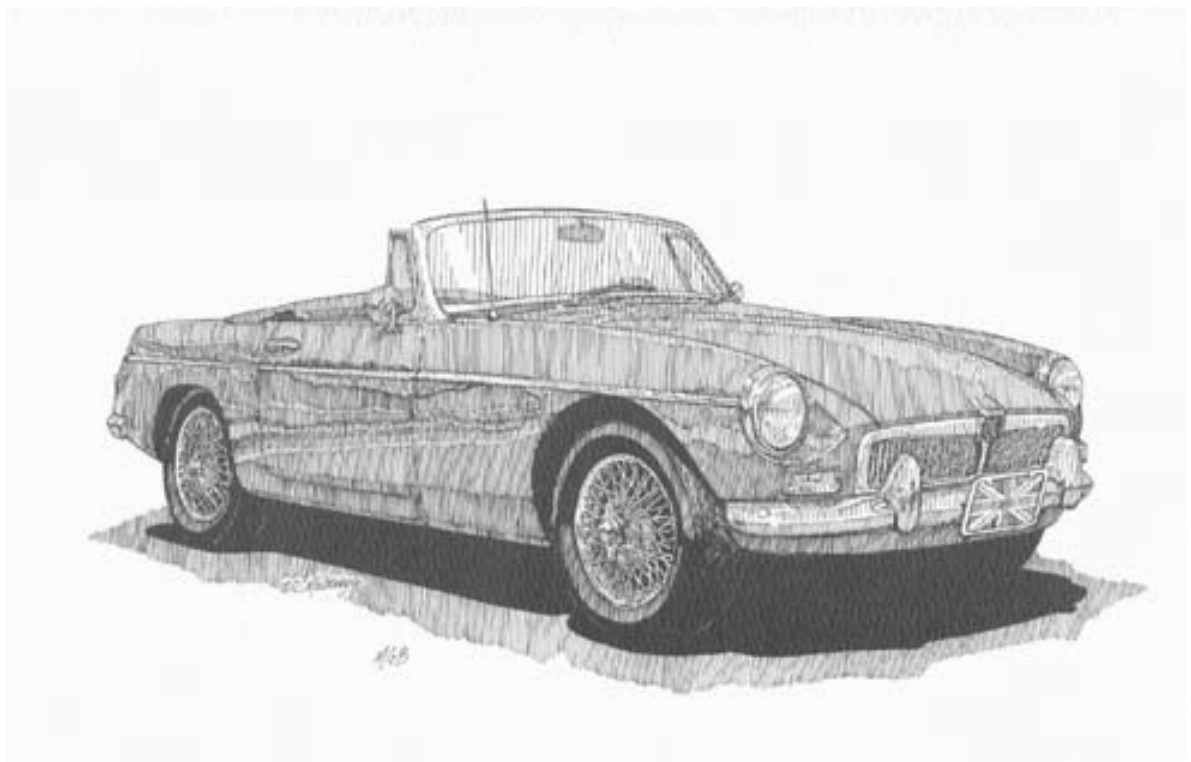




# *The Dashpot*

Spring 2006



## *Ottawa MG Club*

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

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

### *Executive Members*

President	Mark Evenchick	<a href="mailto:mheven@sympatico.ca">mheven@sympatico.ca</a>	521-3097
Newsletter	Terry Haines	<a href="mailto:frejung@rogers.com">frejung@rogers.com</a>	822-8642
Treasurer	Quiller Graham	<a href="mailto:Quiller@sympatico.ca">Quiller@sympatico.ca</a>	737-4403
Membership	Mike Daniels	<a href="mailto:mike.daniels@sympatico.ca">mike.daniels@sympatico.ca</a>	592-5408
Club Regalia	Doug McClure	<a href="mailto:miatamcclure@hotmail.com">miatamcclure@hotmail.com</a>	824-0168
Webmaster	Rob Grapes	<a href="mailto:rgrapes@rogers.com">rgrapes@rogers.com</a>	839-6500
Technical Director	Karl Leclerc	<a href="mailto:diver@comnet.ca">diver@comnet.ca</a>	841-2353
Past President	Len Fortin	<a href="mailto:fortin@passport.ca">fortin@passport.ca</a>	283-0470
Director	Frank Rizzuti	<a href="mailto:frizzute@sympatico.ca">frizzute@sympatico.ca</a>	225-4240
Director	Duncan Bankes	<a href="mailto:ravenb2@sympatico.ca">ravenb2@sympatico.ca</a>	836-4129
Librarian	Roger White	<a href="mailto:roger.white@sympatico.ca">roger.white@sympatico.ca</a>	

### *From The Editor's Desk*

Well, here I am again with my second edition of the Dashpot, and spring is calling . As I write this my car is still in the body shop having some much needed panels replaced, but I call on an almost daily basis to find out when it will be ready. By the time you read this I will have had the car for a couple of weeks (I hope).

We have a full summer of events coming up thanks to the many members who have volunteered their time and effort in organizing events such as Tech Sessions, various runs including the annual Run to North Lancaster, Cheepo-Cheepo, the Gumball Rally, the All British Car Day, the Monte Carleton Run, the Fall Colour Run and this year the Run Up the Opeongo Trail. While owning an MG is an experience not to be missed, owning an MG and being a member of the OMGC is the best of all worlds.

I wish all members a happy and safe driving season, and see you on the trails.

Terry Haines.

## *President's Message*

It is about this time of year that I really feel sorry for those folks who live in warmer climates all year round. I don't think that one can really appreciate spring unless you've gone through a real winter. It starts perhaps sometime in March when the you notice the days are getting longer, the temperature rises above freezing, and you feel the warmth of the sun on your face. What a wonderful feeling to know that you've made it through another winter and the MG season is just around the corner. Not long after that the snow disappears, and we get our old friend out of hibernation.

