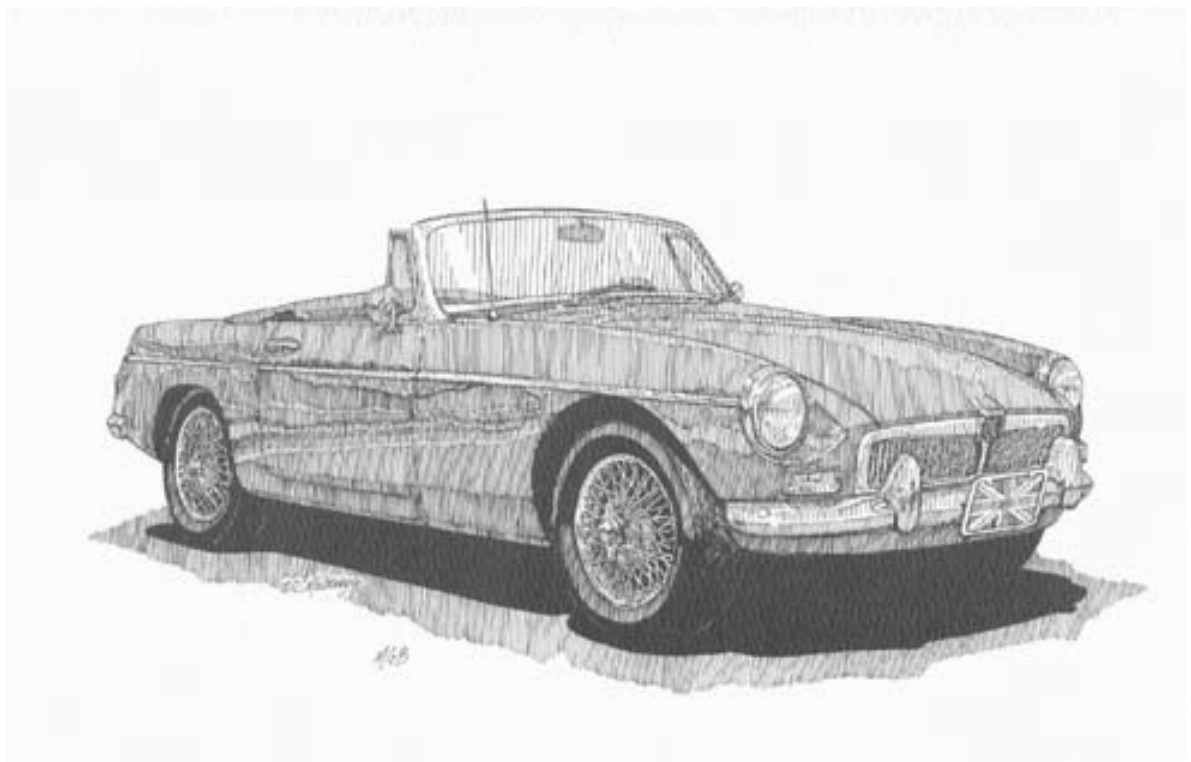




The Dashpot

Winter 2007



Ottawa MG Club

The Dashpot is the official publication of the Ottawa MG Club. Submissions for consideration should be sent to: frejung@rogers.com

www.omgc.info

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From The Editor's Desk

We are getting closer and closer to sunny spring days when we can finally get our cars back out on the open road, and none can be looking forward to this more than I. As some of you know, I spent a good portion of the last driving season in Denver Colorado and missed some of the best club events. This year this won't happen. I intend to be out for every event the club sponsors, and when there is no club event, I'll out on the road on my own.

A special thanks to Mark Evenchick for his contribution to this issue on the J2.

I would also like to thank Mike Daniels for all his assistance while he was in the Membership position, and on a personal basis for all the help he gave me at Gray Rocks on the OMGC Ski Weekend. Without Mike I would still be lying out on the hill.

Terry Haines.

President's Message

President's Message

I suppose that having this page in the Dashpot will allow me to editorialize a bit. So do we, as MG owners, accept that any car with an octagonal MG badge stuck on its grill is really an MG? It seems that a succession of car builders has traded on that assumption.

I was in attendance once when Mike Allison, MG historian and author, stated that the last true MGs were the prewar Triple M cars. I think his reasoning was that after this point the MG design office was absorbed by Morris, and that MG had lost control of what they were building. This might be considered a narrow view considering all of the MG history that came afterward.

Dick Knudson, co-founder of the New England MGT Register and also author of many MG books, doesn't have much time for MGs built after the last TFs in 1954. Perhaps this is because of the radical change that came with the later cars. The truth is that every time MGs advanced, there seemed to be an "old guard" that felt that the newer cars had lost some of the MG mystique.

My opinion is that they stopped building MGs when the factory at Abingdon was closed in 1981. Up until that point, there was a link from one model to the next as the cars progressed through the years. As an example, the front suspension and steering gear on an MGB are almost identical to the those on my 1950 TD. Some of the parts are even interchangeable! If you have a look at photographs of cars being built at the factory at Abingdon, you will see the resemblance in the assembly line from the early '30s right up to the end. Let's face it, all of the Abingdon cars were born in the same place, and built by the same work force.

It wasn't long after the meltdown of the British car industry, that some of the marketing experts from the consortium that took over that mess, realized that MG had a rabid following, and that they could take any of their econoboxes, and with a few extra features and an MG badge on the front, they had a ready made market. Yes, I know that MG always did much of the same thing (has anyone seen an MG 1100 lately), but at least they were building real MGs at the same time. When BMW got hold of the rights to the MG name, they declined to use it, and sold it on to another group, who developed the MGF and a host of badge engineered sedans. We shouldn't be too harsh here...at least they did try to build a sports car that would be in the spirit of MG.

And so it goes. Another bankruptcy, and MG is bought by a Chinese group, and we see pictures of the production lines being packed up and shipped to the Orient. I don't know if it's true, but I read an item on the internet recently stating that the new owners of MG have decided the MG name no longer stands for Morris Garages. Henceforth MG will stand for Modern Gentleman. Modern Gentleman! God only knows what they will build to match that moniker. The question is, after all it's been through, will there still be a market for the MG name? Will those of us who have fallen under the spell of the MG mystique be moved by the Modern Gentleman? Only time will tell.

You don't agree? Perhaps you could write up an editorial debunking these ramblings, and submit it to Terry for inclusion in the next Dashpot.

