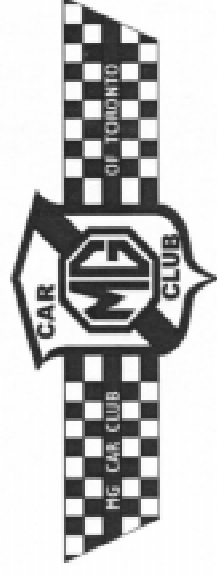


- A Historical and Geographical adventure in beautiful Prince Edward County.
- Steep yourself in the local culture.
- Visit 'Lake on the Mountain', Old Fort Henry in Kingston and drive the Loyalist Parkway.
- Enjoy pushing your baby a bit during our planned Lap Track Day on Friday at Shannonville Motorsport Park [no passing or racing].
- [Tentative] Come a week early and enjoy MG Vintage Motor-Car Racing at MOSPORT the weekend before.

SHANNONVILLE
MOTORSPORT PARK INC



and



present



www.mg2010.com

About the LOGO and the Event Theme

1/ The Octagon - self evident

2/ The Loyalist Parkway Logo extract: Yellow couples with blue background.... this is the logo [pictured lower right] of the Loyalist Parkway (Highway 33) which runs through Prince Edward County south of Belleville. We have secured permission to use this logo from the LPA (Loyalist Parkway Association) because it promotes the road and the History of the United Empire Loyalists. MOST of our planned and self-guided drives will be on this road, or parts of it, so the participants will see this Logo frequently and it is a perfect tie-in to the driving events in the region.

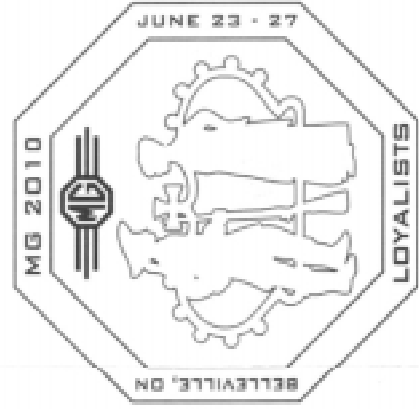
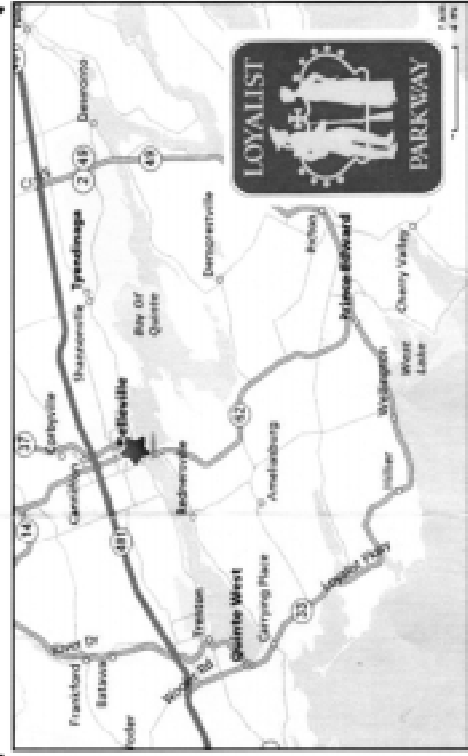
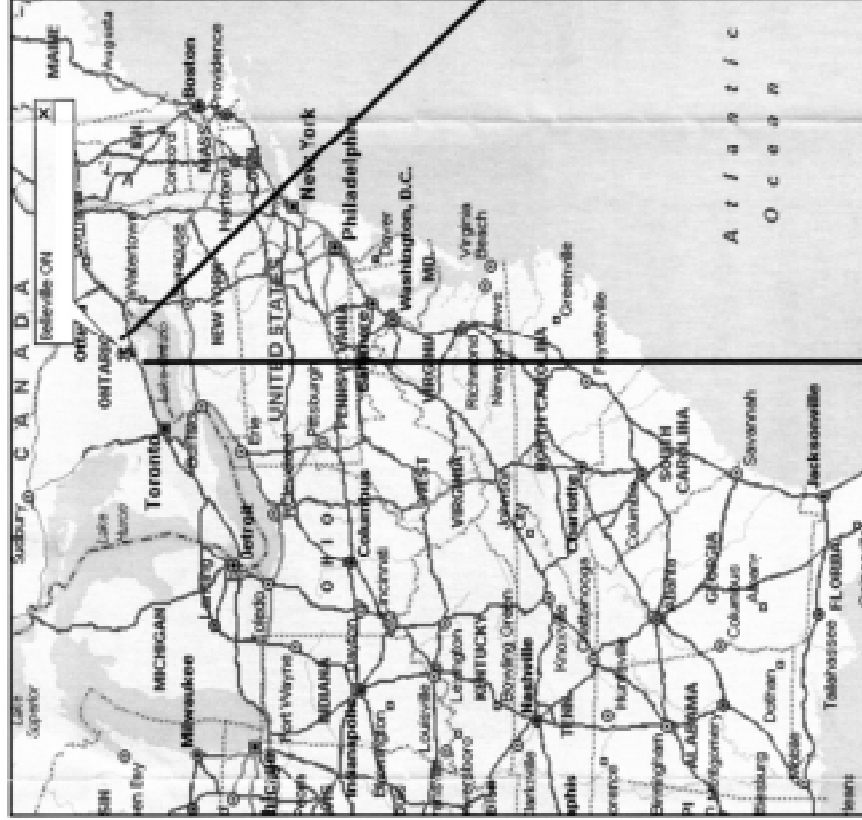
3/ Left - Belleville, ON - host city. Right - Event Dates