It's always exiting to take the cover off of the MG for the first time in the spring. It is such a pretty little thing, with paint glowing, (you waxed it before you put it away right?) and you smell that familiar British car in storage odor...the pungent combination of stale gasoline and mouldy leather. You install the battery, (you kept it on charge in a warm place right?) and crank the engine. It fires right up, and after an initial blast of blue smoke, (you stored it with some oil in the cylinders right?) it idles back just like it is supposed to. Then, it's out onto the road, and you remember why you go through all of hardship and expense of owning the little jewel. It's like a long distance relationship...the anticipation makes the wait worthwhile.

Well maybe it's not like that for you, but you must admit that your MG is a little extra bonus added to the joy of spring. We only have a short MG driving season here, so let's get out there and make the most of it!

Happy spring,      P.S. YOUR COMMITTEE IS PICTURED BELOW.



## *OMGC WINS AT OVTC DARTS MATCH*

For as long as I can remember in OMGC history and for as long as I have been writing articles for the OMGC newsletter and for as long as MGers have been participating in the Ottawa Valley Triumph Club Darts Match, an MG team have never captured First Place.

But, it's my pleasure to announce, that's all changed now!

At previous year's events we have had minor victories in some of the lesser dart statistics. Back in 2001, OMGC member Ron Cavanaugh accumulated 156 points with 3 darts to win Men's High Score – but it did nothing to push his team anywhere near overall victory. And in 1999, the OMGC team of Dave Gregory & Rick Beaudry achieved a distant 2<sup>nd</sup> place on the alternate play side (that's where your team goes when you are bumped out of the main stream competition – although we suspected the OVTC had brought in 'dart ringers' to assure their own multiple victories that year). And in 1995, Deb Fortin gathered 144 points with 3 darts to win Ladies High Score – while the other OMGC teams brought home 'Participant' ribbons. So, you can imagine, although our enthusiasm for this year's event was high – our expectation was not.

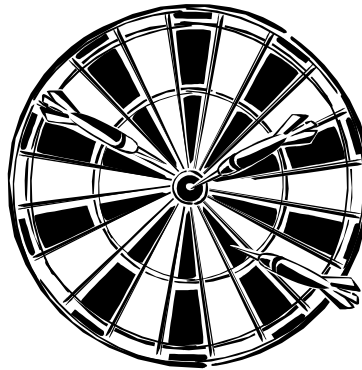
The Triumph folks held the match at Greenfield's Pub on Greenbank Road on Saturday, March 25<sup>th</sup>. There were a few members from the Jaguar Club; a few from the Triumph Club; and a few from the Land Rover club along with 4 OMGCers (Emmett & Connie Hicks and Len & Deb Fortin). The weather outside was reasonably decent and so there was lots of encouragement inside to chat about the upcoming driving season – the places we would go and the things we would do. There wasn't much talk about winning and losing potential – although I must admit I did, just once, review the OMGC lack of success at previous matches. And when the competition grid was set in Don Leblanc's computer and the darts began to fly, things rolled along just as you might expect. A few darts – a drink of beer – a bite of snax – a sip of wine – a few more darts. That is until Emmett successfully doubled us out of our first game. Hey... we were winning!

Game two saw us zip through the numbers down from 301. My contributions were consistently a little light, but somehow Emmett took giant leaps towards another successful double out. Hey... we were winning again! And then on to challenge the next team with another bounding run down to the crunch at the end of the third round – incredibly, Emmett doubles us out for the third time straight. Almost unbelievable!



The fourth and final round for the afternoon was our opportunity to clinch the top spot. I certainly wasn't getting any better with my shots. I considered it good grouping if I could get all three darts to stay stuck in the board. But as long as I could keep my darts on the board, I would trade good grouping for good luck. And good luck struck with my first double out of the afternoon on this fourth round.

As First Place winners for the 2006 Darts Match we got our choice of some nice prizes and bragging rights for the year – both gratefully accepted. Thanks to the OVTC for hosting the event. Win or lose, it's always fun to gather and celebrate British cars!



Emmett's darts mostly on the board

Len's darts usually out



# HOLY? MOLY

By Karl Leclerc

Molybdenum Disulfide is known to chemists as  $\text{MoS}_2$ . To the rest of us, it is simply known as "Moly". This rather messy, shiny grey compound has been used for years in anti-seize pastes and lubricating greases because it is slippery and forms a protective coating on metal parts.

To ensure that you realize how limited my knowledge of the subject really is: keep in mind that, in chemistry labs, most of my experiments would end up in small explosions. Failures when considering that I was really going for big ones... That been said, here's a short explanation of how it works:

Two sulfur bits (atoms to chemists...) combine with one molybdenum bit (for the chemists: that would be another atom) to create a sandwich (molecule ...). The molecules of molybdenum disulfide arrange themselves in layers, molybdenum on the inside and sulfur on the outside (just picture an Oreo cookie...or a toast with butter on both sides...). Because sulfur is highly attracted to metals, it bonds with the adjacent metal surfaces. Each metal part ends up being coated. In between metal parts, you end up with other layers of the grey stuff, each layer showing its sulfur bits to the outside. Since there is little or no attraction between sulfur bits, you end up with a slippery coating where molecules slide freely over one another (also known as lubrication...).

These lubrication properties have been used successfully for decades in the industrial environment, mainly in the form of high pressure machinery grease and anti-seize agents.

The same cannot be said for the use of Moly in motor oils. One of the difficulties remains in keeping the Moly in suspension in the oil. Being a heavy metal, molybdenum tends to go to the bottom and to settle out, especially during periods of inactivity. For every success story or fantastic property claimed in product advertising, there is an opposite story of Moly sludge collected at the bottom of engine crankcases, oil pans or clogged oil pathways and filters. I do not dispute the lubricating properties of the compound. However, the application must be engineered properly.

My intention with this article is to focus on MG gearboxes and to convey to fellow club members what I have witnessed after rebuilding a few dozens, many of which had been treated to Moly oil additives with disastrous results.

Early in the rebuild process of an MG gearbox, one can easily tell if it has received a Moly additive. Since the oil is normally drained during the extraction of the gearbox from the car, the discovery normally happens upon removal of the side access panel. There are many signs.