Mark

The Ottawa MG Club Christmas Party

By

Len Fortin

I think I can correctly report that the Ottawa MG Club Christmas Party was a huge success. I'm pretty sure everybody had a grand time. However, I wasn't very timely about writing the storyline for the newsletter. In fact, I didn't get around to doing the writing for quite some time. So now I'm writing this article about the OMGC Christmas Party many days after the event. Not the day after... not the week after... but fully 44 days after. I'm writing the article on a day that started out bad... and then things went downhill from there. A day where things went all wrong from square one and I desperately needed to think some good thoughts to get my mind off the bothersome issues that were running through my brain – so the Christmas Party article seemed like just the right thing to do.

The Christmas Party evening got underway around 6 o'clock at Louis' Restaurant banquet room with my two most favourite things – OMGC people and cocktails! Pierre Ranger acted as the evening's Master of Ceremonies. Folks jumped right in to help Deb Fortin set up the table centerpiece decorations. And there were many willing hands to prepare the room for the Fun & Games Activities we had planned.

Attendees had been previously encouraged to bring along an item for the "Re-gift Activity". A "Re-Gift" is an item that the attendee has around the house but does not need any longer; perhaps an item that has been on a shelf, in a drawer or stored in a box and could be of some use or value to another person. A "Re-Gift" is an item you have that could be 'interesting' or 'neat' to other party participants. A "Re-Gift" is an item you have and you hope someone else could use, if you could just locate a good home for it. A "Re-Gift" could even be a very low cost new item from the local Dollar Store with characteristics similar to something you would not need to have around the house any longer, but others might appreciate. An item, which if you received it from a friend, might bring a smile and a thank you. These "Re-Gifts" were numbered as they arrived with the attendees and were given out, by drawing numbers, to other attendees during the evening. It was clear to me that everyone went home with a "Re-Gift" much better than the one they brought. Isn't it funny how some folks "Re-Gift" items are pure treasures in the hands of others??? Go figure!

Now cocktail hour was almost over and it was getting on time to eat. And to help manage the lineup to the Christmas Buffet, we played Automotive BINGO. A small version of the well-known BINGO, using one playing board per table, having upon each board a variety of automotive parts pictures. Karl Koch randomly called the various automotive items and folks at each table recorded their matches until a complete vertical, horizontal or diagonal line was achieved. Playing the game was a blast – even though it didn't really make any difference in managing the lineup at the buffet. The food was great! Thanks to Tom and his staff at Louis' for a wonderful spread of feast food.

As people were finishing their dinner and making dessert selections, another Fun & Games Activity got underway called, "What's In Santa's Bag". Three small colourful sacks, each with a tightly elasticized opening and containing a dozen items, were passed around from table to table. The challenge was to identify the items only by touch – no peeking inside the sack. Most of the folks who tried to identify the items felt it was important to be as detailed about the items as possible and thus have a better chance of winning the activity. For example... the simple 'drawer knob' item was noted by one person as "a wooden drawer pull, with chamfered corners and fluted edges and a 1 ½" mounting screw with a Phillips head". And the simple 'engine valve' item was noted by another person as "a carbon encrusted exhaust valve, probably 1977 vintage, with extreme wear at the shoulder from the valve guide". And, following game instructions, most people did put one hand in the bag through the tightly elasticized opening to make certain of their identifications. But I did see at least one couple working as a team where each had a hand in the bag through the tightly elasticized opening at the same time. I don't think this made the item identification any easier, but they appeared to be having fun trying.

The Fun & Games Activity called, "Connections" was also underway. Participants had to view the 12 pictures posted on the banquet hall walls and identify the 'People, Places and Things' in the pictures. Here also it was apparently important to be specific to get the correct answer. For example... the helicopter was not just a helicopter – it was a Sikorsky helicopter. Thomas Edison was more accurately identified as Thomas Alva Edison. The flag was not just a flag – it was the flag of Poland. I understand there were several questionable responses. Thank goodness it was only a game and not a Final Exam.

Then suddenly there was a hush brought over the room as an appeal for silence was made. A special Christmas reading was to take place. Debbie Ranger got out her Christmas story-book and sat in a chair in the center of the crowd. She told a "Night Before Christmas" story of how Santa was not having a good day. She told the most wonderful story of how the angel came to be on the top of the Christmas tree – and the story was a hit!!!

Then with guitar music and several song sheets we all continued the celebration of the season with the singing of Christmas carols and winter songs. What a wonderful and civilized way to share some fine times with friends.

And now that this storyline is written and I've had opportunity to bring back the memories of that evening... the problems of today don't seem to be overwhelming at all.

A Mighty Fine Time At The RCAF Officers' Mess

By Len Fortin

The weather outside in downtown Ottawa was typical for January – Cold!

And the feeling inside the RCAF Officers' Mess was typical for the OMGC – Warm!

I really do enjoy getting all dressed up in my good suit, shirt and tie every once in a while. And with lots of OMGC folks all milling about, the evening at the RCAF Officers' Mess is always a winning combination of good people and fine food.

There were 44 attendees at final count and we all looked wonderful in our “fine fancy frocks”; not at all like our usual more casually dressed selves at Louis'. The administrative staff at the Mess did a bang up job of recording our orders, but unfortunately ran out of the mussels appetizer – a disappointment to many. All of the meal selections were really superb. Bar service was bit slow, but once you had a drink in hand and an MGish conversation going... all would be well.

After dinner, Mark conducted a bit of a meeting agenda to remind everyone that the OMGC Event Calendar for 2007 was, for all intents and purposes, already pretty well set up. Only a couple of outstanding plans had yet to be confirmed – one being an attempt to have a get-together driving event with the Ottawa Valley Triumph Club. And another being the confirmation of the summertime meeting spots. The plan to have a full colour, pre-printed club calendar (an April thru March style calendar) was taking shape and many club members were contributing photos for the picture pages.

So with an enjoyable meal shared and some warm conversation made and a full driving season of events to look forward to, it's pretty safe to forecast more good MG times.

J2497 - Part 1, a Historical Perspective

Mark Evenchick

Some members of the Club have asked me recently about the J2 that I have been working at, off and on for many years, and since I promised Terry that I would write an article for The Dashpot, I thought that this might be an interesting topic. What started as one article eventually expanded into three. The first part is a short history on where the J2 fits into the early years of M.G.. Information for these articles comes from several books that I have read, and my own observations. It shouldn't be taken as "gospel"!

As is commonly known, Cecil Kimber was the founder and guiding light of the M.G. Car Company. His position was that of Managing Director. The company was owned by William Morris, AKA Lord Nuffield, separately from Morris Motors. This allowed Kimber to operate M.G. without being directly controlled by Morris Motors.