4/ Bottom "Loyalists" - There is a double play on the word ... the United Empire Loyalists who, remaining Loyal to the British flag, fled the USA to Eastern and Upper Canada after the War of Independence. They are a well organized historical society and will be contributing to our program. In addition, there is the 'MG / British / LBC "Loyalist" play on the word ... so by coming to MG 2010 you are in essence also an MGB / NAMGBR Loyalist. We made it plural, LOYALISTS, to connote a gathering of multiple persons of like mind.

Finally, there is a natural historical tie-in to MG 2008 and its Valley Forge Liberty Bell theme. Participants from MG 2008 will have learned all about the War of Independence and now, two years later will be able to learn about those 'Loyalists' who were displaced by the War and fled north and east

WHERE?

Kingston, ON	50mi 80km
Ottawa, ON	163mi 262km
Montreal, QC	240mi 386km
Toronto, ON	135mi 217km
Syracuse, NY	180mi 290km
Buffalo, NY	240mi 386km
Detroit, MI	352mi, 774km
Cleveland, OH	404mi, 888km
New York, NY	424mi, 933km
Philadelphia, PA	432mi, 950km
Grand Rapids, MI	470mi, 1034km
Chicago, IL	630mi, 1386km
St. Louis, MO	898mi, 1975km
Gatlinburg, TN	919mi, 2021km
Atlanta, GA	1111mi, 2444km
Brockenridge, CO	1693mi, 3725km
Sonoma, CA	2776mi, 6107km
Your Home?	



