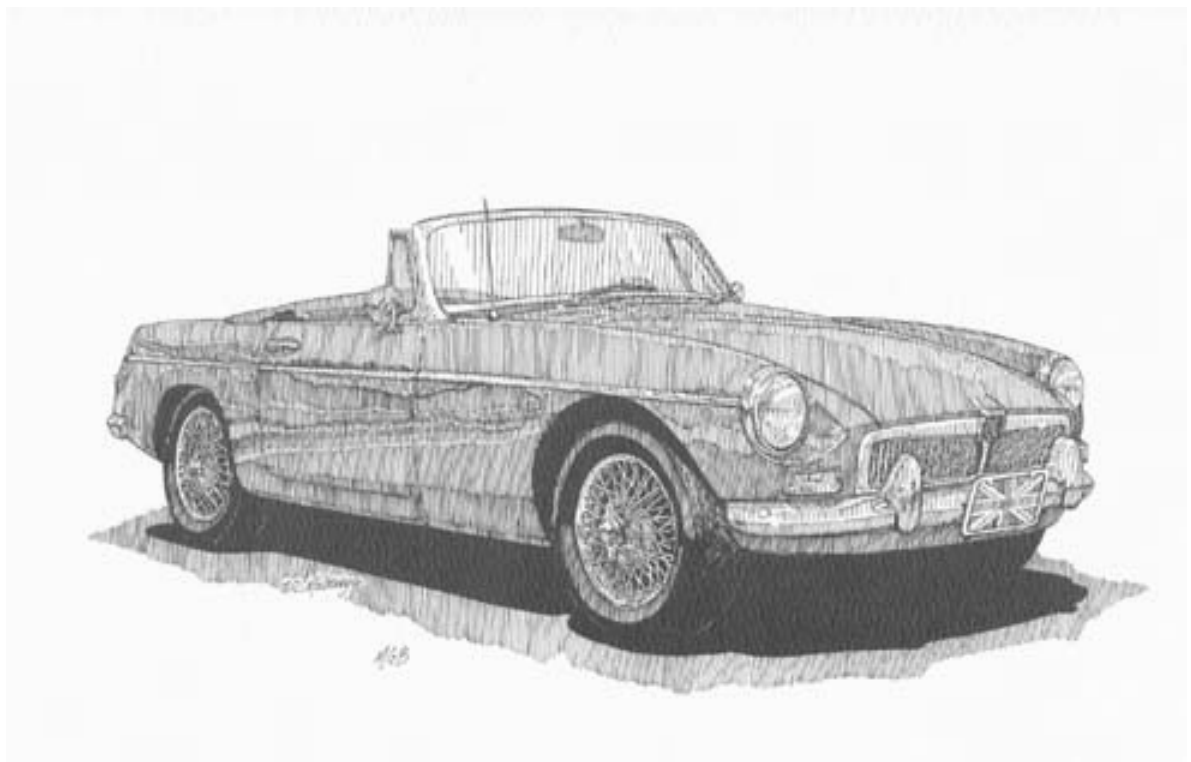




# *The Dashpot*

Summer 2005



## *Ottawa MG Club*

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

[www.omgc.info](http://www.omgc.info)

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### *From The Editor's Desk*

The driving season is now well under way, it took a while for the nice weather to come, but I think it's finally here. I recently attended the Cheepo 05 event for the first time. It was a fabulous weekend, great weather, great roads, good food and lots of laughs. On behalf of the club, I would like to thank Bob Stark for all his hard work on preparing that terrific event.

I would like to remind everyone about the All British Car Day on July 16th. (see flyer on page 22) All of the British car clubs in Ottawa have worked very hard to try and make this a success and I hope we have a good turn out from the Ottawa MG Club. Anyone wanting to volunteer the day of the show, to help park cars, register vehicles etc. please contact me.

Cya on the road,  
Frank.