First: there is almost a cup of thick, grey, metallic sludge at the bottom of the main casing. A similar coating is stuck to all the walls, nooks and crannies inside the casing. It takes hours of soaking and scrubbing in a solvent to get rid of it all.

Second: the inside of the gearbox low-pressure centrifugal oil pump (see picture) is stuffed and sometimes completely jammed with it. The Moly accumulates inside the pump cavity (between the inside walls and the main shaft) to reduce or blocks the flow of oil required by the gear bronze bushing. The results are burned gear bushings. This will add a few hundred dollars to the normal price of the rebuild.



Third: over time, the layshaft centre oil passage gets jammed, preventing lubrication to the needle bearings that burn or morph themselves into ball bearings that will dig a quarter inch groove into the layshaft (see picture). The gearbox gets very noisy. Since the layshaft and the needle bearings are normally replaced during a rebuild, not much of an extra cost. However, when the laygear bearing surface is attacked, this can cost the owner another few extra hundreds, depending on the

sulfur additives in order to meet the high pressure requirements. Moly also contains sulfur. Over time, sulfur will have a tendency to eat away at the copper and bronze components of the gearbox. This is especially the case for pre-1967 gearboxes than contain more of these components

In the case of overdrive gearboxes, your manual specifically states not to use these additives. The effect of using Moly or other lubrication additives will be to make the overdrive cone clutch slip. Most Moly additives even specify on the packaging "Not for use with wet clutch systems". As it turns out, the overdrive cone clutch does bathe in the gearbox oil and is a wet system.

In an early MGB overdrive gearbox that I recently rebuilt, I knew there was trouble as soon as red automatic transmission fluid started draining. Then, opening the side cover unveiled Moly sludge. All the damages previously described were present. Even the overdrive oil pump had failed. It had gotten so packed with the grey goo that the pump plunger jammed and the top got chewed up by the rotating eccentric cam (see pictures). You can imagine the amount of damage done... The pump plunger is expensive enough. The cam, as it turns out, is almost impossible to find. Thankfully, Christian Holum Imports (See the advertisement on the sponsors page) came thru with a New Old Stock (NOS) part and saved the rebuild.



At the end of this exercise, I have two recommendations. First, if your gearbox gets noisy, instead of adding a Moly additive in the hope of disguising the problem, it will be cheaper to get the rebuild done sooner rather than later. Second, stick to motor oil. MG gearboxes were designed for it.

Safety Fast!

## *Vintage MG Display at the Toronto International Auto Show*

Family events took me to southern Ontario the last weekend in February. Being reasonably astute in turning such occasions to my advantage, I managed to sneak away on the Friday to take in the Toronto Auto Show. In doing so I was armed with the knowledge from OMGC email traffic that there was to be a special MG display.

Needless to say, the show itself was overwhelming, in comparison to the Ottawa International.

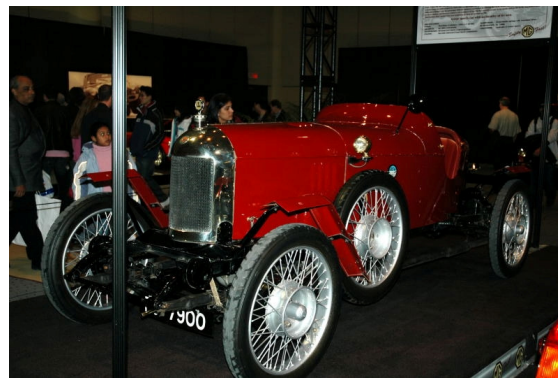
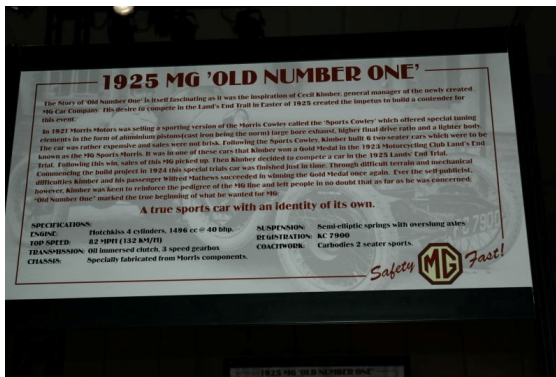
However I hunted down the MG display and was appropriately rewarded. The centerpiece, as shown in the pictures, was "Old Number One". Those familiar with MG history will know the controversy associated with the classification of this car as the "first MG". It is in fact a special built to compete in the 1925 Lands End Trial in England. Cecil Kimber drove the car and was awarded a trophy. The car eventually ended up on the scrap heap, to be rescued later and eventually find a place of honor in the British Motor Heritage Museum. The Toronto show organizers paid \$25,000 to have the car shipped on loan to Canada. It was insured for about \$1.5 million.

The Toronto MGCC had a booth and was overseeing the display. Michael Hunt, a co-founder of the club 50 years ago, kindly offered to take my picture with my hands on the same wheel that was once gripped by Cecil Kimber. I was happy to see that the car had not been over restored. It was clean and shiny but with little telltale cracks in the paint that were indications of its competition history.

Beside "Old Number One" and just visible in one of the pictures was the last MGB produced, a black LE. This was presented to Henry Ford and resided in the Ford Museum until it was involved in a fire and eventually restored by an enthusiast from Barrie. Other interesting cars in the display included an MGVA drop head coup by the coach builder, Tickford. This is a large model, built in the 1930's, and bodied alternately as a DHC, roadster or saloon. There was also an MGTA, almost indistinguishable from a neighboring TC, two TD's, including an Arnolt bodied special, and a post war Magnette saloon. Rounding out the display were MGA's, including a Twin Cam, several MGB's and a Midget, all provided by the Toronto MGCC. Meanwhile in the background Mick Jagger rocked on about Route 66.

The whole event was most worthwhile and put me in a good frame of mind to meet my in laws the next day. I was impressed that the show organizers would go to the trouble and expense of borrowing a car that would only be known to the MG faithful. And the Toronto MGCC did a fine job of providing representative and interesting examples of the MG marque.