Prior to the introduction of the M type in 1928, M.G. was a very small boutique car manufacturer. Their cars were constructed by slightly modifying Morris chassis, and mounting special sporting bodies on them. In the early years M.G. built a number of different models in this manner, but all in small quantities. Their opportunity to take the step into larger production came in 1927 when Morris Motors purchased Wolseley Motors. One of the engines being built by Wolseley at that time was a tiny 847 cc overhead cam unit. This engine, in both 4 and 6 cylinder layouts, would become the basis for all of the overhead cam M.G. engines during their glory days of racing and speed record attempts up until 1935, when control of M.G. went to the Nuffield group, which the expanded Morris Motors had become.

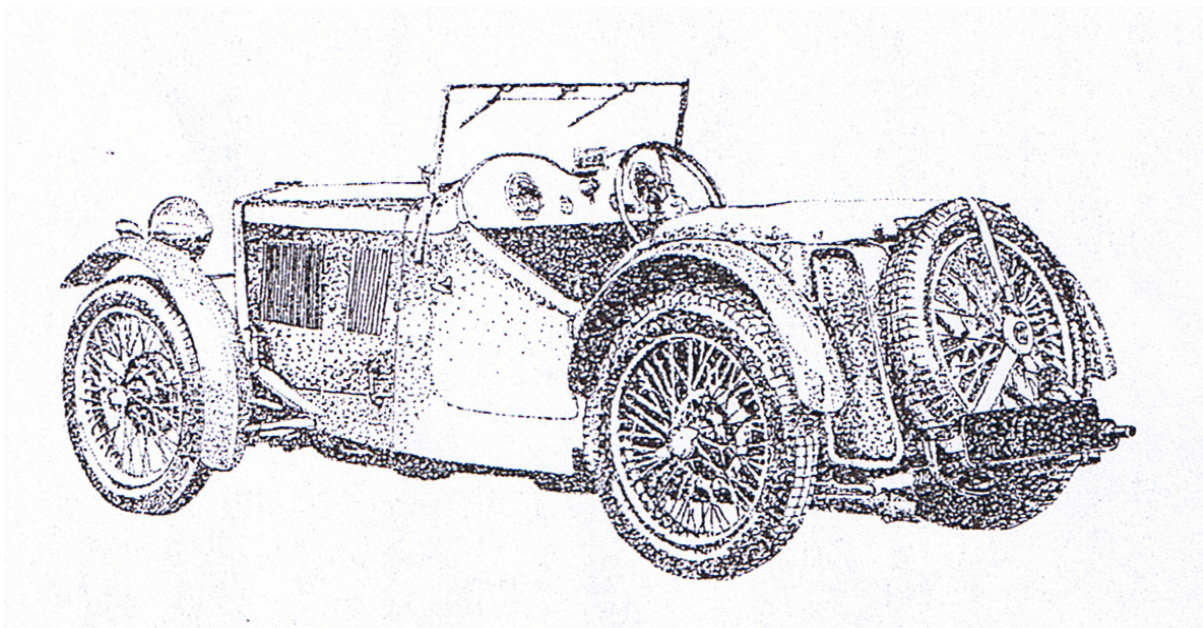
When Morris Motors got access to this new engine, they immediately built the new Morris Minor to go into competition with the Austin 7, which had controlled the "Baby Car" class up until that time. The Morris people however felt that the engine was too complicated, and detuned it for their use. In September of 1928, Kimber was able to get a Morris Minor rolling chassis with the more powerful engine. The suspension on this chassis was lowered, and a tiny fabric covered plywood body was mounted. This was the M type Midget, the progenitor of open two seater sports cars that we have come to recognize as M.G.s. With its cycle wings, sporty boat tail body, and excellent performance it was an instant hit. Between 1928 and 1932, M.G. built 3255 M type Midgets.

It wasn't long before the mechanics and engineers at M.G. began tinkering with their new engine and discovered that by altering the valve timing, the horsepower could be raised from 20 to 27. This made the M types quite powerful relative to their weight and they began to be used for trials and racing. Although M.G. was not involved directly in competition, they did build special cars and supply support for private entrants. With the great success of M types in all types of motor sport, and with the success of EX 120, the first 750 cc car to exceed 100 MPH, The M.G. Co. built a model whose sole purpose was motor racing. For the C type M.G.s the engine was redesigned and special bodies were mounted on purpose built chassis. These cars were highly successful in many races in 1931, and became the basis for the J types.

With a completely new chassis based on the C type, and using the C type's cross flow head design, production of the J type Midgets began in mid 1932. The engine was now capable of 36 H.P.. It had an all new metal over plywood body with a slab fuel tank mounted on the rear and cycle wings over each wheel. They were available in four formats. These were: the J1, a four seater, the J2, a two seater, the J3, a 750 cc supercharged 2 seater, and the J4, a supercharged race car. Of a total of 2494 J types built 2083 were J2s. In 1933, the cycle wings were replaced with swept wings to create the body style that was recognized as "M.G." through to the TFs of 1954.

The major weakness of the J2, was its two main bearing crankshaft, which just couldn't cope with the increases of power that had been achieved since the M types. This problem was solved with the introduction of the P type in 1934. The PA had a new three main bearing engine and sported a slightly larger and better appointed body. This was improved upon again with the PB, which had the displacement raised from 847 cc to 939 cc. The PB was the last of the famous overhead cam 4 cylinder M.G. Midget road cars.

I have only mentioned the 4 cylinder Midget road cars of the early '30s. Alongside these, M.G. was also building their 6 cylinder Magna and Magnette ranges in a confusing array of open and closed models. Included in these were the legendary K3's, giant killers on the race tracks of Britain, and the Q and R types which were single seat open wheel race cars. In the summer of 1935, M.G. was reorganized, with Leonard Lord becoming Managing Director. Lord's interest lay only in the bottom line, and competition activity ended. At this point the M.G. design office was moved from Abingdon to the Morris offices at Cowley, and in an attempt to bring costs under control, M.G. was now required to build their cars from the Morris parts bins. This ended the era of rapid technical advances at M.G. when new concepts proven on their competition cars went directly onto their production road cars. The J2 is an example of their work from this era.





There must be some perks to being editor and I have decided that since I had a free page I would insert a photo of my car as it came out of the shop last spring. The car, a 1965 (Mark 1) model has been completely refinished including new front fenders, rocker panels, rear fenders, inner and outer rear wheel wells and some repair work on the floors and firewall. It was stripped to bare metal and resprayed with several coats of primer, POR 15, and finished in Jaguar Green with clear coat.