## *President's Message*

by Len Fortin

Just a few days ago a note came to me from Mike Daniels, the OMGC Membership record keeper. More than a dozen new members have joined the club so far this year. Lots and lots of current members have renewed their membership. This kind of statistic is an encouraging one. And in recent times, over the last twelve months, there has been a flurry of information provided to members who have asked for some sort of assistance or special help. "Where can I get help to.....?" "Who knows how to.....?" "Does the club have a.....?" "There is a vehicle for sale. Can the details be circulated?" "Is there a place that does.....?" In most cases, OMGC folks have been able to help. Broadcasting notes and the like among our members seems to be a sure way to get results. This is also encouraging. And from several club members I hear about their projects as they progress. An engine rebuild. Taking apart a vehicle for parts. A project to renew dampers. The replacement of an oil pan. A new roof. A fuel pump replacement. Reconstruction of a classic vehicle. Things are really happening out there. That is encouraging. It's no wonder we have such a good time at meetings and events when there are lots of us sharing a common interest and many among us are in the 'thick' of a project. Living proof of the "Participation" and "Adventure" combination.

I'm not certain of the long range forecast for Mother Nature's weather this summer, but if a few decent weekends, like the one for the recent Cheapo-Cheapo event in Gananoque, can be allocated our way, this will be a summer for the record books. Can you imagine having three dozen MGs rolling on a wonderful route for a weekend of good times? Or having a big bunch of vehicles zipping along local county roads to enjoy a pancake lunch west of Perth. These things really happened. These things were fabulous. I'm not saying that we have to have great weather to have a great time - we don't! - but when the weather cooperates, it's a really wonderful thing.

I'm looking forward to participating in many more wonderful adventures as the driving season heads through the Canadian summer. Be sure you get onboard.

Safety Fast!

Len

## *Me Humble Bea*

by Graham Ayers

It is a strange thing, retirement. The biggest concern of many considering it seems to be "What am I going to do with all that spare time?" Personally I could not imagine that would ever be a problem but in a perverse way it is.

Without the nine-to-five work schedule the days have no starting time or, more importantly, no quitting time and I often find the whole day has disappeared and I have not taken time to stop and smell the roadsters.

With this in mind I set a new schedule for myself. Banker's hours for the 'Have to do' and the rest of the day for the 'Want to do'. Like so many great plans, that one didn't last very long.

Autumn has come and gone, the mower, the garden tools, the wheelbarrow, the lawn chairs and all the paraphernalia for outdoor activities are put away. The winter preparation of the motor vehicles has been done, oil and filters changed, glycol checked, door seals protected against freeze-up, locks lubricated and the snow tires mounted.

Once again Bea is in a position all too familiar, supported on axle stands, this time to change an anomaly that has been nagging since the car came back from the Sportscar Factory, namely having wire wheels on the front and Rostyles on the rear.

When I bought the B the owner gave me the name and telephone number of the previous owner. I called to see if I could find out a bit more of its history and discovered that the car originally did have disc wheels. He had bought a scrapped GT and installed the hubs and wheels on the roadster. He also said that he still had the engine, transmission and rear axle. They, like the car, had been sitting in a barn for years, albeit not the same one, but spares are spares so I bought them.

On measuring the spare rear axle I found it to be correct length for wire wheels. I hauled it down from the loft, removed the remnants of the old brakes and hardware, the back plates and the handbrake swivel then using a rotary wire brush chucked into an electric drill, a manual one for the hard-to-reach spots and a scraper, I cleaned the axle casing down to bare metal. The back plates were sandblasted and painted two-pack gloss black and the casing painted with two coats of anti-rust paint.

It was necessary to make a tool to fit into the recess of the drain and filler plugs before the differential could be drained and the cover removed to access and clean the gears. New bearings and oil seals were installed to complete the overhaul. I have no idea of the state of the crown and pinion. Could be they may growl like crazy. We'll just have to wait and see.

Before installing the axle, it seemed like a good opportunity to do a bit of cleaning underneath while it was all readily accessible. Once I'd started there didn't seem to be any convenient place to stop so I kept on cleaning, removing years of road grime and the original undercoat, washing away any residue with varsol before giving it several coats of anti-rust paint and several coats of underseal. It was a mammoth job and one that I often regretted ever having started. Another example of my inability to judge the magnitude of some of my undertakings.