Mike Price







DOES ANYONE RECOGNIZE THIS  
PHOTO??????

## *Picture Me with My MG*



*by Sparky*

### **Club Profile**

**Name:** Mary

**Membership:**

#41 (1994)

Past Event/Social  
Coordinator

**Vehicle:** 1973

MG B

**Colour:** Tundra  
Green (Original  
Colour)

**Purchased:** 1980  
(3rd Owner)

**Techy:** 1800cc,  
twin SU, O/D,  
rollbar, chrome

### ***Why an MG?***

In 1980 a friend of Mary's was selling a Corvette, which Mary test drove. She was considering purchasing this car until her mother brought up a good point..."Is this car practical?" Shortly afterward, a chocolate brown Triumph caught her eye. This further fuelled her interest in sports cars, and she began a search through the newspapers. As she was looking she fell in love with the shape of the MG, as opposed to the "boxy" shape of the Triumph. As luck would have it, she found her car, and she was pleasantly surprised to find out that it was being sold by someone who knew the family. The rest is history.

### ***How did you hear about the club?***

While reading a car magazine, Mary found an article about an MG car show (the 1992 NAMGBR) which was being held in Peterborough. While there, she met some wonderful people, including some from New Jersey, with whom she is still great friends. During the course of the day, the names of car clubs were announced, and she learned of the OMGC. She soon became a member after finding a notice posted at Mini Man (British Automotive).

### ***What are a few of your most enjoyable MG experiences?***

Mary enjoys the great camaraderie of the club. Locally, she helped to organize the 40<sup>th</sup> anniversary club event for the MG marquee, and has also attended several NAMGBR long distance events with Len and Debi. On a lighter side, Mary has been known to "clown" around with her sister, Ruth, at several events. Mary said the meetings/events have always been fun, especially one from the early days at The Cheshire Cat, where she earned the nickname "Dine 'n Dash Mary." Just ask Len, he'll tell you all about it!

By John Twist  
(and with extras added by Len Fortin)

From the introduction of the MGA in 1956 to the end of production in 1980, the B series engine used five different valve covers, each with a different combination of oil filler caps and ventilation tubes.

The MGA cover had a sealed oil filler cap, a metal one. The ventilation tube was a short vertical tube at the left front. This was connected to a tube, which traveled to the front air cleaner.

During idle, fresh air is drawn into the engine from the oil draught tube, through the engine, out the valve cover tube, and into to the air cleaner - the fumes to be burned up during combustion.

During operation the air reversed direction, entering the engine from the air cleaner and pulled out of the engine from the oil draught tube hanging just below the bottom of the engine.

The early MGB valve cover was very nearly the same as the MGA. It had a sealed oil filler cap, again a metal one. The ventilation tube was bent over at more than 90° and routed to the front air cleaner. This was fitted to the 18G and 18GS engines.

At the introduction of the Smith's PCV valve in 1964, the 18GA engine, the oil filler cap was no longer sealed but ventilated. There were no ventilation tubes on the valve cover.

Then, at the introduction of the first "smog" engines in 1968, the valve cover with the ventilation tube pointing right was used. The 1968 engines still used the Smith's PCV valve so the oil filler cap was ventilated, as it continued to be in 1969 when the PCV venting was changed from the intake manifold to the carburettors. The tube at the right rear was capped with a plug and wire hose clamp in 1968 and 1969.

The charcoal absorption canister was first fitted in 1970. At this point the oil filler cap became sealed (forcing all ventilation through the canister) and in about 1972, at the introduction of the 18V engines the last valve cover with the rear facing ventilation tube appeared. From 1970 through 1980 the oil filler cap was sealed.

There are several interesting things to note about these valve covers.

The earlier covers have riveted patent and MG plates (as seen in the photos). The earliest MGA cover did not have guides for the inside of the valve cover gasket - the addition of those little strips made for a secure fitment of the valve cover gasket.

The later covers also have an extra piece of metal spot welded to the inside of their length. This reduces the noise otherwise transmitted from the valve cover.

In 1970, when the ventilation tube was connected to the charcoal adsorption canister, the orifice at the end of the tube was restricted to a very small diameter - something like 5/64".



## A Guide To Valve Cover Types:

Note: There is form and there is function. Function demands that the correct PCV system is in use. Many B-series engines have ended up with mismatched canisters, valve covers and oil filler caps. And, as is obvious from picture number 6, there are mismatches in drivers, too.

## A Guide To Valve Cover Types:

Figure	Model & Year	Engine	Oil Filler Cap	Ventilation
1	MGA	15/16GA	Metal - Sealed	Vertical Tube
2	MGB 62-63	18G 18GS	Metal – Sealed	110° Tube
3	MGB 64-67	18GA 18GB	Plastic – Vented	None
4	MGB 68-69	18GF GH	Plastic - Vented	Right Rear (capped)
	MGB 70-71	18GD GJ GK	Plastic – Sealed	Right rear
5	MGB 72-80	18V	Plastic - Sealed	Facing Rear
6 The Valve Cover Racer	British Vehicle however, Year Uncertain	Gravity Sends It Zooming Down The Track	A Place For The Fisher-Price Toy Driver	Wheels, Decals and Paint No Windscreen

Note: There is form and there is function. Function demands that the correct PCV system is in use. Many B-series engines have ended up with mismatched canisters, valve covers and oil filler caps. And, as is obvious from picture number 6, there are mismatches in drivers, too.