Mirrors, luggage rack and front bumper have been re-chromed and a wood dash and Motolita steering wheel installed.

Kozak Auto Dry Wash by Lexol

Story by Frank Rizzuti

Lexol has long been a trusted name by auto enthusiasts for their leather cleaners and conditioners. The Atlanta-based company now produces a dry wash cloth that, they suggest, allows you too safely and easily clean and polish your car without water.

The Kozak cloth is made of long cotton fibers, woven to a plush nap, and it's infused with a proprietary formula designed to safely remove dirt and dust from your car's finish. The cloth measures 3.8 sq. ft. and it's good for 50 cleanings, according to Lexol, and is priced at 11.99.

Lexol states that the Kozak won't take the place of a wax or polish job and it will not remove tar, bugs, hardened water spots or bird droppings. What it will do, they say, is remove fine dirt, dust and with regular use, improve your car's finish. If this product works as advertised, it will quickly become a useful tool for detailing your car, and Lexol offers a money back guarantee.

The instructions state that the car must be free of water and in the shade. The cloth should be used in a folded pad with light strokes to remove the dirt, and heavier pressure to polish. They also mention to give the cloth an occasional snap to knock out the excess dirt.

I didn't wash my car for over a week. This was agonizing as it is a weekly ritual to wash and polish my car -- therapy if you like -- and it had accumulated a noticeable layer of dust and marks. This should be Kozak territory!

Upon opening the package a medicinal, menthol-like odor emanated from the cloth (this could be the "exclusive formula;" although it smells like Absorbine jr). Kozak was easy to use and it picked up all the dust and pollen and didn't scratch the paint. However it didn't do anything to spots like fingerprints, no matter how hard I rubbed, and afterwards my hands were left greasy, which can leave even more marks.

Does it do what it claims? Well, yes, to a certain extent. But there are other products on the market that do it better. Meguiars and other manufacturers have spray on quick detailers that do a much better job. Would I buy one? I don't think so. Invest your money in a quick detailer and some microfibre cloths. Much more therapeutic.

But if you do buy one, keep that receipt for the money back guarantee...

Lexol products can be viewed at www.lexol.ca (currently under construction) and purchased at Canadian retailers listed on the site.

J2497—Part 2 J2 Features

By Mark Evenchick

In the first article of this series, I tried to give an overview of where the J type M.G.s fit in the early history of the M.G. Car Company. In this article we will look at some of the interesting features specific to the M.G. J2.

So what makes the J2 so fascinating? As I mentioned in a previous article, The M.G. J type Midgets were based on lessons learned from the C type race cars of 1931. When we look at the J2, we get a snapshot of racing technology of the early '30s. Beyond this, the J2 body style set the standard for sports car design for many years to come.

Although the J2 is tiny, it is visually very pleasing. This is equally true of the early cycle wing model, with the rear wings neatly tucked into the body and the fronts mounted on outboard wingstays, or the later swept wing model, which is reminiscent of a $\frac{3}{4}$ scale TC.

The long bonnet and spartan body section give the J2 a very aggressive appearance. The area under the bonnet is divided roughly in half by a metal covered $\frac{1}{4}$ " plywood firewall. The front section houses the tiny engine, while the rear part is occupied by the forward part of the cockpit. The four speed non syncro gearbox, with a long octagonal extension, also extends into this area. The seat bases are only 15 inches wide, making the car a very tight fit for large people. The dashboard is engine turned aluminium, with a speedo in front of the driver, and a matching octagonal cluster containing a small ammeter, oil pressure gauge and light/ignition switch on the passenger side. The speedo is marked for RPMs in third and fourth of gears, making it somewhat confusing to look at.

The heart of these cars is the 847 cc overhead cam cross-flow engine. The drive for the camshaft is delivered by a skew gear on the front of the crankshaft, through the dynamo which is mounted vertically on the front of the engine, and then through another skew gear to the camshaft. The camshaft is centrally located on the head, with a rocker shaft on either side. The lobes of the cam operate against the top surface of the rockers, which in turn operate against the valve stems. Adjustment for the rocker clearances is provided by an ingenious system using offset threaded adjusters on the rocker shafts. The crankshaft originally had a large ball bearing for the front, and a babbit bearing at the rear. Later on, another smaller bearing was added further forward in an attempt to avoid the engines' habit of breaking crankshafts. The crankshafts are not counterbalanced necessitating the use of a very heavy flywheel. There is no water pump on the engine. It relies on thermo-syphon cooling which can be a problem in traffic. The radiator is mounted on the front engine mount, and thus moves with the engine.

The single plate clutch is the reverse of modern practice. It consists of a thin steel plate splined to the input shaft of the gearbox, with friction material on either side mounted to the flywheel. The pedal is mounted directly on the release bearing cross shaft.

The frame is a simple ladder design, similar to that on the TC, using light steel U-section rails held together by tubular cross members. These rails pass under the rear axle, allowing the body to be mounted closer to the ground. As on the TC, the frame is quite flexible, helping to make up for the very stiff springs. The suspension was taken directly from M.G. racing technology of the time. It has a beam axle at the front carried by leaf springs. The fronts of the springs are mounted on bronze bushings. To avoid side movement, the rearward ends of the springs are mounted in "sliding trunnions". This system involves the ends of the springs moving through a pair of bronze slides which are allowed to rotate in a steel box mounted on the frame. A grouping of three fittings is mounted on either side of the car under the bonnet. These are connected to small brass tubes, which carry lubricant to all of the suspension parts. The car is equipped with adjustable friction shocks, consisting of metal plates operating against wooden discs.

Unlike most cars of its era, the J2 is equipped with a 12 volt negative ground electrical system.

All four brakes on the J2 are cable operated by levers from a single shaft. The hand brake also operates this shaft, so it applies braking to all four wheels. The drums are 8" diameter aluminium, with steel inserts. It takes a great deal of effort at the pedal to slow the car, but in extreme cases, use of the hand brake and brake pedal can be used to stop it. One can only assume that M.G. drivers of the cable brake era had well developed leg muscles!

The fuel tank and spare tire are mounted on the rear of the car similar to the TC arrangement. There is no fuel gauge or light, however there is a valve mounted on the tank, allowing access to the last gallon or two at the bottom of the tank.