There seemed little point in hanging the overhauled axle onto the 30-year-old suspension so a new pair of springs, new bushings, u-bolts and axle pads were installed before the axle was bolted up into place.

All went smoothly until I tried to undo the left rebound strap mount nut. I had soaked it in penetrating fluid overnight and cleaned the end of the threads. Using the 'back and

forth a tiny bit' method I was sure it was coming undone. Murphy's Law strikes again - the threaded end sheared off. Several publicly incorrect words sprang to mind at that moment, choose your favorite.

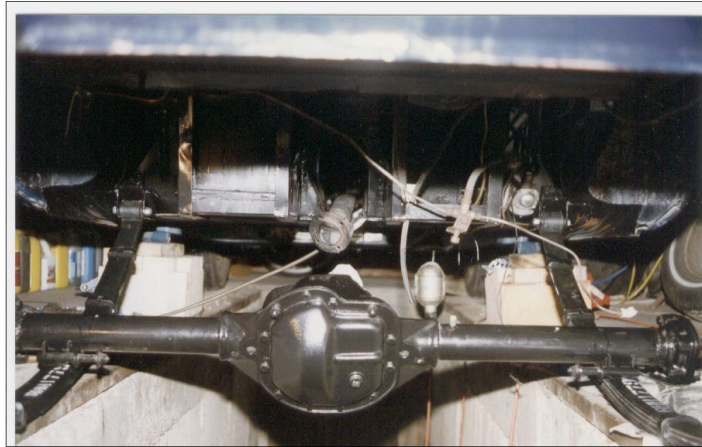
Since the day was effectively shot I thought I would put paid to the rest of it and make the three hour round trip to fetch a new mount. I was however in enough of a mind to call first to make sure there was one in stock, and take with me the ever-present list of other things I needed.

After breakfast the next day I removed the axle, now down to an elapsed time of one hour and spent another couple of hours grinding away the old mount, then off to the welders who did a terrific job and only charged \$10.00.

Back home I painted the new mount, waited for it to dry overnight, repainted it, waited another day then reinstalled the axle. Dare I say it? For the last time.

The next job is changing all the bushings in the front suspension. The fortuitous arrival of the latest issue of MG World and the article on doing that job will make the fear of the unknown somewhat less daunting.

Oh yes, then I really must see to that leak from the front carburettor.



# *Library Video Review*

by Roger White

*Due to popular demand, the OMGC Library has acquired more videos for borrowing by club members. Following are reviews of two recent acquisitions.*

## Bullitt (Warner Bros. 1968 DVD 114mins.)

Directed by Peter Yates, this film stars Steve McQueen as San Francisco cop Frank Bullitt whose assignment to protect a star witness in an important trial goes pear-shaped when the witness ends up in hospital with about 20 gunshots in him. Cool, no-nonsense (or wooden as played by McQueen depending on your point of view) Bullitt vows to get the bad guys, pressured by an effectively sneering Robert Vaughan as the Police Commissioner worried about re-election.

The plot doesn't hang together too well, but the film is really only about "the" car chase, where viewers see McQueen pursuing the bad guys in an MG TC through the streets of San Francisco. Just kidding, actually McQueen is driving a Shelby Mustang and the bad guys are in a Dodge Charger. During the pursuit sequence the high horsepower cars go gallumping up and down the steep streets of San Francisco, with a lot of smoking tires and flying hubcaps. It's interesting to spot some of the other cars from the '60s parked on the streets as well.

The film won an Oscar for Best Film Editing, and this DVD version has special features including production notes, the theatrical trailer and can be watched with French or Spanish subtitles.

## Le Mans (Cinema Centre 1971 DVD 108 mins.)

Five years after release of Grand Prix, the other essential feature film capturing the sights and sounds of motor racing, Le Mans featured Steve McQueen again doing his own driving. Le Mans borrows heavily from Grand Prix from a cinematic point of view, but is effectively filmed on location. Certainly the yowling Porsches and Ferraris provide excitement, and there is a sub-plot romance involving McQueen's character and the widow of another driver. McQueen doesn't say much during this film either, though he does get in the one: " Racing is life....all that comes before and after is only waiting."