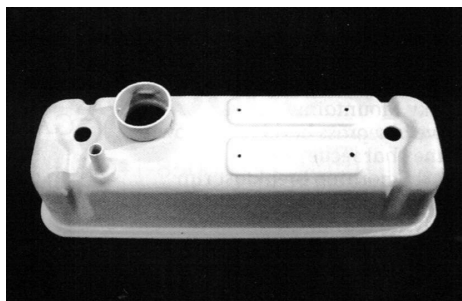


Figure 1

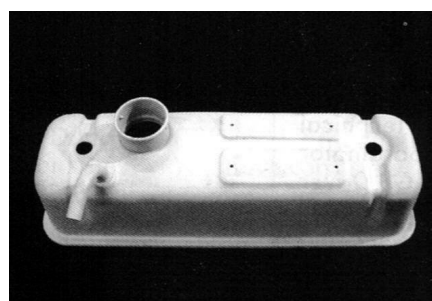


Figure 2

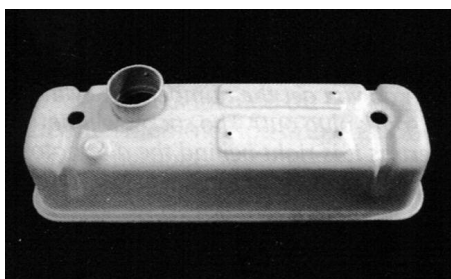


Figure 3

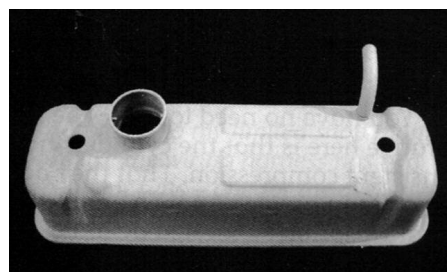


Figure 4

## Many thanks to Graham Ayers for the following:

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly-stained heirloom piece you were drying.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere. Saw this on another forum I visit and thought I'd share it...

under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses from fingers in about the time it takes you to say, "Ouch...."

**ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.

**PLIERS:** Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Generally used after pliers to further round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

**WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

**EIGHT-FOOT LONG DOUGLAS FIR 2X4:** Used for levering an automobile upward off of a trapped hydraulic jack handle.

**TWEEZERS:** A tool for removing wood splinters and wire wheel wires.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

**TWO-TON ENGINE HOIST:** A tool for testing the tensile strength on everything you forgot to disconnect.

**CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:** A large prybar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

**AVIATION METAL SNIPS:** See hacksaw.

**TROUBLE LIGHT:** The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over tightened 50 years ago by someone at Ford, and neatly rounds off their heads.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HOSE CUTTER:** A tool used to cut hoses too short.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

**DAMMIT TOOL:** Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also the next tool that you will need.

**EXPLETIVE:** A balm, also referred to as mechanic's lube, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

# A Report On The Robin Fredette / OMGC Work Shop – February 25, 2006

## A Tech Session With The Men That Move Metal Molecules

I'm pretty sure there has been little or no technical discussions on the topic of "molecules" in my conversations since the days of high school – many years ago.

And in high school, if my memory serves me correctly, we spoke of atoms, electrons, nuclei and similar stuff that made up the molecules and what bonds them together – regardless of their chemical structure. We never spoke about moving molecules about – least of all with specially selected tools or custom built equipment. But, Robin Fredette, at the mid-winter OMGC Technical Workshop, did talk about moving molecules. About molecules, and the characteristics of materials made up of molecules and the things that go on inside the materials when one applies a force upon the molecules. The tech talk reminded me of a high school shop class. The OMGC attendees were the novice students, watching Robin, the teacher, and Gordon Timbers, the apprentice, demonstrate the action of moving metal molecules with real tools and equipment - explaining in real truths. No conjecture here! No hypothesis here!

Robin spoke about "encouraging" metal molecules to either gather together or spread apart based on what tool and what method of "encouragement" was selected. And, of course, in Robin there is a deep resource of knowledge that helps him determine if it's better to spread the molecules out and thin the work or bunch them together and thicken the work, depending on just what the result required is. And then there is the critical selection of molecule direction – should the work curve down, curve up, curve in, curve out?

So with the right tools and equipment, and the right "encouragement" at the right spot – one might be able to fashion a fender for a '48 TC from a square, flat, four foot piece of metal. Incredible! Just incredible!

Robin didn't learn this skill from a TLC Video. Nor did he learn it from a Home Depot Saturday morning class. It has taken him years of blending knowledge of physics, with an eye for detail, and a heart for creation and a passion for a trade – that is really well beyond just any ordinary trade. To call it just metalwork would be an insulting understatement. Robin does metalwork. Robin teaches metalwork. Robin is metal work. With a shop full of mallets and hammers and custom built tools and equipment, Robin is a mover of molecules.

With thanks to Robin for such a great tech session!

## *OMGC Opeongo Line Run 12th August*

*2006*

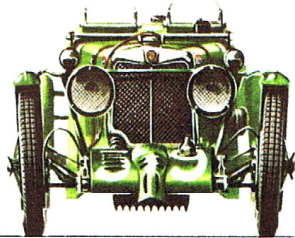
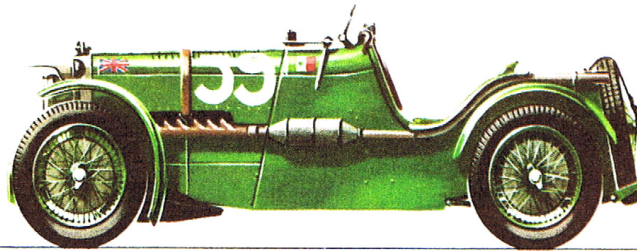
This year your executive is attempting to add one additional overnight club run to our summer schedule. Norm Peacey and Terry Haines have done a some research on the "Old Opeongo Line" which runs from Castleford (just north of Arnprior) to Barrys Bay. Unfortunately they could not find any suitable accommodation in the Barrys Bay area and so the hotel chosen is the Best Western in Pembroke. They are in the process of confirming costs for the rooms, dinner and breakfast the following morning and will advise anyone interested in the trip as soon as known. They hope to get around 40 cars and also to make the second overnight run an annual event.

The run is scheduled for August 12, 2006 and is approximately 200 kilometers one way from the start point which will be the Antrim Truck Stop, at the second traffic lights on the highway 17 by pass at Arnprior. Start time will be 0900, and if you arrive early you can enjoy a very good and inexpensive breakfast at the restaurant.