The first J2 tested by the motoring press in 1932 was capable of over 80 MPH. It later became apparent that this car was supplied with a tuned engine, which might be too fragile for general road use. The cars supplied to the public were somewhat detuned from this version in hopes that the engines would survive for a longer period. A top speed of 70 to 75 M.P.H. is probably a more reasonable estimate for a standard J2. Suffice it to say that many early J2 owners broke their car's spindly crankshafts in an effort to find the top speed of their cars. This problem and the braking problem were solved with the introduction of the P types, whose engines featured a three main bearing crankshaft and 12" brake drums.

J2497—Part 3 History and Restoration

By Mark Evenchick

The previous two articles in this series referred to M.G.J2s in general. In this article I will give specific information about J2497, what I know of its previous history, how it came into my possession, and details of its restoration thus far.

One of the previous owners of J2497 was able to get copies of its early factory records. These records show that it was originally purchased in November of 1932 by Mr. Jack Harold Spoor. It was the 246th J2 produced, was red in colour, and registered as YY2755. Judging from the number of times that the car went back to the factory for repairs and adjustments, Mr. Spoor had a great deal of trouble with it. The last document that I have is a warranty claim made by a dealer in 1935.

In the summer of 1964, J2497 was purchased by Sandy Fraser, who was attending courses at Oxford, for 125 Pounds Sterling. Interestingly, while at Oxford he had it repaired at the original Morris Garages! Later that year he brought it home to Montreal. Sandy was unhappy with the engine, and in 1968 purchased a crash damaged 1933 swept wing J2 that he had seen advertised in a British car magazine. The drive train from this car was transplanted into J2497, and at the same time the colour was changed from a deep blue to green. While Sandy kept the original drive train, the remnants of the donor car had a Spridget drive-train installed. That car is still in Ontario, and may some day be reunited with its original engine and gearbox.

By 1970 Sandy had taken up his post at Acadia University in Wolfville N.S., and acquired an M.G. TA Tickford. In 1972 the J2 was sold, and went through a few hands before being purchased by Joel Page of Wolfville in 1987. Over the next few years Joel began dismantling and restoring the car in Sandy's garage. It was while on an M.G. tour in 1992 that I met Sandy and first saw J2497. The following spring Joel decided to sell the car, and Sandy helped to arrange its sale to me. Sandy has informed me that from the time he purchased the J2, till the time it came into my hands that it had traveled less than 500 miles under its own power! It wasn't until the fall of 1993 that I was able to arrange to collect it.

What I brought home was a grimy rolling chassis, with the start of a restored body tub on it, and a pile of crumpled sheet metal. Having suffered the restoration of the body tub on my TD a few years previously, I decided right away that I wasn't up to rebuilding the J2 tub, especially since I knew of no other J2s close by to use as reference. I resolved to purchase a new tub at some point, and began the messy job of dismantling the chassis, cleaning, restoring and painting all of its parts, and of course ordering up replacements for all of the worn out bits. I took many photographs as I went along for future reference, and also took photographs from every possible angle of any J2 that I came across in those years. I managed to find a few books to help, and as soon as it was available I purchased a copy of Graham Howell's "A Practical Guide to the Restoration of the J Type". This book as well as "A J2 Compendium", which is a collection of hundreds of technical articles written about the J2, has been invaluable in trying to figure out how things go together.

Once the frame was straightened and painted, I began working upwards. The springs were all replaced with new bushings and new sliding trunnions parts installed. After this, the front axle was crack tested and mounted. The rear axle casing ends had been built up by bronze welding at some time in the past. I assembled it with new bearings, but with the knowledge that I now have from experience on the TC, I plan to go back and redo this part of the car. The pinion bearings were falling to bits, and I cobbled something together, but I'll have to check that area out when I dismantle the rear axle. The shocks were all dismantled and the wood discs replaced. I then managed the chore of re-riveting them. I tried cleaning out the central lubrication lines, but these were totally clogged up with grease, so I purchased a kit consisting of a spool of tubing, and some tiny brass rings. The tubing is cut to length, shaped, and then the rings are silver brazed on the ends. This was very time consuming, but it was nice to work on some new parts for a change.

At some point after a year or so, I bit the bullet and ordered the body tub. The supplier also convinced me to buy the new seats that I required, reasoning that it would cost no more in shipping to include these in the crate. I also purchased a new set of bonnet sides, as the originals were badly mangled. At this point money was flowing freely on this project...so what the heck!

Shortly after the arrival of the tub, we decided to put an addition on our house. This consisted of new garage space that was insulated and could be heated. Now I could work in the winter in relative comfort. Nick Roberts, former OMGC member built it for me at a very reasonable price.

Over the following years the front suspension, steering gear and brakes were completed. After this, the body was test fitted, and horrors, the new bonnet sides were about an inch too short in height. After much tearing of hair and gnashing of teeth, I brought them to Robin Fredette who cut them back and welded new metal onto them, Hammer, Roll, Bang some more and they were straight. At the same time I had him do some shrinking on bulges on the bonnet tops. I wasn't really happy with the shape of the scuttle, and since the one from the original body seemed to be okay, I removed the scuttle from the new body and tried to mount the old one. It was about 1/4" too short, so I cut it back and bravely gas welded some new metal on the forward edge and formed the flange myself.

Unlike the T type M.G.s, plywood covers the complete wooden frame directly under the sheet metal. This means that all work must be done to the sheet metal before it is mounted. Any welds that have to be made to assemble parts on the body risk setting the plywood on fire. If you are using a mig welder it's not too bad, but at that time I only had gas welding equipment... it made for some exciting times! I had purchased a new set of side valences, but these needed reworking as well, and after they were fitted, I mounted my home made bonnet catches. These were made following plans from Graham Howell's book.

Since no two body tubs are the same, the interior panels must be custom made to fit each car. After my experiences with the TD, I wanted to get this job done before painting the body. These panels are made of 3 mm marine plywood, covered with padding, and then vinyl cloth. I had received the correct cloth with my seats, and went to work making patterns, cutting them out of plywood and then covering them. This is a simple job until you get to the back corners of the tub. Here the plywood must be steamed and fitted into a curve turning almost 90 degrees. With this done, and the creation of a new set of floor boards, I test assembled the interior. With some adjusting, it wasn't bad. I had covered my new aluminium dash board with masking tape so that I wouldn't mess it up while doing this....big mistake! The tape is still on there, and I don't know how I will get it off.

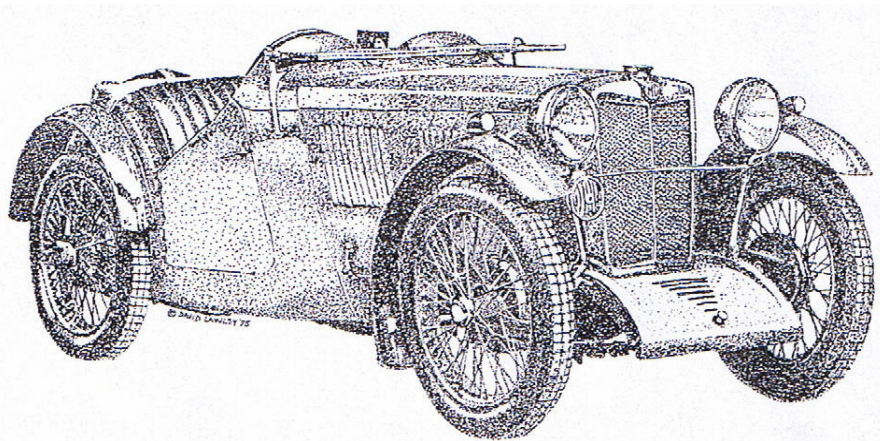
About paint. I was also concerned about the drive train. I had read the information that I had on rebuilding the engine over and over and over... I was really worried about how I was going to tackle that job. Then the TC arrived. At the time it seemed to be a pretty straight forward project, so I put the J2 on the back burner for what I thought would be a year or two.

Restoration of the TC is a different story for another time, but one of the assets that I did acquire during this stage was the assistance of the Three Stooges Car Club. This group has assured that there is some sort of activity occurring in my garage at least once a week! In the fall of 2005, with the TD seemingly going strong, and the TC seemingly all together, we started. By this time it was 1999, and with most of the hardware test fitted I was starting to think talking about getting back to work on the J2.

Having two complete engines gave us some options. Although I knew the engine that was in the car would run, it had a large patch on one corner of the block. We had the original block crack tested and measured by a machine shop, and it seemed to be pretty good, and being the original block for the car we decided to use it. I took both of the heads for crack testing, and although neither showed any cracks, one had had some obvious repairs done to it, and the other had severe rusting of some areas that would have to seal coolant. The valve gear from both engines was badly worn and needed replacement. Everything that I had read suggested replacement of the original crank with a modern forged counterbalanced one fitted with shell rod bearings instead of the original babbited bearings, and new rods to match. We decided to have an expert deal with the head situation, and build the bottom end up ourselves.

In February of 2006, I went to the UK with luggage containing two J2 heads, one dynamo, one control box and a complete set of valve gear. I had arranged to meet with Mike Dowley, of Sports and Vintage Restorations, who specializes in parts and restoration of prewar M.G.s. Although not the cheapest, Mike is by far the most reliable of the parts dealers whom I had dealt with on this project. I spent a day with Mike, and returned home with two suitcases full of parts, and a lot of information. I now had a beautiful Phoenix crank and rods, and most of the parts necessary to put the bottom end together. Mike felt that either head could be restored, so I instructed him to restore whichever seemed best and build it up with a new cam and valve gear. When this arrives, it should be set-up and ready to go, eliminating one my main concerns.

Most of the spring of 2006 seemed to be tied up with organizing and attending M.G. events. During our summer trip, the TD engine broke, and in September the TC engine broke in Vermont. This has put the J2 onto the back burner again as we deal with getting an M.G. together for us to travel in this summer. This year, J2497 will be 75 years old. Hopefully we will be driving it before it turns 80!



Contents of The Dashpot By Graham Ayers

I would like to ask each of you three questions. Read each one carefully.

After you have read all three:

A: If none of them made you go ... Hmmm ... skip this page.

B: If none of them tweaked even a tinkle of attention ... skip this page.

C: If any of them made you go ... Hmmm ... read on.

Here are the questions:

1. Have you EVER have thought, even for a moment – “I could/should write something”?
2. Have you EVER wondered why somebody doesn't write an article on ...
ie: rebushing a Kinerton valve?
3. What are **you** doing to help make The Dashpot as good as the club it represents?

As the Editor of ANY club newsletter will tell you finding enough material to produce a monthly/seasonal newsletter is probably the second most difficult accomplishment on the planet.

Giving birth, I have been told, is the first (no experience there so can make no comment !!!). Some may disagree, having attempted to replace the seals on a 'B windscreen.

Contributions to a newsletter can come from ANY source and can relate to any topic -- well almost – as long as it is minutely related to the LBC. Hey, beggars can't be choosers!!

The Internet contains hundreds, if not thousands, of websites that cater to all shapes and sizes of LBC. While these may not be dedicated to the MG marque they often contain tidbits (can one even say that nowadays?!?!) of information that might be of interest to other obsessive/compulsive LBC owners.

Recognizing there are still some who do not have access to the 'Net, all I can say is you are missing out on some fascinating stuff.

If you do, I'm sure you have surfed your way to and through the plethora of sites related to MGs (if not LBCs in general). All those guilty raise your hand - mine is WAY up...!!!

These sites provide us with a humungous amount of information, albeit the chap who has researched the availability of original British Leyland air for the tyres on a 100 point restoration of an Airline Coupe or a 1962 pull handle 'B ...

Or a source for Lucas smoke that needs replacing when it has suddenly escaped from under the bonnet ...

Most LBC owners are more than happy to share knowledge and will gladly give permission for an article written by them for inclusion in another club newsletter (with credit given where due).

Having a degree in English Composition is not needed, simply something to share with your fellow members.

The discovery that tweaked your interest/imagination will probably do so for others and the Dashpot is a good place to tell them.

A homemade tool to do specific job. Or one that was never intended for, but works perfectly well doing xyz ... ie: the huge spanner I made to hold the flywheel on my Yamaha dirt bike and found would hold the hub studs when tightening the front axle nut on my Honda Civic ...

Or perhaps you have discovered an easy way to do a job on your LBC ie: pointed studs threaded into the bolt hole (after you have removed the proper bolt) for your seats to facilitate finding the darn things under the carpet after reinstallation ...

It could be how you found your car and what you had to do to it (or nothing!) or had done to it after you got it ...

Or if you know/traced the previous owner ...

Or an interesting drive you did ... and what happened – or nothing happened ...

Or a memory you have ... Ahh yes, My first MG – a 1966 MGB roadster, w/w wheels & o/drive ... and all the girls said car would attract ...

Or the chap that stopped while you were topping the petrol tank and regaled at length about the funny little English car he had ...

The writing does not have to be the King's English or even grammatically correct (that's what an Editor is for – right Terry ???)

Currently membership in the OMGC stands at 120. If only 10% or even 5% submitted *something* there would be an additional 5-10 pages (and a corresponding percentage of LESS grey hair upon Terry's pate.

But more important YOU would have contributed to the success of The Dashpot.

Did I mention how cool it is to see your name and writing in print ???

So sharpen that quill and put it to papyrus ... or sit down at the keyboard ...

Having said that I would like to propose a new feature for The Dashpot.

For those who subscribed to MG World, before its untimely demise, you may remember a feature called a 'Running Report'.

(Did you know that the publishers had to drop one of their magazines and opted to continue Triumph World? Another example of those at the top not *really* connected to the real world!!)

But I digress.

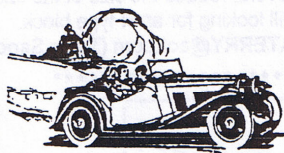
For those not familiar with this feature it was simply ... a page ...

B: the same thing happened to me ...

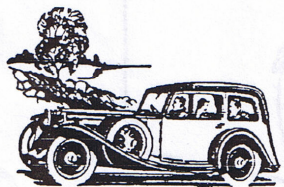




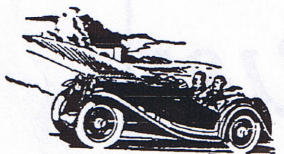
THE NEW M.G. MAGNA



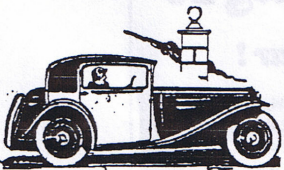
The new M.G. Magna which is known as the 'L' type has an entirely new 1,086 c.c. six cylinder engine of racing design and a four-speed gearbox of the twin-top type. The well tried M.G. underslung chassis is retained, but has additional cross bracing.



The coachwork has been entirely re-designed and is more roomy than before, the appearance has been greatly enhanced by the fitting of the latest type wings and running boards, with larger wheels and tyres.



Speed capabilities leave nothing to be desired even by the most exacting sporting motorist, and the brakes with 12" drums more than cope with the additional performance.



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'LBC Computer Log' – or 'Hours In Front of the Other Screen'

By Graham Ayers

A decade ago I finally "got with the program", entered the 90's (just in the nick of time!) and acquired a computer. It wasn't so much that I got one personally but that one appeared in the house. After some tentative exploration of its capabilities I decided to put it to good use and keep my MG log on it.

After much thought (and experimentation) on how to make the log most user friendly (without creating one of my famous 'battleships!'), I decided to use the Excel program. It is probably not the best choice but that is what I chose and I'm sticking with it!

I am not fluent on the keyboard and it took some time to transcribe several years of hand-written notes into the log at the outset. Then some more work and several modifications setting it up and getting it to work in a friendly manner.

The next question was how to best utilise the program. Since there are an unlimited number of worksheets available I hit upon using the chapter titles from the workshop manual ie: 'Brakes', 'Body Fittings', 'Electrical', 'Engine' etc. etc. and made a worksheet for each one.

In this format (see - computer jargon!) information on any system can readily be retrieved by simply going to the appropriate worksheet.

Each worksheet is divided into columns. The first column is for the **Date**, the second is for the **Work** done, the third for the **Hours** it took to do the work.

There is a general worksheet titled 'NOTES 2006' where all the days/evenings notes are entered first. It is quick and easy to stick everything here then sort it later at leisure over a cup, mug or glass of one's favourite libation.

I then copy the specific notes to the appropriate 'system' worksheet. The 'system' worksheets are great since they give you all the relevant details for whatever information you need.

For example you can go to 'Brakes-rear', and see when you installed the new cylinders or last changed the brake shoes or fluid or adjusted them.

Date	Brake System
-------------	---------------------

28-Nov-88	Emptied brake master cylinder reservoir.
30-Nov-88	Undid metal brake lines from flexible lines at front suspension. Brake line clipped to rear of c/member - snagged when lowering c/ member - check for kinks/damage.
07-Jan-89	Removed rear brake drums. New cylinders probably required - surface rust prolific. Cleaned brake back plates.

Or, go to 'Cooling system', 'Fuel system', 'Gearbox & Rear Axle', 'Instruments', 'Switches & Lamps' 'Suspension-rear' et al.

Data is available on any system as long as there is a worksheet for the system.

Like every good thing there is a catch. One **has** to be diligent in keeping the entries up to date otherwise the whole thing will fall down quicker than Humpty Dumpty.

Since its inception I have made several additions. Now included are worksheets for 'MG Stuff' (general MG related stuff), a 'Parts List A-Z' (with BMH part numbers & cross-referenced to Moss, Victoria British & Chris Hollum), 'Accounting' (obvious), 'NB' (a list of all things that need to be attended to), a 'Want List' (birthday or Christmas!! Or both if the list is long – I have a story there ...) a 'Need List' and several others.

For example 'Accounting' is a list of all the parts purchased, when, where, the quantity, part number, name, and cost. (For those who do not *want* to know you can leave this sheet blank or just don't create one). As for myself, well let's just say I have a hereditary masochistic streak.

I can imagine a lot of those of you who, like myself, are not 'computer friendly', pooh-poohing this as taking too much time. Time that could be better spent on the car.

That is a valid point, it does take time, actually a fair amount of it. On the other hand, if one looks upon it as an extension of one's car/hobby, and can show a documented work log, either hard copy or soft, with links to the Parts Department, that is a Major Bonus. It also makes editing or augmentation very easy. Likewise transportation if one has it on disk.

On some evenings when one has just finished a good book and there is nothing on telly it is nice to sit with a cuppa and peruse through the log. It gives one a feeling of satisfaction. Like looking through an old photograph album.

Although I will admit this does sound a bit like a proverbial 'battleship' it does work. It just does not translate well into the written word, it more visual but trust me, it does work!

There is just one small but very important thing. It is a magic word – "Backup." For those who smiled, well you know from whence it came. For those who don't – you are probably better off not knowing.



Graham

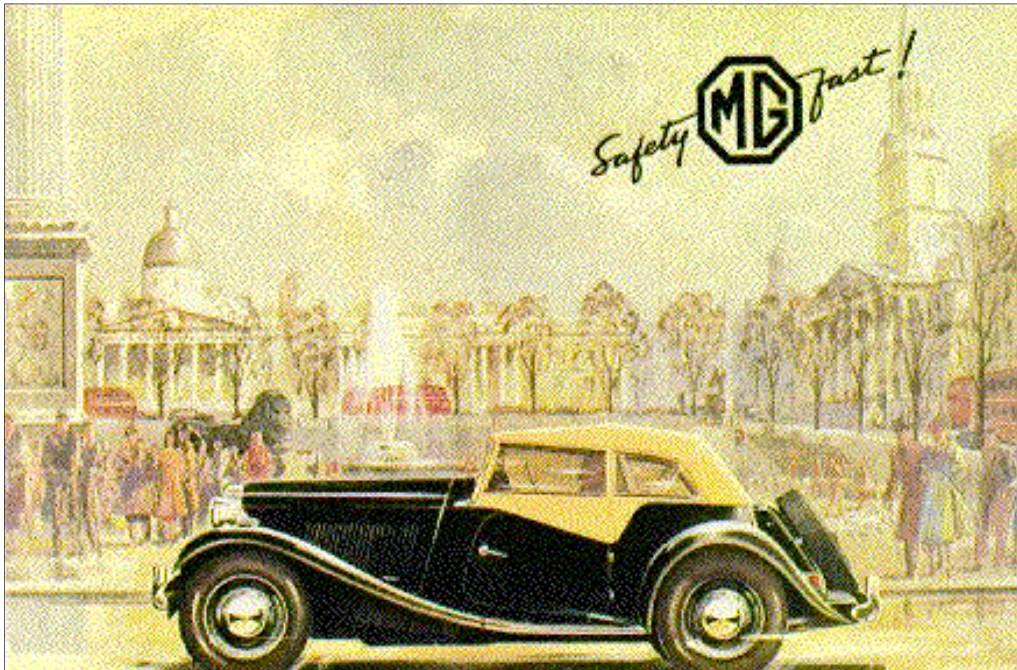
All of last year's notes (and the previous year's) are kept at the back of the file so they are out of the way but readily available should they be needed for reference.

I have managed to do all this without the battleship syndrome looming on the horizon, I think.

MG Club Regalia

Item	Price
Long sleeve shirt	\$44
Short sleeve shirt	\$40
Hooded sweat shirt (heavy weight)	\$40
Sweat shirt (heavy weight)	\$36
Golf shirt	\$31
T shirt	\$18
Sign (magnetic)	\$18
Socks	\$16
Touque	\$16
Hat	\$15
Pins	\$10
Crests	\$8
Club jackets (available in a variety of colors and sizes)	\$170

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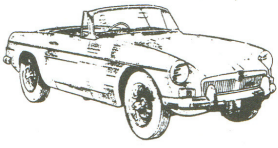
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Please bring your payment to the next meeting or mail to
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(\$35 New Members, \$30 Renewals (due April 1st), cheques payable to The Ottawa MG Club)

Driver First Name	<input type="text"/>	Driver Last Name	<input type="text"/>
Navigator First Name	<input type="text"/>	Navigator Last Name	<input type="text"/>
Street Address	<input type="text"/>	City	<input type="text"/>
Province / State	<input type="text"/>	Postal/Zip Code	<input type="text"/>
Day Phone	<input type="text"/>	Evening Phone	<input type="text"/>
Fax	<input type="text"/>	Email	<input type="text"/>
1. MG Model	<input type="text"/>		
2. MG Model	<input type="text"/>		
3. MG Model	<input type="text"/>		

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, ☐ Get-Togethers, ☐ Car Shows
- 2) Driving Events: ☐ Short One Day Runs, ☐ Longer Two Day Runs, ☐ Non-Competitive Rally,
☐ Competitive Rally
- 3) Technical Events: ☐ Speakers at Meetings, Videos, etc, ☐ Hands On Technical Seminars,
Garage Tours
- 4) How would you like to be contacted about events?
☐ Phone ☐ Email

Additional Comments?

<div></div>

MG on The Net

Web Links

Suppliers:

<http://www.precisionsportscar.com>
<http://www.daytonwirewheels.com>
<http://www.lbcarco.com>
<http://www.mgocaccessories.co.uk/acatalog/>
<http://www.triple-c.com>
<http://www.propermg.com>
<http://www.mossmotors.com>
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<http://www.obsoleteauto.com>
<http://www.the-roadster-factory.com>
<http://www.macgregorukcarparts.com/index.html>
<http://www.performancebritish.com/>
<http://www.victoriabritish.com>
<http://www.brittek.com/>

Clubs:

<http://www.bootnbonnet.org>
<http://www.cornwalloldecарclub.com>
<http://www.victoriamgclub.com>
<http://www.svmgcc.org/index.html>
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<http://www.mgcars.org.uk/mgcouncil/>
<http://www.mgdriversclub.com>
<http://www.mgcarclubdc.com/index.html>

Technical & Funstuff

<http://www.mgb-stuff.org.uk>
<http://www.britishcarforum.com>
<http://www.theautoist.com>
<http://www.mgbexperience.com>
<http://www.canadiandriver.com/index.htm>
<http://www.canplates.com/index.html>
<http://www.ncf.carleton.ca/~ab603/page1.htm> (local car show listings)
<http://www.britishpathe.com/index.cfm>
<http://www.britishtoolbox.com>
<http://www.burlen.co.uk>
<http://www.chpltd.com/mgworld/index.html>
<http://www.cruisinshow.com>
<http://www.brit.ca/~tboicey/mgparts>
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Don't forget the the club calendar will be coming out soon. It will run from 01 April 2007 to 31 March 2008 and will list all OMGC activities for the year. It will also contain photos of club members cars from different events over the past years.

At this point we estimate that the calendar will cost approximately \$5.00. This is based on a size similar to that of the Dashpot, and will be colour on gloss paper.

If you are interested, please contact Len Fortin and let him know.

A SEASON ENDING

Last year was a great club season with many enjoyable drives and club outings. As we have noted in the past the weather is not a deterrent to the participation in these activities and this is what makes membership with the Ottawa MG Club great.

A look on the bright side the winter is just about over and some members will have their cars back on the road in weeks.

A look ahead to 2007.

CHEEPO CHEEPO

ESCAPE

TO

KINGSTON



The confiscated booty to be awarded has been found. I have decided to go with an appropriate T-shirt and Cap at a cost of \$15.00 if sufficient felons are interested. I will need these numbers by the end of February to have them for the June 2nd weekend. If you are interested contact me at 613 258-4646 or Email robber@sympatico.ca.
Bob Stark