Most of the cars in city scenes are French of course, but one gets reminded of MGs seeing various advertising placards at the track such as "Dunlop" and "Lucas". The light bulbs don't work on the Lucas placard, naturally.

*Contact Roger White to arrange to borrow these films or other Library items, a list of which is attached to the Library page on the OMGC website.*

## *You probably own an MG if....*

You always park facing down hill.

The guy at the parts store:

- A) gets a silly grin on his face when you walk in.
- B) is listed as a dependent on your tax return.
- C) sends you a get-well card if you haven't bought a part for two weeks.
- D) recognizes your voice on the phone.

You buy a parts car and not even you believe you will part it out.

You get into a car and are surprised:

- A) when all of the instruments work.
- B) you can carry on a conversation without shouting.
- C) by it's not needing oil, brake fluid, anti-freeze.....

You get into a car and are NOT surprised by:

- A) a spare battery.
- B) a tool kit that fills half the boot.
- C) a slightly singed instrument panel.

You actually like the smell of Liquid Wrench.

You call CAA and THEY recognize your voice.

You look under the bonnet and see:

- A) more duct tape than hose.
- B) more electrical tape than wire.
- C) more oil than metal.

You tell your wife the reason you were out to 3AM, is that your car broke down. And she believes you.

The people you live with are no longer fazed by sitting down to dinner, and sharing the table with carburettors.

You pay more visits to the parts store than to the gas station or grocery store.

You entertain your closest friends in the garage, and they find nothing unusual in your choice of venue.

Your car makes a funny noise and you know at once:

- A) what is wrong.
- B) how much the part(s) will cost.
- C) what tools will be required.
- D) how long it will take to repair.

Your dynamo dies, so you just pull one off the pile in the garage.

You distrust any one named Lucas.

You believe that Lucas' first name is "Damn".

You wash your hands before working on your car so you don't get the engine compartment dirty.

People ask you how many cars you own, and the answer contains fractions.

You plan 4 hours for a trip - 3 for travel and 1 for repairs, (or vice versa).

Any discussion of a trip contains references to break-downs.

When getting ready for a trip, you pack more supplies for your car than for yourself.

You supposedly bought the car to attract members of the opposite sex, but no longer have the time or money to go out on a date.

You know about the hole into the 4th dimension in the engine compartment that swallows 1/2" X 9/16" spanners.

You know that:

- A) a "Bonnet" is not a lady's head covering.
- B) a "Hood" does not cover the engine.
- C) a "Spanner" does not span anything.
- D) a "Boot" is not footwear for cowboys.

You return to your car in a parking lot, notice there is no oil underneath, and immediately assume the sump is empty.

You drink warm beer, not because the British do, but because it gets that way sitting on the corner of the work bench.

You call Moss Motors, they recognize your voice AND know your Visa card number by heart.

Your address book contains more numbers of tow-truck operators than members of the opposite sex.

You never refer to your address book when calling a tow truck, as you have the numbers committed to memory.

You are on a first name basis with most of the tow truck operators mentioned in any discussion of same.

You buy Castrol by the case, not because it's on sale, but because you need that much on hand.

You refer to a vacation in England as a "pilgrimage" and spend less time at tourist sites than at Abingdon (or Coventry, etc.).

Your wife is no longer miffed when you return from a Swap Meet with more parts than when you left.



You never throw away a replaced part because it might come in handy, some day, some how....

Your house has a two car garage, which contains 4.625 cars, none of which is in one piece.

Your favourite TV network is PBS, not because it's intellectually stimulating, but because of all the BBC programming, you get to see a lot more English cars.

You have written your congressman at least one letter asking to make Cecil Kimber's birthday a national holiday.

You reply immediately with month, day and year when asked when your car was made, but have to think how old your children are.

All important dates in your life are referenced to your activities with your car. (i.e. you remember your wedding anniversary is exactly one month after the date you bought the Midget.)

Your idea of the perfect gift is a part for your car - It doesn't matter what part, you'll eventually use it.

If you haven't put a wrench to your car for 3 days, you assume you've over looked something and go to rectify that situation.

You haven't been to a family reunion in 5 years because it is always scheduled on the same week-end as an important club meeting.

When your wife complains you never take her out anywhere, the club's monthly meeting is not considered "Out".

There is copy of at least one MG parts catalogue in your supply of bathroom reading material.



# *This Pump Sucks!*

by Karl Leclerc

MGs are meant to be driven. Just try to store them for winter and see what happens.

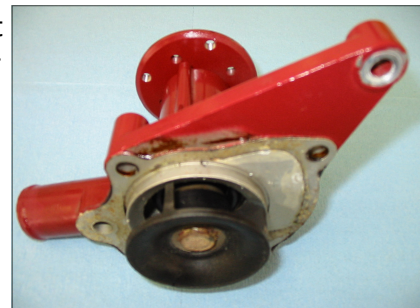
During winter storage, I normally start the MGs and let them run for 30 minutes or so once a month. I guess it has now become a winter ritual and, in my mind at least, it serves 4 purposes. First it keeps everything lubricated, seals, pistons, rings and other moving parts get warmed up and get a flow of engine oil, coolant, brake fluid or whatever juice they happen to be normally splashed with. Second, by moving the car a couple of feet, it rotates the half portion of the gears that is not submerged in gearbox oil, ditto for wheel bearings, tires, etc. Third, it gives the battery a fresh charge. A car battery will loose approximately one percent of its charge each day. In the absence of a charge, the battery cells will sulfate themselves to a slow death. But this monthly routine does not only make up for the fact that I am too lazy to hook up the batteries to a charger once a month, it allows me to sit in my favorite "motor" and hear the firing of the 4 cylinders, music to my ears.

Music it would be, unless the water pump was squealing. You see, this winter, I took the engine and gearbox out of the MGA in order to fix the declining synchro action on the second gear. Except for being lifted out and back into its opening, the engine was left unattended for the winter. I guess it found a way to get back at me. These MGs may just have personality and be talking to me. In any case, I hear their voices.

It was a very irritating voice that I heard when I put the MGA back on the road for its season opening test drive last April. As soon as the engine reached normal temperature, the squealing began. Doug suggested that it may be the generator. It sounded like the generator bearing was slowly going and I fully agreed. Since it is quickly replaced and I happen to carry a spare everywhere the A goes, might as well try the easy swap first. Out comes the spare generator and a couple of wrenches. An hour later (Doug was really careful not to scratch the paint!), the engine is started with a new generator, and as soon as the engine warms up, the pesky little voice is talking to me again. A later check with a stethoscope confirmed that the water pump was doing all the singing. The pump is not an expensive part... not a lot of work to replace either. It is just a pain in the butt to have to take the radiator back out again just to get to it.

In my quest for the best part possible, I spoke to Eric at British Automotive during the last Spring Tune Up. Unfortunately he did not have the part I was looking for. Lots of water pumps for 1800s, but nothing for the 1622 engine. However he certainly knows water pumps and he gladly shared all the information. He showed me three levels of quality. The best ones: cast steel body with a cast impeller as well. The middle of the road: aluminum, with a cast aluminum impeller. Finally, the worst of the worst: aluminum body with a cheap plastic impeller. He even showed me one with the impeller all chewed up.

Guess which type I found when I removed the one from my engine... You guess it: the worst of the worst (See picture, notice the black plastic impeller). Blame this



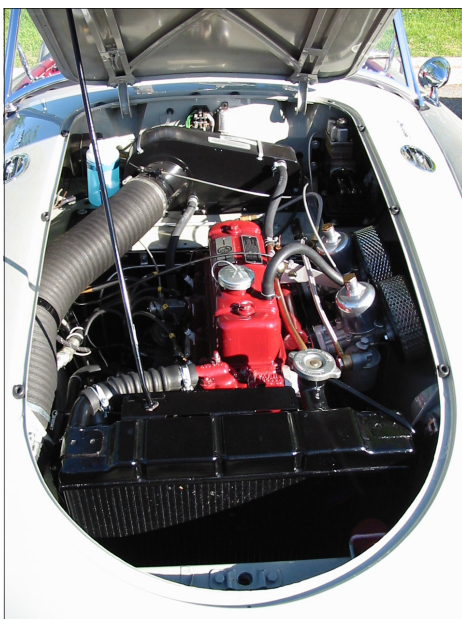
one on the previous owner. No real damage to the impeller except for some wear, however, the bearing was stiffer than my old seminary Latin professor, and less than 5000 miles from the rebuild! I guess that's why I like to do my own work. I can pick my own parts and take my time.

Moss takes a lot of flack from LBC owners all the time, but this time, they came through with the best pump quality (an all cast substantial chunk of metal) at the best price.

Smooth out the flat areas of the casting with sand paper. You already know that I am a maniac: it has to match the level of detailing on the rest of the engine... Degrease, masking, one coat of primer, two coats of maroon paint et voilà: one quality (hopefully...) and good looking water pump ready for installation (see picture).



Plug that hole with a new water pump and a fresh gasket. Bolt the pulley, fan and generator back. Adjust belt tension. Get the navigator involved once more with radiator lifting exercises. Install hoses. Run the engine dry for 30 seconds in order to lap the carbon race seal against the impeller for a leak-free seal. Fill the rad with coolant. Oops, should have tightened these clamps more. Absorb coolant from concrete floor. Warm up engine. Haaaaa. No more irritating voices. All I can hear is the comforting MG exhaust note. Let's take the navigator out for a test drive ... and ice cream.



## *The Brown and Cream*

Bill Morris was the one who gave  
Cec Kimber his big start  
The Morris Cowley  
He did improve  
Demonstrating, thus, his art

He raked the screen  
And polished ports  
And springs and steering lowered  
To Bullnose gave a sexy look  
With scoops from boats, he borrowed

The MG Super Sports he made  
Raworth and 14/40  
Old Number One  
Could do a ton  
V-Front Saloon was nice and sporty

But Cecil felt  
That he should make  
A chassis of his own  
So 18/80 came along  
And Midget soon was born

There followed half the alphabet  
With Magnas and Magnettes  
'Till Leonard Lord  
Became the boss  
And chopped the line to bits

The TA then became the car  
Soon followed by TB  
When war was done  
And peace was won  
It returned as the TC

TD, TF and MGA  
Were followed by the B  
And little Midget  
Based on Sprite  
As well as MGC  
What about saloons you say?  
Alright there were a few  
VA, SA and WA  
Magnettes and Magnas too

Old Cecil loved to mix and match  
The choice was quite confusing  
Then Leonard swung his great big axe  
For money they were losing

As was the case  
When BLMC  
Did hatchet our poor B  
The Triumph was the car they chose  
To eternal infamy

But they could not  
Erase MG  
It simply will not die  
Sir Michael did not reckon with  
The likes of you and I

Today they have the MGF  
Though distant from our shores  
And Rovers now become MG's  
The legend will endure

"And why is this?"  
I hear you ask  
The reason is quite plain  
The MG is a car - that's true  
But what's behind the name?

A spirit and a love of cars  
That require participation  
Remember this when you break down  
You're in the MG nation.



## *The Ottawa MG Club*

In the summer of 1987 a couple of MG enthusiasts, Hugo Leech and Jim Nunn, met by chance in the Dows Lake area of Ottawa. They were driving their MGBs along the Driveway one sunny afternoon, not really aware that there were just a few cars separating them, and, as the story goes, each was doing a wee bit more than the posted limit allowed. As the story continues, each apparently saw a very zealous policeman some distance ahead at the side of the road and each decided to make a quick turn off the Driveway to avoid any confrontation with the law. A quick turn to the same side street and a quick park along the curb put the 2 MGBs side by side. Well, once the policeman saw two MGBs make a hurried turn from the Driveway, he had to check it out. And although he did not pursue any speeding issues, he did try to quiz the duo about the seat belts and other safety features of the vehicles. You see, Hugo's "B" was an early model (a chrome bumper model) with old type lap belts. Jim's "B" was a late model "B" (a rubber bumper model but converted to chrome bumpers) and the seat belt arrangement was significantly different. The policeman had a hard time understanding why the seat belts in the two vehicles were so different if they both looked like the same year and model. Someone had to be wrong! Someone had to get a ticket! Both enthusiasts kept their cool and supported each other in the explanations and were able to get off without consequence. Together they did confirm that a club for MGers might be a pretty handy thing to have in Ottawa.

During the next year or so a couple more introductions occurred at a local British Car repair shop where MGB driver Dennis Campbell became known to the Dow's Lake duo.

Then in the summer of 1989, Andrew Moss was heading for the same British Car repair shop in his MGB on a Saturday morning. As he drove up the ramp to the Queensway at Carling Avenue, there was an MG Midget pulled over to the side with the hood up. Andrew stopped to help. The breakdown had been caused by a snapped fan belt. The owner had just purchased the car and didn't know too much about it. Andrew informed him of his plan to go to a parts store where he could pick up a new fan belt and return to help install it. But before Andrew could get on his way, a red MGB stopped to see what was going on. It was Jim Nunn. And after a bit of a chat about MGBs and the like, Jim confirmed his plan to start an MG Club and would look forward to having both Andrew and the Midget owner onboard.

Some ads were posted at the local British Car parts shop. And in 1990 the Ottawa MG Club was officially underway with almost 20 members. Over one hundred people are on the club membership list today. Some are very active members and others are not so active. At a typical monthly meeting, there are about 25 - 45 people. The cost for the first year is \$35. A new member package includes a membership card and club logo window stickers for the inside of the vehicle windshield. A Roadside Restoration booklet is also part of the package as well as a club lapel pin. Newsletters are issued periodically throughout the year. The Events Calendar is full of fun things to do, for both drivers and navigators. As a member you can take advantage of discounts at local businesses (parts, services, storage).

Membership renewals in subsequent years are \$30.

From April thru November we meet monthly, on the third Thursday, at Louis' Steakhouse on the Cyrville Road near Innes Road or at The Swan On The Rideau Pub, on River Road south of Manotick. And there are all kinds of activities during the summer months: rallies, outings, BBQs, Tech Sessions, fun sessions! During the winter we have a Christmas Party in December and indoor Tech Sessions and Videos in January thru March.

The club is proud to have many active members, drivers and navigators, both male and female. You can join by completing a membership form and returning it to the Treasurer with a cheque for \$35 payable to The Ottawa MG Club - or you can come out to the next meeting and check us out first. Hope to see you at an event soon. It will be our pleasure to meet you. Just introduce yourself at the next function you are able to attend.

[www.omgc.info](http://www.omgc.info)





## *MGB Evolution*

- 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 standardized 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 colored 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, N. 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 N. 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.

**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, standardized 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).

## *The Run to Wheelers Pancake House*

May 29, 2005

Pretty well every member of the OMGC knows we are a club that loves to drive our MGs. And our first driving event of the 2005 driving season was an opportunity for us to do what we love to do. And the run had several other good points in its favor, thus making it a wonderful event.

There was just enough tech session to get a few hands dirty, but not too much to keep us from the drive. The newly installed fuel pump in Len's B failed just outside the startup point. So with suggestions from the many knowledgeable people, the tech session was accomplished in a timely fashion and the vehicle ran successfully.

The route included a lot of very MGish blacktop roads with not too much gravel. (Sorry about the condition of the roads near Kilmarnock and I didn't remember all the rocks for the last 5 kms at McDonalds Corners)

The lunch was very worthy. Great fluffy pancakes. Very tasty sausages. Good old local Ontario maple syrup and butter. All very effectively priced at the Wheelers Maple Syrup Farm and Pancake House.

And to make things even better, we managed to miss the threatening rain from pretty dark clouds overhead. This meant roofs down all the way – just the way we love it. I did hear some folks got a few sprinkles on the way home, but we were able to dodge most of Mother Nature's weather surprises.

So for drivers and navigators of the 17 MG vehicles that participated in the Run to Wheelers Pancake House, all the ingredients needed for a top notch driving event came together in just the right quantities.

Safety Fast

Len Fortin





## *OMGC Spring Tune-Up 2005*

Although the weather was a bit damp, the tune-up at British Automotive was a great success. Many thanks to Eric and to Rob for helping again this year. Twenty-five people in total attended this year's event. Mostly drivers. A few navigators. Not all brought their MGs - most did, but there were a few "other marques". The sky did threaten rain all through the various oil changes and other tune-up activities so the BBQ was started just a bit early to try and avoid a washout. Rob also supplied a large umbrella to help make the cooking more comfortable. Thanks to Mary Attwell and Mark Evenchick for cooking

up the burgers and hot dogs on the grill. I'm not completely sure of the reason, but Mark was wearing some surgical gloves during his tenure at the grill and several folks spoke about how well Mary checked out the buns before serving. The rain did finally catch up to us after a while, but not before we had experienced a wonderful Tune-Up day.



## *Another Chance To Win Weekend Escape*

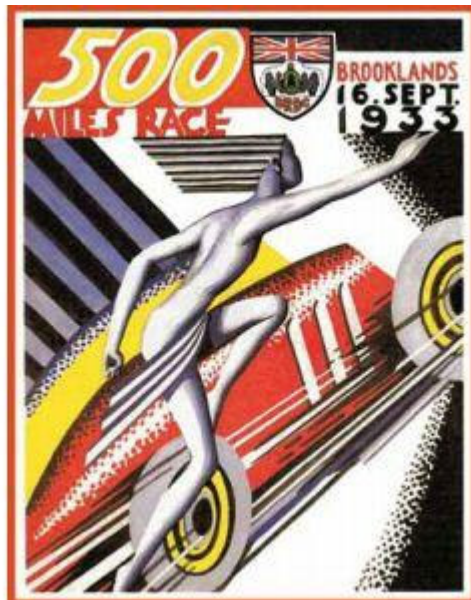
Last summer we held a draw for the Great Escape to Mont Tremelant and this was won by Colleen Trim and Quiller Graham. Who promised to report back to us on this experience.

If the membership is interested I will run another draw this summer for a Fall Weekend, date time and place to be announced.

Like last year, depending on the costs, it will be a limited number at \$20.00 per ticket to cover the cost of the gift certificate.

Let's talk this up and let me know of your interest at the following meetings.

Bob Stark  
613 258-4636



# *1<sup>st</sup> Annual All British Car Day*

Saturday, July 16<sup>th</sup> 2005 10am-4pm  
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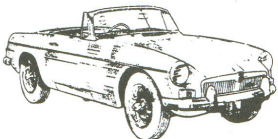
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OTTAWA MG CLUB  
2005 / 2006 MEMBERSHIP & RENEWAL FORM  
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Please bring this membership form along with payment to the next meeting  
(\$35 New Members, \$30 Renewals, cheques payable to The Ottawa MG Club)  
Or mail to: Mike Daniels, 57 Tiffany Place, Kanata, Ontario, K2K 1W5.

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

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

- 1) Social/Fun Events      \_\_\_\_\_ Club Meetings  
                                     \_\_\_\_\_ Inter-Club Events (Croquet, Darts, etc)  
                                     \_\_\_\_\_ Get-Togethers (Christmas, Beach, etc)  
                                     \_\_\_\_\_ Car Shows
- 2) Driving Events        \_\_\_\_\_ Short One Day Run  
                                     \_\_\_\_\_ Longer Two Day Run  
                                     \_\_\_\_\_ Non-Competitive Fun Rally  
                                     \_\_\_\_\_ Competitive Rally
- 3) Technical Events      \_\_\_\_\_ Speakers at Meetings, Videos, etc  
                                     \_\_\_\_\_ Hands On Technical Seminars  
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Would you like to be called / e-mailed about events?    Yes        No

Comments:

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