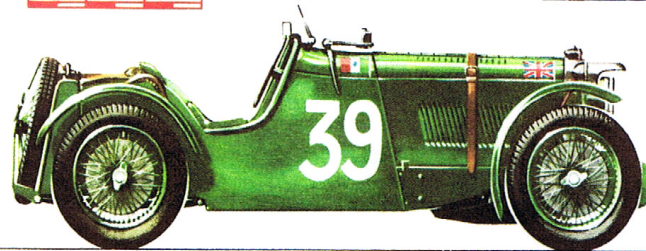
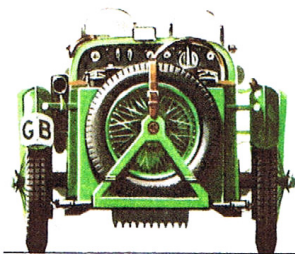
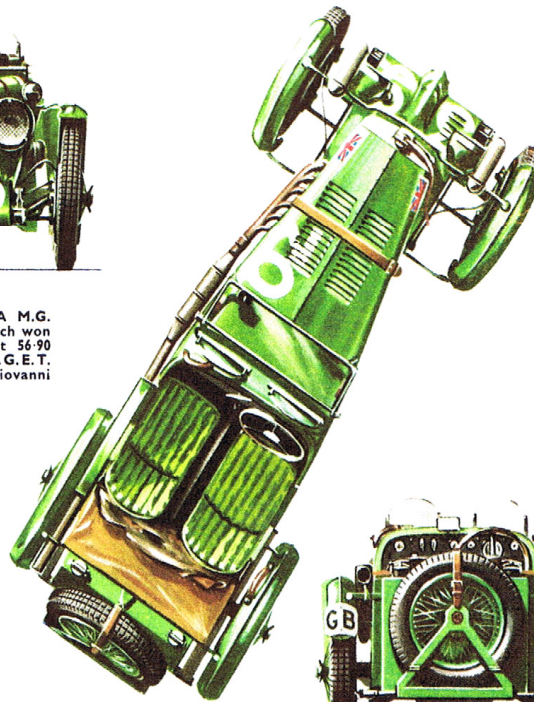
There is still room , so if you are interested in joining this happy group please call:

Norm Peacey at 613 823-5508, or Terry Haines at 613-822-8642





1933 MILLE MIGLIA M.G. MAGNETTE 'K3' which won the 1100 c.c. class at 56-90 m.p.h., driven by Capt. G.E.T. Eyston and Count Giovanni Lurani.



© JAMES LEECH

The only British machine to make any real impact on motor sport at international level was the M.G., product of a very small company in rural Berkshire. During 1931 and 1932 along, the successes of the M.G. Midget included outright victory in the Brooklands Double-Twelve, the Irish Grand Prix, the Ulster Tourist Trophy and the Brooklands 500 Miles Race—not to mention the first 100mph and the first 120 mph in International Class "H", plus a number of significant class successes in Continental races. It was at this stage that the M.G. chief, Cecil Kimber, decided to carry the battle into International Class "G" with a new six-cylinder model dubbed the "Magnette". Following the usual M.G. practice of relating the racing cars closely to the standard production models, Kimber introduced the Magnette range with a saloon known as the "K1" first seen at Olympia Motor Show in October 1932.

In less than six months two "K3" prototypes were built and tested, a team of three cars also built and tested, and some of the major awards triumphantly carried off in the world's most important long-distance event, the 1000 mile race held each year in the very Mecca of motor-racing, Italy.

The driving force behind this remarkable achievement was the late Earl Howe, who usually raced a Bugatti but had long cherished the idea of taking part in the Mille Miglia with a British car. He suggested to William Morris Bart, the man who owned the M.G. Car Company, that if Abingdon built a team of three racing Magnettes, he would personally bear the cost of transporting them to Italy and taking part in the race. Morris, always a practical man where hard cash was concerned accepted this generous and businesslike offer. Cecil Kimber, far less practical, but a dyed-in-the-wool racing enthusiast, was delighted to be given the go-ahead, and commenced his preparations without a moment's delay.

In fact three Magnettes, plus one test car were sent to Italy for the race and two of these cars, finished first and second in the race. MG had captured a prize that in the past had never been won by a foreign car.

## *Ottawa M.G. Club Membership Statistics*

Ever wondered how many kinds of M.G.'s and other sports cars are owned by club members?



Some interesting facts emerge:

- 141 M.G.s are owned by 118 members, quite an impressive number of M.G.s, at about 1.2 per member,
  - 6 Members own two cars and 3 members own 3 or more cars
- We have a good number of 'T' Series cars in the Club more than MGA's
  - MGA's seem to have survived better than pre 1968 MGBs
- Pre 1968 MGBs are quite thin on the ground, I suspect that many of them rusted out since they had little value in the late 1970s when you could still buy new ones.

Well here is the breakdown extracted from the current membership database.

Mike Daniels



<b>TYPE</b>	<b>MODEL</b>	<b>DATE OF MANUFACTURE</b>	<b>NUMBER OF CARS</b>	<b>Approximate Quantity of Cars Shipped to N. America</b>
<b>Pre-WWII</b>	<b>J2</b>		<b>1</b>	<b>?</b>
<b>T Series</b>	<b>TC</b>		<b>5</b>	<b>?</b>
	<b>TD</b>		<b>6</b>	<b>?</b>
	<b>TF</b>		<b>2</b>	<b>?</b>
<b>MGA</b>	<b>MGA</b>		<b>12</b>	<b>80000</b>
	<b>MGA TWIN CAM</b>		<b>1</b>	<b>1000</b>
<b>MGB</b>	<b>3 BRG</b>	<b>To 1965</b>	<b>3</b>	<b>30000</b>
	<b>5 BRG</b>	<b>(65-68)</b>	<b>8</b>	<b>40000</b>
	<b>US SPEC</b>	<b>(69-74)</b>	<b>40</b>	<b>60000</b>
	<b>Rubber Bumper</b>	<b>Rubber Bumper (75- 80) 75</b>	<b>46</b>	<b>50000</b>
	<b>MGB GT</b>	<b>All Years</b>	<b>5</b>	<b>50000</b>
	<b>MCB GT V8</b>		<b>2</b>	<b>?</b>
	<b>MGC</b>		<b>1</b>	<b>1700</b>
<b>Midgets</b>	<b>Midget and Sprite</b>	<b>to 1978</b>	<b>8</b>	<b>50000</b>
<b>Magnette</b>	<b>1955</b>		<b>1</b>	<b>?</b>
<b>Miscellaneous</b>	<b>Triumph TR6</b>		<b>1</b>	
	<b>Miyata</b>		<b>2</b>	
<b>TOTAL M.G.s</b>			<b>141</b>	