Looking Back... into last month and into the last century

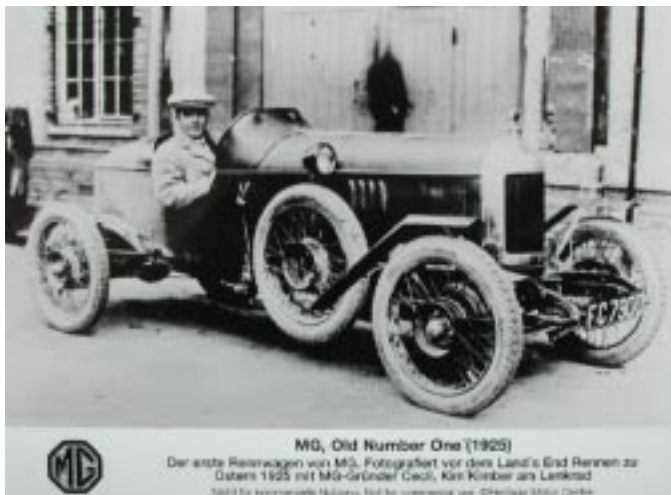
OMGC Christmas Party December 2008

Another successful Christmas Party, I must say!! It's the one time when we see each other at a club event and we are not wearing our MG casual wear. Sure looked like everyone had a great time. Pretty well everything went according to plan, with the possible exception of the amount of wine that the RCAF Mess attendants had ready for us. I think they must have mistaken us for the Tea-Tottlers Of America Group. What was with that??? But the food was great and the company was wonderful and the shenanigans were fun. The game of LUCAS was introduced to party attendees and once you got the hang of how it was played, you would want to keep standing to the very end - but alas, there was supposed to be only one winner, so sit down and get over it! [under the C... 42!!!]

Lots of wee prizes for lots of lucky folks who managed to guess correctly in the WHO - WHAT - WHERE contests. [Tim Horton in his early years and the Hubble Telescope and 'lost'] Those contests seem to satisfy lots of club members who think they know it all. And you know what, many of them do know it all, as was evidenced by the many who were awarded prizes.

And the telling of the Christmas Tales. And the wonderful expressions of "Best Wishes For The Season", from everyone there, to folks in our community in need of those wishes! And, as often is the case, the evening passes much to quickly for my liking.

Now, for the 2009 Christmas Party, we shall try to find a different location. A location that can hold even a few more party goers and I'll be sure to direct the staff at that location to have a well oiled food serving system and a well stocked wine cellar! I'll be asking for suggestions along the way and for a helping hand to set up.



Looking Ahead... into next month and into the driving season

The regular meeting of the Ottawa MG Club is at Louis' Restaurant on Thursday, February 19th 7:30 PM

The next Technical Session for the Ottawa MG Club is set for Saturday, February 21st, in the afternoon, in the garage of the OMGC Technical Director, Karl Leclerc. Silver Soldering and MIG Welding are on the agenda. E-mail broadcasts will be sent out to gather participants names and suggest what equipment and material might be required for attendees to bring. Driving instructions will be provided. Watch your e-mail inboxes!

**The New OMGC Full Colour Calendar
For The 2009 - 2010 Driving Season Will Be Ready Soon
And Issued To Each Club Member
With Their Annual Membership Renewal**

NEW LOCATION

Sunday April 19 2009

ANCASTER

**British Car
Flea Market
& Car Show**



New Location



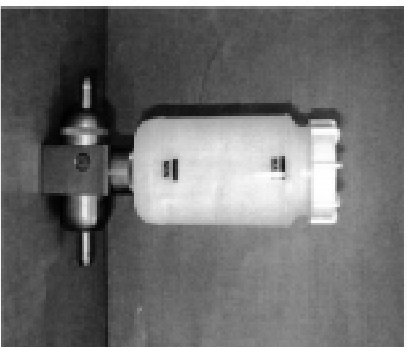
Admission:
Adults: \$5.00
Children: under 12 free
Vendors: \$20 Host Club Members
\$25 Non-club Members

Vendor Information:
Scott Morris 519-426-7139
jstmorris@yahoo.com

General Information:
Don Nicholls 905-679-3177
sixinarow@sympatico.ca
Martyn Ridley 519-448-3668
ridleymj@bis.on.ca

Introducing:

The E.L.N. Lead Replacement Additive Dosing Valve, specifically and exclusively designed for: Classic, Western, Vintage and all pre 1991 diesel vehicles with normally aspirated engines, previously reliant on leaded fuel. With the exception of fuel injected units.



Actual dimensions as depicted and subject position.
BUT the reservoir size (100mm) W. 30x (95)H00.

The E.L.N. Lead Replacement Additive Dosing Valve is a mechanical valve, compact in size complete with integral additive reservoir, sufficient to treat several tanks of fuel, easily and simply installed in the engine compartment or boot/trunk, capable of accurately and automatically dosing a pre-calibrated amount of lead replacement additive "in line" to the main fuel line and delivering a precise pre-mix to the carburettor on demand. Manufactured in Scotland.

For a more detailed and comprehensive overview of the E.L.N. Lead Replacement Additive Dosing Valve, including the history of development, testing, fuel and additive and the opportunity to buy online, please visit our website:

Address

With apologies to those who are somewhat more PC, aware but in the majority, the writer included, please type in our website address using the address bar of your chosen search engine as per illustration above. Yahoo, Google etc. This will allow immediate access to our website, and avoid the need to search.

Alternatively, for those who do not have PC access, we can be contacted at the following and will be pleased to provide you with any required information.

E.L.N. Dosing Valves Ltd
Unit 2
Myrcegonic Place
Mitchelston Industrial Estate
Kirkcaldy
Fife KY1 3NF
Tel: (01592) 654674
E-mail: office@eln-valves.com
Fax: (01592) 654358



E.L.N. Dosing Valves Ltd.

The ELN Lead Replacement Dosing Additive Valve

Points to note

- 1) Easily installed.
- 2) Convenient to use.
- 3) No need to pre-calculate the required amount of additive to fuel when filling.
- 4) Accurately, consistently and automatically ensures the correct amount of lead replacement additive is pre-mixed with fuel prior to carburetion.
- 5) No need to purchase expensive leaded fuel (if available).
- 6) Integral reservoir capacity sufficient to treat several tanks of fuel.
- 7) Low cost: - The valve is not and will not be available through usual high street outlets. It is only available direct from factory. In marketing the valve in this way, the additional and inflated cost involved in ensuring distributors and retailers profit margins is removed. The cost therefore to you is kept low.
- 8) Accurate dosing using lead replacement additive with octane boost overcomes such problems as pinking, knocking, power loss and/or performance deterioration. Vitaly important to many vehicles.
- 9) Factory calibrated to your preferred additive.
- 10) Exhaustively tested.
- 11) Precision made yet robust in operation.
- 12) The preferred alternative to costly strip down and conversion.
- 13) The alternative, if conversion is not feasible or possible.
- 14) Protects against valve seat recession (VSR).

The ELN Lead Replacement Additive Dosing Valve

The answer to your problems

To ensure optimum quality control all E.L.N. valves are manufactured in batches of 500 with a lead time between batches of several weeks. Early order is therefore essential to secure your valve or valves. For orders in excess of 5 valves, please contact our office for a personal quotation.

This order form is for mainland UK and Northern Ireland use only and intended as an alternative for those without PC access. However feel free to use it if preferred. All other countries must visit our website for specific country wording and shipping charges.

Please complete the order form below and return to E.L.N. Dosing Valves Ltd at the address shown on page 3.

Do not enclose payment with this order form. You will be invoiced prior to valve dispatch. Your statutory rights remain unaffected.

Insert Quantity

I wish to order Valves

My preferred additive is

or ☐ Tick box for E.L.N. choice

I understand each valve is priced at:

per valve £120.00
Plus V.A.T. at current rate £3.76
Thus P & P (the above)

Please tick Mr ☐ Mrs ☐ Miss ☐ Ms ☐

Block capitals please (include first name)

NAME _____

FULL CONTACT ADDRESS _____

POSTCODE _____ TEL NO. INC. STD CODE _____

FAX _____ E-MAIL _____

All information given is treated as accurate and is not passed on to any other customer or organisation. It is all customers who have previously received valves at our introductory price will only be charged at this price.

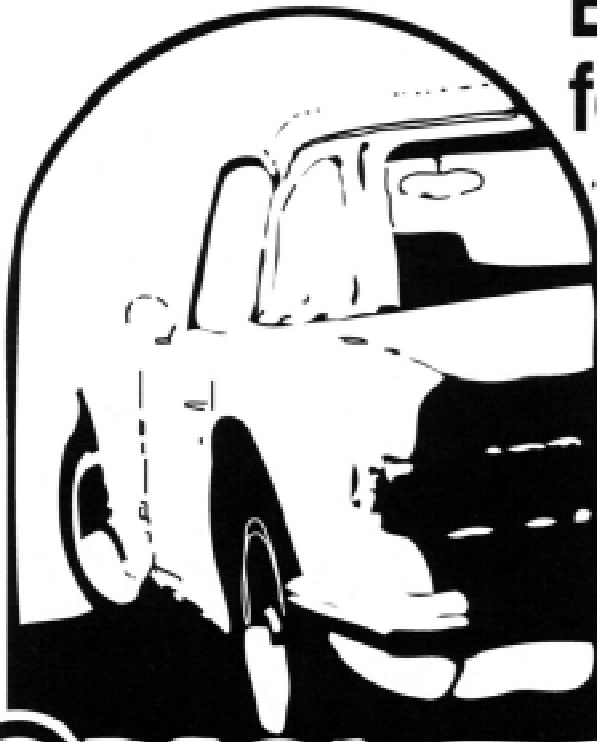


club member Chris Waitman, found this little “Lucas Humour” gem on the internet:

The Lucas motto: "Get home before dark."

- * Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness".
- * Lucas -- inventor of the first intermittent wiper.
- * Lucas -- inventor of the self-dimming headlamp.
- * The three-position Lucas switch -- DIM, FLICKER and OFF.
- * The other three switch settings -- SMOKE, SMOLDER and IGNITE.
- * Lucas dip-switch positions: LOW and BLOW
- * The original anti-theft devices -- Lucas Electric products.
- * "I've had a Lucas pacemaker for years and have never experienced any prob...
- * If Lucas made guns, wars would not start either.
- * Did you hear about the Lucas powered torpedo? It sank.
- * It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law.
They withdrew their efforts when they met too much resistance.
- * Did you hear the one about the guy that peeked into a Land Rover and asked the owner:
"How can you tell one switch from another at night, since they all look the same?"
He replied, "It doesn't matter which one you use, nothing happens anyway!"
- * Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners.
It was the only product they offered which didn't suck.
- * Quality Assurance phoned the Lucas engineering guy that they had trouble with his design shorting out.
So he made the wires longer.
- * Why do the English drink warm beer? Lucas made the refrigerators, too.
- * Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb.
Joseph Lucas invented the Short Circuit.
- * Recommended procedure before taking on a repair of Lucas equipment:
Check the position of the stars, then,
Kill a chicken and walk three times sunwise around your car chanting:
"Oh mighty Prince of Darkness protect your unworthy servant."
- * Lucas systems actually uses AC current; it just has a random frequency.
- * How to make AIDS disappear? Give it a Lucas parts number.
- * Recently, Lucas won out over Bosch to supply the electrical for the new Volkswagens.
So, now the cars from the Black Forest will come with electrics supplied by the Lord of Darkness
How appropriate!
- * Lucas is an acronym for Loose Unsoldered Connections and Splices.
- * The Prince's last words to his son: "Don't go riding after dark."

Enthusiasts' Choice for British Car Parts



OBSOLETE AUTOMOTIVE

142 Kendall Street, Point Edward, Ontario N7V 4G5

- First in Canada with toll-free numbers, coast-to-coast
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 - Over 3,000 square feet of replacement engines, transmissions, body parts, suspension, and drive line components
 - We buy and sell used cars
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 - Over 10 years in the business of providing quality British parts at affordable prices
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 - Are you on our mailing list? If not, please give us a call to receive your "Sports Car Chronicle" newspaper, jam-packed with specials each and every month! Compliments of Obsolete Automotive!
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Front Disc Brakes
Overdrive Electrics **Interior**
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Inner Door Window Fuzzy Strips
Wire Type Hose Clamps
Ignition System **Wheel Rims**
Brake Lines Air Cleaners
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Customer Service

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24 Hour FAX Line

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Eastern/ Western Canada Order Lines

Product Review: Paintless Dent Removal

[by Frank Rizzuti in Canadian Driver]

Door dings and shopping cart crashes are an unfortunate part of vehicle ownership. These really can be unsightly and significantly decrease the value of your car. Body shops can charge anywhere from \$600-\$800 to repair one door ding. If you have a lease return vehicle the costs can quickly add up for removing just a few dents. Fortunately there is an alternative that costs much less.

Paintless dent removal is a specialized technique that can repair minor dents and dings without the use of body fillers or paint. Specially trained technicians use a variety of tools to gently massage the affected area from behind the panel, and in most cases the dent will be completely invisible.



Sound too good to be true? No, it's for real, as long as you retain a trained and experienced practitioner like Ron Murfitt, owner / operator of Dent Fix in Ottawa, who recently came by my house to demonstrate his craft. Ron has been in this business for over six years and his costs vary, but typically it's \$125 to remove up to six minor door dings. My Hyundai Santa Fe, which recently had an unfortunate meeting with a golf ball, had a quarter size ding on the right front portion of the hood. Ron began by placing a special white/black board on the damaged panel to help identify the dent's exact location. He then used his special tools to remove the ding from the underside. A few taps with a special punch from the top, and voila, it was gone!



He then wet sanded the area with 2000-grit paper, and buffed it with medium grit rubbing compound and polish to blend in the paint. On my wife's car, an Acura EL, there were quite a few door dings and he used several techniques to remove them. He lowered the glass, placed a plastic shim between the door and inner panel, and used his long-reach tools from behind to remove the dents. He uses special tapping tools from the front side for fine adjustments. Ron was successful in removing most of the dents; however on one rear dog-leg, where a shopping cart had crashed into it, he recommended a body shop repair. In that particular area there is a double layer of sheet metal and he has no way of getting his tools behind it.

In some areas, access to a dented panel can be gained by going through an existing rustproofing hole, electrical plug, or by drilling a small hole (which is subsequently plugged), but I decided against that. So there are some areas where a dent cannot be removed, and some dents that have stretched the metal beyond what Ron can fix with his techniques. Additionally, the dent-fix repair does not address issues where the painted surface is compromised (chipped, perforated, scratched). Overall, I was impressed. All of the dents that Ron tackled were invisible when he was done, and his service costs a fraction of what a body shop would charge. And don't think car dealers are unaware of dent-repair services. All of them use a technician like Ron to prepare their used cars (and sometimes the odd new one...) for sale. Mr. Murfitt is a magician!



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In Sweden,
a Jaguar V12 Engine
was put into this MGB

(story originally published British V8 Newsletter,
Volume 13 Issue 2)

<http://www.britishv8.org/MG/MGB-V12.htm>

A Technical Session In The Garage With Jordan Jones and Geoffrey Dix

(Saturday January 17th)

Lots of MGers showed up for this one! And it was a very worthy event. An opportunity to see Geoffrey's new heated garage (it's a beaut!!). And an opportunity for car enthusiasts to gather, listen, learn and share. Jordan, 'the teacher', conducted an overview of all the kinds of bushings that are available for spring work; from the "less-than-the-best-standard-equipment" type [sort of spongy and black

and don't last very long] through the "much-improved-and-better" type [yellow in colour and tough to squish] to the "top-of-the-line" type [black again but very, very tough with a steel insert]. Do pardon my technical terms as I struggle, at best. And then Geoffrey, 'the doctor', went through the process of removing and replacing the rear leaf springs on his "B" (the 'patient' in this clinical scenario). Step by step, what to be cautious about, what to watch for, the whole nine-yards! Although there wasn't enough room for all of us



to get under the "B" at once, several participants took the opportunity to get down on the floor to get a close up and personal view of the work on-going. A very worthwhile event... now I can do the leaf springs on the Midget that I have been meaning to do for a couple of years. Many thanks to Jordan for a great overview of bushings and to Geoffrey for hosting the session and to Helga for the great tasting refreshments!

you can see more pictures on the OMGC web site www.omgc.info



Participants listen attentively to Jordan's lecture on Bushings.



Geoff explains the finer points on replacing leaf springs.



Helga & Geoff receive our thanks for hosting the event.

A Word Search Puzzle Full Of MG Related Stuff

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s m y e i s s m p r e w a r u s y l y e
l a r r t e a e t d r i u j p u e o e s
r o f r e c n w r e e l j e o a l r l a
b i o e n h o o t i n l c w s t a d n b
s k g i t s l y r o t i u s c o e n r l
e y w h e y a t i e f a e x l r h u o e
s t d a t h f s n i b m e h e q d f h e
l s t e n h s a c o b m p j z u l f t h
e e e o n e a a s l m o u j e e a i n w
r l d r r e t n y t m r o n b h n e h s
e h l p g i v l d a r r c g d y o l o p
k e m i o i i e g d o i t a r l d d j o
v o m n r n t n r k r s p e e d o a m r
c v a s e g a r a g s i r r o m b n a t
d i s p l a c e m e n t v p r i r o g s
b e r l i n e t t e b u o e n d o g n c
s r o t o m s i r r o m b g y g v a e a
e p y t o t o r p h p m d w d e e t t r
r t e c h n i c a l i o x z t t r c t a
r e t s d a o r j k n c h u m m y o e b
  
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abingdon
 assemblyline
 berlinette
 bezel
 bore
 chummy
 compression
 coupe
 deluxe
 displacement
 donaldhealey

donhayter
 grille
 johnthornley
 kimber
 lordnuffield
 magna
 magnette
 midget
 montlhery
 morrisgarages
 morrismotors

octagon
 oldnumberone
 prewar
 prototype
 ratio
 righthanddrive
 roadster
 rover
 safetyfast
 specification
 speed

sportscar
 stroke
 sydenever
 technical
 tigress
 tires
 torque
 twincam
 twoseater
 wheelbase
 williammorris

Here is a note from club member Tony Edge, who is also a member of a local Optimist Club:

The Forest Park Optimist Club will be hosting a Trivia Night on Saturday, February 7th, at 7pm at the Knights of Columbus Hall in Embrun. It's the 3rd Annual Trivia Night with snacks and cash bar.

Proceeds go to the Optimist International Foundation.

Cost \$10 per person, or \$60 per team of 6.

The challenge has been posted from last years winners..... "the village idiots".

Teams try to answer questions from topics such as:
History,
Geography,
Canadiana,
Television,
Music and more.

From past years it has proved to be a fun social night for all. (see flyer ——>)

Looking for numbers by Feb 1st.

Tony
613-443-2232

Forest Park Optimist Club

presents

**The 3rd Annual
Zone 10**

Trivia Night from the Edge of the Forest

7:00 pm February 7th, 2009

**Knight's of Columbus Hall
5 Forget St. Embrun
(Downstairs)**

**All proceeds to the
Optimist
International Foundation**

Registration – \$60 per team

Or \$10 per person

Teams consist of 6 people

Maximum registration 20 teams


Cash Bar – Munchies

Prizes – Door Prizes – 50/50


Come and test your knowledge of insignificant and obscure trivial facts while enjoying the fun and fellowship of the Forest Park Optimist Club

Info call ; Tony Edge @ 613-443-2232 / anthony.c.edge@sympatico.ca

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