## ***Mike's Tech Topics:***

-

### **Number One - 'Sticky Throttle Cables'**

This problem frequently occurs with H and HS twin SU setups, you try to make a smooth start from stationary or stay in step with stop-start traffic and you lurch forward or back no matter how carefully you squeeze the gas pedal down.

The problem is due the spiral strands of the inner wire of the throttle cable sticking in the wound outer jacket, a phenomena that engineers call stiction. This problem was very prevalent 40 odd years ago when BMC first introduced cheap cable throttle controls to replace the complex rod linkages required to isolate engine movement from throttle position

These cables were no more than bicycle brake cables which of course didn't need to be as slippery or precise as a car's throttle controls.

Aftermarket suppliers who had a ready market of disgruntled BMC car owners soon provided a solution; it was to line the outer sheath with a nylon sleeve, so that the wire strands would not jam.

Eventually the factory copied this idea and voila! Smooth acceleration for everyone.

Fast-forward to today's cars and the problem seems to be coming back again.

One reason for this is that the aftermarket suppliers seem to have lost the nylon recipe, the big MM in the sky in particular is selling cables which will make your car almost undrivable, They are probably poor quality Asian bike brake cables.



The answer fortunately is to be found in the world of performance mountain bikes, their brakes have to be sensitive and smooth and work in wet muddy conditions. So cables have been developed that have Teflon lined (even lower friction than Nylon) outer sleeves and Teflon coated inner cables.

They work like a charm as throttle cables and even have pre-terminated ends that fit the M.G. accelerator pedal lever

A good convenient source of cable kits is The Mountain Equipment Co-op store, a well-known source of good quality outdoors "Stuff".

In Ottawa it's at 366 Richmond Road in Westboro.

Ask for brake cable kit made by 'NERVZ' MEC # 4011-498, the cost is \$12, and the kit has enough material is for at least two cars.

You will have to join the Co-op if you aren't a member, costs \$5.00

Replacing an existing throttle cable assembly is easy; use the old inner and outer as a guide to the lengths of the replacement.

Cutting the new cable and outer is best done with the wire cutter on your "Vise Grip" pliers, or a chisel on a steel anvil

Ordinary side cutters may not be tough enough to cut the hard steel inner wire.

Also check that you haven't crushed the cut end of the outer cable,

If so carefully grind off the crushed coils so that the inner cable will easily enter the Teflon liner.

Happy M.G.ing.

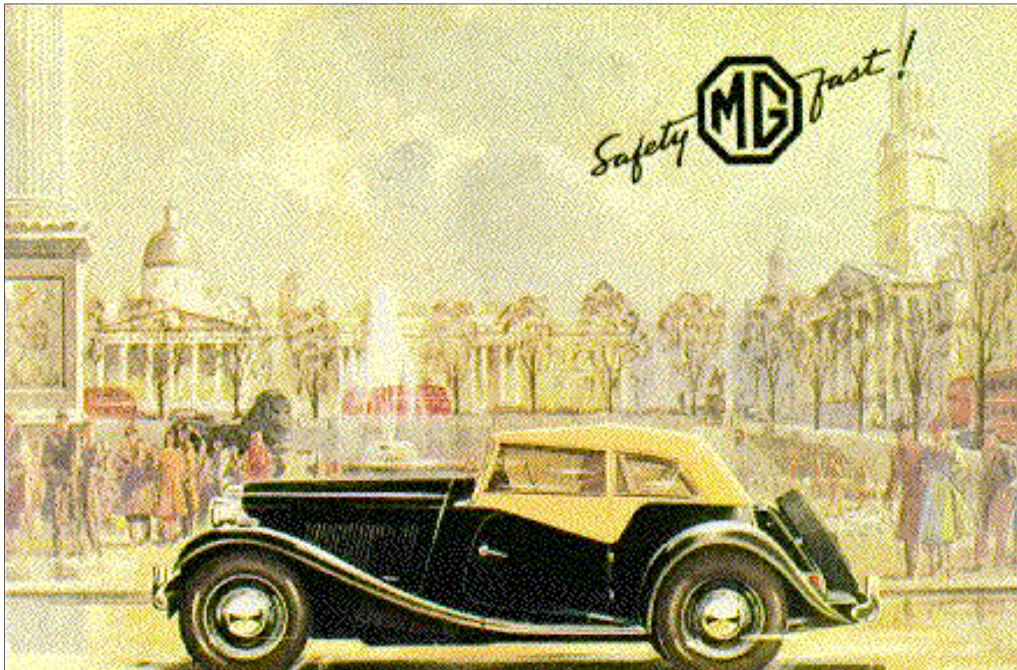
Mike Daniels May 20<sup>th</sup> 2006



## *MG Club Regalia*

<b>Item</b>	<b>Price</b>
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

Your favourite item of clothing can be embroidered by special order.  
For all your regalia needs see Doug McClure, [miatamcclure@hotmail.com](mailto:miatamcclure@hotmail.com) or 824-0168.





## Many Thanks to our Sponsors



 **British Automotive**  
 7 Sweetnam Drive, Unit 391  
 Stittsville, Ontario K2S 1G3  
 Phone: (613) 836-4283  
 Fax: (613) 836-7461

**British Sports Car Service, Parts, and Restoration**

37 SANDFORD DR., STE. 100  
 STOUFFVILLE, ONTARIO L4A 7X5  
 www.lant-ins.ca  
 tony@lant-ins.ca

BUS. 905-640-4111  
 FAX 905-640-4450  
 1-800-461-4099

**R.A. ( TONY ) LANT**  
 PRESIDENT

*Lant & Co.*  
**Insurance Brokers Ltd.**  
 SILVER WHEEL PLAN

**IMPRIMEURS**  
**PRO PRINTERS**

Eric Gill  
 Manager

Tel. (613) 244-4200  
 Fax: (613) 244-1681  
 shopone@proprinters.ca  
 www.proprinters.ca

1010 Belfast Road  
 Ottawa, ON K1G 4A2

**Redshaw Auto Care**  
 Specializing in British Sports Cars  
 Import and Domestic  
 Lucas and Bosch Electrical Specialists  
 Air Conditioning

**PREM SOOKDEO**  
**URAL FRANCIS**  
 235-8342

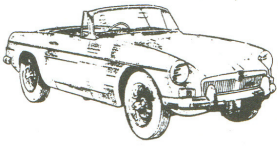
25 Hawthorne Ave.  
 Ottawa K1S 0A9

**PRECISION SPORTSCAR**



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

IMPORTATIONS **CHRISTIAN HOLLUM** IMPORTS



AUSTIN, MG, MORRIS, TRIUMPH

2150 VICTORIA AVE.  
 LACHINE, QUEBEC  
 CANADA H8S 1Z3

TEL.: (514) 639-4639  
 FAX: (514) 639-9499

 **PARTSOURCE**  
 The Parts. The Pros. The Price.

**Mark Moxness**  
 Franchisee / Owner

Telephone: (613) 228-7111 • Fax: (613) 228-9536  
 Email: [moxxie@primus.ca](mailto:moxxie@primus.ca)  
 1508 Merivale Road, Ottawa, Ontario K2G 3J6

 **www.brittek.com**  
 Deerfield, NH 03037  
**MGB Parts & Accessories**  
 Make your MGB Faster,  
 Reliable & Handle better!  
**603-463-3727**  
 Call for our FREE Performance  
 and Restoration catalog

OTTAWA MG CLUB  
2005/ 2006 MEMBERSHIP & RENEWAL FORM  
Membership Number\_\_\_\_\_

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.

Name:\_\_\_\_\_ Navigator: \_\_\_\_\_

Address:\_\_\_\_\_ Phone (home): \_\_\_\_\_

City / Prov:\_\_\_\_\_ Phone (work): \_\_\_\_\_

Postal Code:\_\_\_\_\_ Fax:\_\_\_\_\_

MG Model:\_\_\_\_\_ Year:\_\_\_\_\_ E-Mail:\_\_\_\_\_

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

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

- 1) Social/Fun Events      \_\_\_\_\_ Club Meetings  
                                     \_\_\_\_\_ Inter-Club Events (Croquet, Darts, etc)  
                                     \_\_\_\_\_ Get-Togethers (Christmas, Beach, etc)  
                                     \_\_\_\_\_ Car Shows
- 2) Driving Events        \_\_\_\_\_ Short One Day Run  
                                     \_\_\_\_\_ Longer Two Day Run  
                                     \_\_\_\_\_ Non-Competitive Fun Rally  
                                     \_\_\_\_\_ Competitive Rally
- 3) Technical Events      \_\_\_\_\_ Speakers at Meetings, Videos, etc  
                                     \_\_\_\_\_ Hands On Technical Seminars  
                                     \_\_\_\_\_ Garage Tours

Would you like to be called / e-mailed about events?    Yes        No

Comments:  
\_\_\_\_\_  
\_\_\_\_\_

## *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>  
<http://www.motorheadltd.com>  
<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.cornwalloldecarclub.com>  
<http://www.victoriamgclub.com>  
<http://www.svmgcc.org/index.html>  
<http://www.namgbr.org/index.html>  
<http://www.mgcars.org.uk/mgscouncil/>  
<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>  
<http://www.formatc.org/mgb/index.htm>  
<http://www.princessauto.com>  
<http://www.teglerizer.com/sucarbs/index.html>  
<http://www.britishcarlinks.com>





## **2<sup>nd</sup> Annual Ottawa All British Car Day**

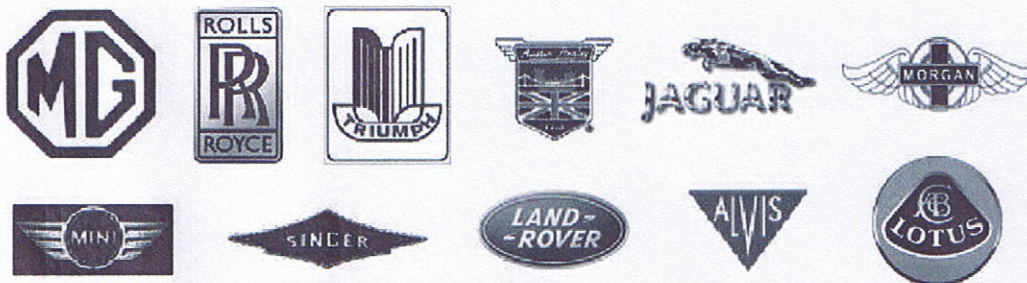
Saturday, July 15<sup>th</sup> 2006 10am-4pm  
Britannia Park, Ottawa, Ontario

All British marques welcome

Participants fee \$20, includes catered BBQ lunch for two and door prizes.

Admission is free to the general public.

More info @ [www.britishcarday.ca](http://www.britishcarday.ca)



Participants choice voting and door prizes.

From the 417 in Ottawa, take the Greenbank exit North on Pinecrest, continue past Carling Avenue, where Pinecrest becomes Greenview. Follow Greenview to the end—the park is beside the Ottawa River.

For more information—[www.britishcarday.ca](http://www.britishcarday.ca) or call Don LeBlanc @ (613) 596-5692 or email [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca)