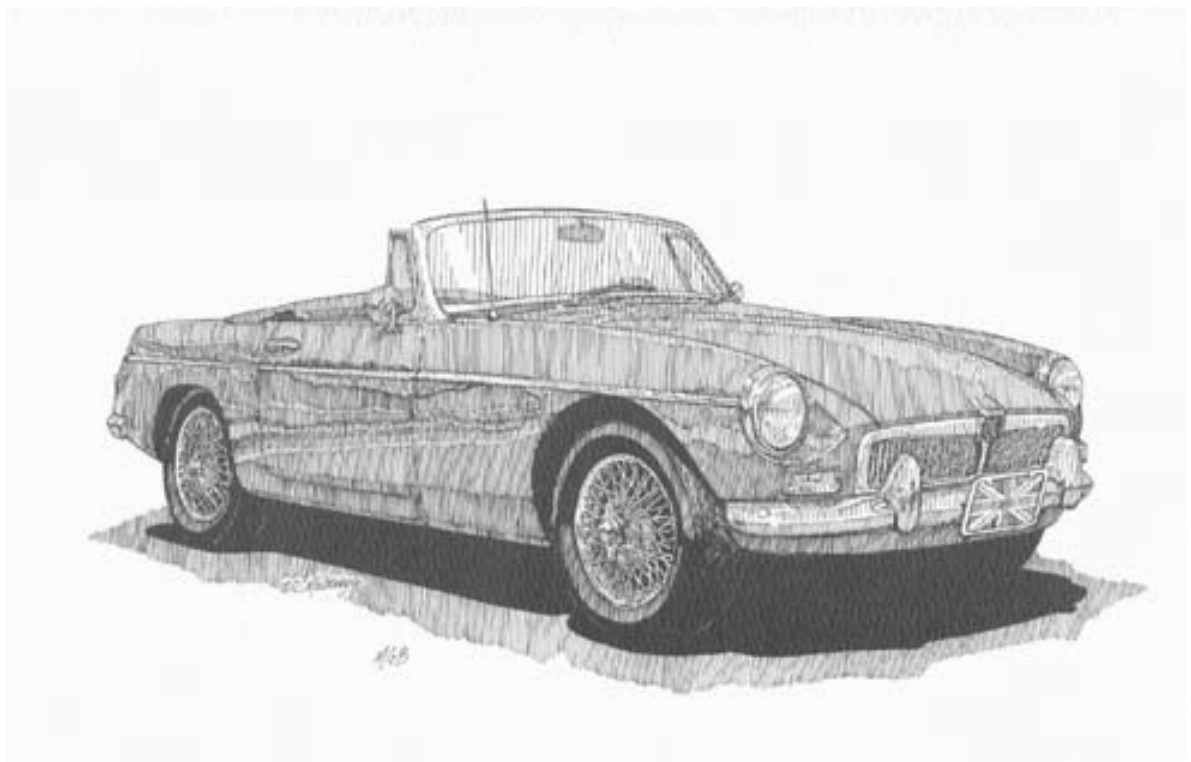




# *The Dashpot*

Summer 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](mailto:frejung@rogers.com)

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### *From The Editor's Desk*

Summer driving season has finally arrived and we have already had a great start to the best time of year (at least for MG Drivers). The new club calendar is out and has been distributed and appears to have been a success.

Although the summer is now with us, it is not too early to be thinking about autumn activities. I am thinking of the British Invasion in Stowe Vermont. I have been twice now and if we can get a group together, would like to make the trip again this fall. If you are interested, please give me a call and we can try to organize a group to go down and back together. It is a great drive with a ferry ride across Lake Champlain and the drive up through Smugglers Notch and it provides some comfort level to travel in a crowd. Information on the British Invasion can be found at: [/www.britishinvasion.com/](http://www.britishinvasion.com/).

Lastly, but by no means the least, I wish to thank all contributors to the Dashpot. Without you, it is only me and that would be pretty boring.

Terry Haines.

## *President's Message*

### President's Message

As I write this, our Club has held two events so far this year, and has had to cancel one.

Our Spring Tune-up event had to be cancelled at the last minute, due to the closing of British Automotive. In the past Eric and Rob have always been very supportive toward our Club and the Spring Tune-up in particular. Their services will be missed by many of our members who trusted them with the service of their MGs. We can only wish Eric the best of luck in his future endeavors.

When we co-organized the TriuM-Gee event with The Ottawa Valley Triumph Club, our hope was that we would create some inter-action between our two clubs as well as having a nice drive on some good secondary roads. With extremely easy to follow route instructions, easy to find clues, and a crossword puzzle to solve at the end, we thought that we would have an event that would interest our members. As it turned out we had perfect weather as well, but participation was very disappointing. We had only four Triumphs, and eight MGs take part. All of those who did take part really seemed to enjoy themselves, and it was suggested that we do it again next year, but I question whether it is worth the effort considering the small interest shown by our members.

Many thanks again to Bernie and Bob Stark for putting on another really enjoyable Cheepo-Cheepo. This event just seems to grow and grow in popularity with our members, and I know that as it grows it gets more complicated to put together. The Starks are to be congratulated for the continued success of this event.

So that is where we stand at the end of June 2007. We have a few more events lined up for the rest of the summer, and some of us will be venturing out on longer trips in our trusty MGs. Hopefully all of you will put many enjoyable miles on your MGs this summer. Our driving season is short, so let's make the best of it!

Mucho Gusto!

Mark

This photo of an MGF was taken on the shores of Lake Geneva.

And YOU thought you hated scraping the windscreen ..!!!

'The World's Coldest MG'



Remember folks, winter is never far away

2006 All British Car Day, Brittania.

To everyone who sheltered from the thunderstorm during last years draw for door prizes - thank you, from someone who won \$10 on the 649 once and shared it three ways.

It crossed my mind at the time that Diane and I must be nuts, standing in torrential rain clutching a billowing umbrella and watching flashes of lightning progress closer across the river. But as the crowd around the raffle committee rapidly diminished and numbers were pulled ever quicker, the true nature of providence was revealed and we won top prize - four new tires. So, now my daily driver is being kindly reshod (patterns for 'TF' tires long since retired to Coker) and I'd like to thank Bridgestone/Firestone Canada, Torchia Communications and Paul Vaillancourt III for a wonderful first prize - very much appreciated.

Steve Gee  
'55 MG 'TF'



## DASHPOT—24 YEARS OF MGing - by Alan Ronson

Well, after reading the exhortations from Graham Ayers, I began to wonder if maybe I could write something for the Dashpot about my total 24 years of MG ownership. My memory gets a bit hazy at times as I have to go back 39 years to my first sports car which was a 1965 Austin Healey Sprite ( an MG in Austin clothing). British racing green with a yellow stripe up the middle of the bonnet. Bought for 365 pounds in 1968 with 33,000 miles on the clock. Back in those days this was the every day car for Hazel and I. Although England is a small country (the British Isles will fit into Ontario 8 times) I still managed to drive a lot, averaging about 25,000 miles a year.

Here follows a plug for Michelin tires. When purchased the Austin Healey had an almost new set of Pirelli Centurato tires which, after 8 thousand miles were worn out, so I bought a new set of Michelin X tires at great expense, around 24 pounds I think. I still remember driving home with the new tires installed and the difference in the car was unbelievable. When the car and I parted company some 3 years later with about 112,000 miles recorded it had the same tires and they were still good, in fact my present 1978 MGB has 2 of the original Michelins to this day.

After owning the Austin Healey for about 3 months the engine developed a slight tick, so off it went to my brother, a mechanic, who largely rebuilt the engine and apart from the usual brakes, exhaust and batteries, I had little trouble with it despite driving it hard for most of its life. I forget what the problem was but do remember the cost of the rebuild, 35 pounds, but this was mostly just for parts.

We drove the Austin with the top down whenever we could. Hazel and I have fond memories of frosty Sunday morning runs down to the coast, although the climate in England is considered mild it still gets cold and many fellow motorists thought we were mad I'm sure.

Now a subject not far from most peoples minds, gas mileage. Great strides have been made in the last few years, or have they? We were off to Devon for a weeks holiday camping. The sprite was loaded down with luggage, tent, etc. and every nook and cranny was filled with odds and sods. Around noon on a Saturday the tank was filled to the brim (a very rare occurrence in those days) and off we set for a leisurely drive to my brothers place in Stoke on Trent to spend the night, and to split the journey over 2 days. I remember it was a sunny summers day (they do get a few), top down and keeping a speed of about 45 miles an hour, as we had all day to cover the 165 miles to Stoke. Hazel and I had been married for only 2 years when we bought the sprite and the truth is that we really couldn't afford that car, but looking back we are very glad that we did, it was the inspiration for 2 more MG Midgets while in England and 21 years later with our present 1978 MGB.

It started out at \$3800.00, later it went to \$3300.00 and then to \$2800.00. According to the ad the car did not seem to have a lot going for it. With feelings of nostalgia and thinking it would be nice for our daughter to drive to school, (her 14<sup>th</sup> birthday was coming up soon) we went to see it.

The B was like a lot of them at the time, which is to say in a pretty poor state. It had been painted some good time prior in a metallic purple. The top was falling apart, doors, sills, and front fenders were rusting, interior tatty and this was just what you could see. The saving grace was that the underside was good, I did not want to get into serious repairs there. We took a drive around the streets and it seemed to drive not too bad for an eleven year old B with 96,000 klms showing. The original carb. had been replaced with a single SU and a new clutch had recently been installed.

The MG belonged to an English guy who worked at NRC. I could tell he just wanted to be rid of the car as he had had lots of enquiries but no offers. I had decided I would pay \$2000.00 and no more, which he unhappily accepted. We collected the car 2 weeks later, when Hazel returned from a trip to England, (no I didn't sneak out and buy a "B" while she was away, I wouldn't dare). The trip from Nepean to Rideau Ferry was uneventful apart from discovering a puff of smoke from the exhaust on gear changes, noticed by Hazel following behind. This was cured some years later with new valve guides, when a burnt valve was replaced.

The following spring and summer were spent stripping the "B", new door skins, rocker panels, and one new front fender, the lower rear panel on the other front fender being replaced only. The new front fender was genuine BL and cost \$333.00 dings and all. I believe they are 3 times that price now. All the welding work was done by a young friend of mine and unfortunately he got the front seam on the doors too thick, which meant they caught the rear edge of the front fenders when the doors were opened.. I spent many hours adjusting the doors so that they wouldn't catch. Everything was taken off that would come off, including the interior panels and the "B" was taken to the paint shop on a tow truck, to be restored to its original color.

The deal with my body shop friend, was that he would paint the car when he was slow, and at a reasonable cost. So six weeks later at 5 pm on the eve of a long weekend in fall, back came the tow truck. Late in the day of the following Monday the car was back together except for the top and the stainless steel body side molding. I had spent every spare minute of the weekend installing the parts and enjoyed it immensely. Much nicer than taking the parts off, barring the wind shield, no part of that operation is nice. Needless to say I was very happy with the result.

I had started the project with the intention of making the car tidy, safe, and reliable only. I did not want any phone calls from my daughter saying the car had quit and she was stranded miles from anywhere. The "tidy" part was ok, the reliable part was not so easy and was an ongoing process over many years, mainly of course electrical. Fortunately I was only called out twice in the 2 or 3 years that Sarah, our daughter, drove the car, once when the starter stayed engaged on starting and once when the original fuel pump quit. A new starter cured the first problem and cleaning the points in the fuel pump cured the second. Sarah was within 3 mile of home in both cases and neither one has faltered since.

An interesting anecdote here:- when Sarah was coming up to driving age here mother started to worry about her driving around in an old car, so I suggested we sell the "B" and get a newer Miata. Sarah would have none of it saying she had done a survey among her school friends and they had all said "Keep the MG". What really surprised me was that any of her friends knew what an MGB was. To this day she won't part with it, although she appears to have little interest in it.

We go back to visit England quite often and in the mid nineties I was surprised to discover that little shops selling MG parts had sprung up all over the place. Even our home town of Brandon, population 6000, had one. On one visit we were staying with Hazel's brother and his wife in Worksop near Nottingham Forest, (home of Robin Hood) when I spotted one of these shops, so in we went for a poke around. I discovered I could buy a whole new interior, including seat covers and interior panels for only about 65 pounds, too good to miss, I was offered the seat covers in leather for only about 20 pounds more if I could wait 2 days, however, we were leaving the next day, so had to pass. The covers and panels were surprisingly easy to bring back, merely leaving them at one end of the check in counter and picking them up at the carousel, and there was no charge. Sadly most of these places are gone now.

As I mentioned earlier I only intended to the "B" tidy, safe, and reliable, but you get drawn into things. I used to save all my parts receipts up until 7 or 8 years ago but I suppose it gets a bit meaningless when the early ones are 18 years old. After about \$6000.00 in parts I stopped counting. The MG has been very reliable for the past few years, it still has the same exhaust system as when I bought it and the paintwork is now looking a bit shabby, but it is 18 years. Maybe next winter for a repaint, maybe not. It only has to please Hazel and I and it does that admirably.



## **The Things People Say**

*by Andy Bounsall*

Surely everyone who drives an MG has experienced it. Seeing your little British car just seems to make people want to talk to you. They know someone who had a car just like it. They want to know how old it is. Did you restore it yourself? Where do you get parts for it? Lovely car. How long have you had it? And so on, and so on... It seems these cars never fail to bring back memories and make people smile.

I imagine every MG owner has stories to tell concerning the things that people have said about their car. Here are a few of my favorites.

I was at the filling station one bright summer afternoon, bent over at the back of my '56 roadster, filling it up with fuel before heading out for a drive. Two 20-something young women came out of the convenience store and eyed my car. As they crossed the parking lot, I heard one of them say, "Wow, sexy!"

Getting up from behind the car, I said "Why thank you. It's been a while since anyone said that about me."

They both looked slightly startled to see me standing there and one young woman's face blushed visibly.

"Ahhhh," I said, "you were talking about the car!"

One warm summer evening I jumped in the MGA for a quick trip to the local supermarket for some bread and milk. Coming out of the store, I noticed a woman standing beside the car admiring it. As I approached she looked up at me and smiled.

"What a lovely car" she said. "When I was a teenager, my first boy friend had a car just like this, but his was red."

"Oh, that's nice" I said, expecting her to reminisce.

She looked back at the car and a few moments later her smile started to fade. "Hmmm," she said. "Makes me feel old. That was forty years ago!"

When I bought the car, I decided to trailer it back home rather than chance an extended highway drive until the car had been given a complete mechanical once-over. We arrived at the U-Haul facility to find two young guys working at the counter. Taking down the particulars of where the trailer was going and what it was to be used for, the first fellow asked me what kind of vehicle was being towed.

"An MG" I stated.

"What's that?" asked the first fellow.

Before I could respond, the second young fellow piped up and said, "Hey man, that's an old English sports car."

Looking puzzled, the first guy said "I never knew they even made cars in England!"

I thought I had found a much more Brit-savvy young man early last summer. On the way home from the clubs Run to North Lancaster, I stopped at a filling station for fuel. Having topped up the tank, I walked into the gas bar to pay. The attendant at the counter looked at me, looked outside at the car, then turned back to me and said, "That's a nice looking MG."

"Thanks very much" I said.

After paying for my fuel and exchanging a few more pleasantries I was off. I drove away thinking to myself how refreshing it was to find a young man in small-town Ontario who could recognize a mid 1950's MG. It wasn't until I was half way home that I realized that perhaps he wasn't quite so car savvy after all. I was wearing a hat with an MG logo on it, a shirt with an MG logo on the breast pocket, and an Ottawa MG Club name tag! Maybe he was just a good reader.

Without a doubt, the most frequent question I asked is, "What year is your car?" I supposed that doesn't seem too weird until you realize that my license plate number is "1956 MGA".

One day as I was waiting at a red light, a young fellow pulled up in the lane beside me, rolled down his window and said, "Cool. What year is that? I'm thinking '64."

"It's a 1956", I said.

"IS NOT!" he shouts.

"OK" I replied. "I guess you'd know better than I would."

On another occasion, a large pickup truck stopped next to me. The driver leaned over and called out, "62?"

"Huh?" I thought, not initially understanding him. Then realizing what he'd said, I replied "No, it's a 1956."

"Oh", he said. "I used to have a '62."

"Really? That's neat" I said smiling.

He looked back at me and said, "No. It was a piece of crap."

Apparently, not everyone has happy memories of MGs!



# *Lucas Replacement Smoke Kit*

## **NOS Lucas Replacement Wiring Harness Smoke Kit**

Have you inadvertently let the smoke out of the wires on your classic British car? Thi



Here is presented for your perusal one Lucas Replacement Wiring Harness Smoke kit, P/N 530433, along with the very rare Churchill Tool 18G548BS adapter tube and metering valve. These kits were supplied surreptitiously to Lucas factory technicians as a trouble-shooting and repair aid for the rectification of chronic electrical problems on a plethora of British cars. The smoke is metered, through the fuse box, into the circuit which has released it's original smoke until the leak is located and repaired. The affected circuit is then rectified and the replacement smoke re-introduced. An advantage over the cheap repro smoke kits currently available is the exceptionally rare Churchill metering valve and fuse box adapter. It enables the intrepid and highly skilled British Car Technician to meter the precise amount of genuine Lucas smoke required by the circuit.

Unlike the cheap, far-eastern replacement DIY smoke offered by the "usual suppliers", this kit includes a filter to ensure that all the smoke is of consistent size, It has been our experience in our shop that the reproduction Taiwanese smoke is often "lumpy", which will cause excessive resistance in our finely-engineered British harnesses and components. This is often the cause of failure in the repro electrical parts currently available, causing much consternation and misplaced cursing of the big three suppliers.

These kits have long been the secret weapon of the "Ultimate Authorities" in the trade, and this may be the last one available. Be forewarned, though, that it is not applicable to any British vehicle built after the discontinuing of bullet connectors, so you Range Rover types are still on your own...

This Genuine Factory Authorized kit contains enough smoke to recharge the entire window circuit on a 420 Jaguar, and my dear friend and advisor George Wolf of British Auto Specialty assures me that he can replace ALL the smoke in a W&F Barrett All-Weather Invalid Car(147 CC) with enough left over to test a whole box of Wind-Tone horns for escaped smoke. How much more of an endorsement do you need?

More, you say? Well, I once let the smoke out of the overdrive wiring on my friend Roger Hankey's TR3B, and was able to drive over 200 miles home from The Roadster Factory Summer Party by carefully introducing smoke into the failed circuit WITHOUT even properly repairing the leak. Another friend, Richard Stephenson, was able to repair the cooling fan circuit of his Series 1 E-type by merely replacing a fuse and injecting a small quantity of smoke back into the wires. So there!

So, if you're troubled by lost smoke, bid early and bid often! Thanks for looking!

### **Questions & Answers**

**Q:** I have a fourteen year old son named Lucas who I have caught several times in the back of the garage smoking. Can this item help him to respect a little firm parental intervention and aid him in smoking less...or even stopping altogether?

**A:** Part of the problem may be the fact that you named your son after the Prince Of Darkness. Mayhap you should be happy that all you have caught him doing in the back of the garage is smoking! My suggestion is: since you already have spoiled him for life with his moniker, you search the 'Bay for a proper Little British Car to restore as a father-and-son project. That way, he'll have a way to fill the idle hours he'd have spent chasing girls had he been named Rocky or something more suitable. Plus, he'll learn first-handed how disgusting smoke can be. Alas, though, not with this unit, because whilst trying to photograph it for a spread in "Popular Ether Technology", it was unfortunately broken. Therefore, the auction must be terminated early. Thanks for the heartwarming interest!

**Q:** Once I have re-introduced smoke into my TR-2, do you warranty that its system will resume operating at the speed of dark?

**A:** If you reintroduce the smoke through a microwave oven, you may even go back in time!

**Q:** I have been very diligent over the years and have maintained the smoke in my Sunbeam's wires perfectly. The problem is that that special Lucas perfume has disappeared from the dash, carpets and seats. In fact, at the last Concours d'Elegance I lost out to a frogeye with period odors. Is the smoke in your kit fresh enough to bring back the OEM smells of burning plastic and bakelite and are you including an adapter to replace same.

**A:** No adapter needed, but have you tried just STARTING that over-restored trailer queen? It might bring back the aroma by itself.

**Q:** This has been a most informative thread which set me off thinking about wider global environmental changes that have happened since the mid 70's. Could it be that the copious release of smoke from Lucas wiring looms around that time has significantly contributed to the holes in the ozone layer and the onset of global warming? Could it be that, had your excellent device been more available at that time, we could have saved the planet for future generations instead of fighting a rear guard action? Hindsight is such a wonderful thing isn't it.

**A:** Hey- This is a serious site- we're not discussing "junk science" like Global Climate Change!

**Q:** I have a question. For some time, my object is to restore a few pre-Chrysler Rootes Sunbeam Tigers to original factory condition, with ALL the LAT racing options. So far, I have been quite successful, but unaware of your Lucas Smoke Kit. I am perplexed as to its satisfactory application to this original British Classic that Mr. Carroll Shelby has enhanced with a lot of Ford (USA) parts. This includes a large portion, but not all, of the electrics. It is very easy to differentiate between the Lucas Parts and the Ford Parts, as the Ford Parts still work. While we can admire Mr. Lucas for the development of the intermittent windshield wiper, the self-dimming lighting system, and the colorful turn signal spark generator, it is unclear whether your offering will work satisfactorily with so much of the electrics originating in the US. Is this device compatible, as the US parts do not show signs of leaking smoke?

**A:** The Lucas smoke may cause failure of the connecting interstices, but the, so will everything else.

**Q:** Maybe you can help me. I have an old generator that I have suspected of having a metaphysical ozone leak for several years. It's one of those things I feel I know to be true but cannot prove. Anyway, through an ingenious marriage of a Sharper Image Ionic Breeze air purifier and a breast milk pump, (both were obtained on eBay) I have devised a way to recharge the ozone that I can smell leaking from the generator. But, you guessed it, when I disconnect the wiring to introduce the replacement ozone I invariably cause a smoke leak. Do you think there is a way to mate our two machines in such a way that I could "kill two birds with a single stone" – if you will.

**A:** That's just wrong.

**Q:** Can I use this device to replace the smoke in my Alfa Spider? Is Brit smoke the same as Italian smoke?

**A:** Only if it's pre-Bosch.

**Q:** Will this kit put back ALL the smoke in a 1975 Midget wire harness? Some time ago while driving our 75 Midget smoke began pouring from under the hood, after pulling over, smoke was immediately followed by flames. A HUGE amount of smoke was lost from the wire harness (10 minutes worth before the fire department showed up). Your jar appears to be too small to contain the volume of smoke produced by the Midget on that day. Please specify quantity of smoke. PS - Would you know where can get bulk replacement glue on insulation, there is none left on any part of the wire harness under the hood. The harness appears to be intact but is lacking smoke holding insulation. I'm planning on rerouting the main power buss from over top of the fuel line. This way next time I will have smoke, red hot wires without melting thru the fuel line. Thanks in advance.

**A:** You'll need bulk smoke, but I'd try your last suggestion before ordering any. Good luck!

**Q:** Is this setup on the "metric system" or can it be used universally? I have a MB 380SL but have replaced some of the wirings with U.S. products. Will your product make the transition? Also, are there any EPA limitations on shipping?

**A:** This setup is Whitworth only. Sorry.

**Q:** As you may or may not know, the Japanese 'borrowed' heavily from British designs back in the 50's and 60's. In fact, the Skinner Union carbs on my beloved Datsun 1600 roadster were actually built by Hitachi under license. Also, most of the electrical devises in early Datsuns were copied from Lucas. That said, do you know if an adapter is available to use the Lucas Kit you offer on a Datsun 1600 or do I need to keep searching for the Hitachi/Mitsubshi version? Thanks, Paul

**A:** It sort of worked in my Datsun 410 Station Wagon, but the lights all shined in instead of out. It was quite disturbing...

**Q:** Does this unit contain new or re-cycled smoke and will it fit my 1966 Triumph Bonneville motorcycle?

**A:** This is new, previously un-leaked smoke, as originally installed on your T-120. Have at it!

**Q:** Would this product fix the Miller dynamo on my motorbike? The smoke got out of it years ago and I am in despair. Having to run a total loss electrical system now. Please, no smart-alec comments about nothing to lose. I have been desperate for a cure for years and will jump at anything. I get so depressed. But I really liked your answers to all the questions. I learned so much. You must be smart. What are some good upgrades for my bike? Should I get a Boyer electronic ignition?

**A:** Probably.

**Q:** I have the identical part but needs the smoke refill cartage, i was told to ring 84433 3-33888444555 or speed dial 666 is that you?

**A:** No, that's that shop in Michigan.

**Q:** Do you have any idea if the kit will work on Alfa Romeos? My 1963 Guilia has bullet connectors, a Lucas windshield wiper motor, and a variety of other Lucas components. Earlier Alfes had lots more Lucas stuff, such as starter motor and generator, so I imagine it's more suited to them. On a different note, did Alfa's change from Lucas to Bosch signify the end of the 'Italian masochistic' era?

**A:** This will work with the Lucas portions. The Bosch change was a misbegotten effort to work around the simultaneous Italian/British Stevedore Strikes of the early 70s.

**Q:** Hi, just happened across your auction. Great item but I am curious. I do arcade game repairs on the old upright arcade games. You know, PACMAN, DEFENDER, DIGDUG. The X-Y monitor type games such as BATTLEZONE, STARWARS or TEMPEST are famously known for releasing the x-y smoke from their monitors. Would this tool be suitable for the reintroduction of monitor smoke? You see this smoke is readily available on eBay but the re-charge tool is not as ATARI quit offering them years ago. These monitors are quite expensive to repair when you don't have the proper service tools. Please let me know if this would work or would I need an adaptor such as P/N 2FUB-1269-AR. Thanks ... FRED

**A:** Got me. I got my VIC-20 to run one game of "Hangman" with just a spritz, though.



**Q:** Enough, enough already! I cannot allow you to perpetuate this lowbrow fraud any longer! Anyone with any knowledge of Lucas products should recognize that the Lucas label art on the jar is wrong for this early version of the smoke kit. And of course, the lid should be black with the valve oriented 180° to the label. The smoke color itself is not original to the early cloth insulated wiring and perhaps even for the early plastic insulation. Bidders beware, this is most certainly a replica, and a poor one at that — possibly from Taiwan. Additionally, the smoke replacement kit was meant to be used only by highly qualified personnel. The dangers of misuse are indescribable - certainly I can't..., but the phrase "gone up in smoke" was born of this process.

**A:** Oh, yeah? Well, in the interest of openness, I'm going to place your tirade on the site. That doesn't mean I like it, though.

**Q:** I wonder if you would do an exchange (with a cash adjustment in my favour). I have some bottles of 'bottom air' that was supplied by Dunlop many years ago. The advantage is that it takes up very little space as of course when you get a flat the top air in the tyre remains perfectly serviceable, it's only the bottom air that needs replacing. I will wait your reply. All the best from the UK.

**A:** If this is the proper bottom air for a set of 4.00X 10 Gold Seals, we may be able to work a deal. We have a '68 Moke in the shop with original rubber, and the domestic bottom air keeps migrating out. It evidently doesn't have enough atmospheric British ambient smoke to fill the pores in the tyres.

**Q:** My brother Joe is currently (well last 8 years) working on a Mini and he's never managed to get ANY smoke out of it yet. Would it be possible to use this kit to make some come out of other parts of the car - not just the wiring loom? I was thinking mainly about the exhaust...

**A:** No.

**Q:** Geez, I wish I had seen this auction before I bought some "off-shore" smoke. I didn't realize there was some OEM stuff left. To make matters worse, I switched to synthetic smoke (yeah, I know) but it seemed like the right thing to do at the time. Unfortunately for my 72 Range Rover, I have not yet been able to fashion an effective bypass for the optional Fairey smoke pump which has recently failed. If only you could have made this item available earlier!

**A:** Hook you battery charger up with the leads reversed, preferably at the starting motor, and turn it to "high". This should purge the wires of all the synthetic smoke, enabling a refill with the proper stuff.

**Q:** Are you sure that offering to ship smoke overseas by air mail is allowed under the Patriot Act and that smoke is not a prohibited substance that could easily fall into the hands of terrorists and British Car Owners?

**A:** We spirit it out in a diplomatic pouch.

**Q:** HELP!! I have a 1960 Porsche 356 and a Lotus 7. The 356 is leaking various fluids front and rear. While none of the fluid in question is coolant, the gear oil is very clearly trying to attack the Lotus. My question is "Does the smoke have any defensive properties for the British car to repel this assault?" Thanks for the help. David

**A:** Gear oil won't hurt a Lotus 7. Try to calm yourself! No, this won't help.

**Q:** On a recent, rather spirited, off road competition I noticed several sources of smoke emanating from my Ford Escort GT based kit car. Copious darkish oil smoke from out of the hole in the bonnet that the carburetor sticks through, profuse blue/white smoke from the sidepipe aimed at the spectators, wispy brown turning to black smoke from the bellhousing apertures, white smoke from both rear tyres, but alas, nothing at all from the electrical system. Is this a common fault with Fords that can be easily rectified (no pun intended) by fitting your product? As I'm only English could you tell me if the present bid of \$2,025 is more or less than a quid? Camilla sends her love, TTFN, Charles.

**A:** Aside from the lack of electrical smoke, my experience with Escort GTs at American racing venues would indicate all is normal - no fettling called for at all. You asking in old Pounds or new? My love to Camilla.

**Q:** I note that you are also selling genuine Lucas wiring on another site. Are the wires intact or has the smoke already been depleted? If they are still unmolested, it would seem that they would provide a most convenient source for instant replenishment of the Lucas smoke cannister. As well, it has also been my observation that a variant of Lucas smoke may be obtained by marinating discarded Dunlop Bias (not radial and not steel-belted) tires in tar top battery acid, placing the tires in a large sealed zinc-plated container together with the now-depleted tar-top batteries. The container, placed on a platform, may be set alight from underside. Insertion of a spiral copper tube into the top of the container will result in the production of a very high density liquid condensate of smoke which I understand has an unlimited shelf life if sealed properly. Under no conditions should this condensate be ingested.

**A:** I learned at the Mitty this year that the heating process can be expedited by setting alight a VW Beetle (early) magnesium engine block.

**Q:** Where would I mount the Smoke Kit in my Mini? There's certainly no room under the bonnet, and the boot is filled with a large tool kit, spare tire, extra spark plugs, points & condensers, spare coil, baling wire, duct tape, 5 quarts of 20w-50 Castrol, tow strap, jumper cables, one gallon jug of 50/50 antifreeze, spare fuses, wire stripper, 20 foot roll of 16 ga. wire, electrical connectors, large roll of electrical tape, a Haynes Manual, and a Book of Common Prayer.

**A:** You need the half-pint (Imperial) model. By the way, carrying all that kit of spares is just asking for trouble.

**Q:** Will this fit my Zetec Mondeo.

**A:** Only if you use it as a donor car for a Lotus 7 copy.

**Q:** Sir! I have recently stumbled upon your forum to which I think I can put your mind at ease concerning the rarity of this item. I live in the foothills of the Smoky Mountains here in East Tennessee. The early settlers of this area were primarily English and really never left this area. Hence the hain't and yall's and pokes that people still speak in everyday language is just old English! Well, to my point. They also drove many British cars over the years and one still can find many of these old relics all over the landscape languishing in fields with their rotting harnesses leaking away, yes that is correct, the Smoky Mountains actually got their name from the LBC's. I would be happy to climb up to Clingman's dome and hold an empty moonshine jar up in the air and "capture" some genuine, well preserved smoke for anyone that will pay the cost of the moonshine (not many empty jars lying about you know) and the cost of shipping to their destination. And yes, I will ship worldwide.

**A:** This is a hoax! We have the same smoke, from the same Scots-Irish roots, in WV. It is being represented by Scottish separatists that this smoke will directly replace the genuine Lucas smoke. It will, instead, reverse your earthing and burn out the dynamo, hence rendering every military vehicle in the UK stationary, enabling Sean Connery to finally rule the British Isles. Beware!

**Q:** My cousin is restoring a Riley and he had heard that Lucas (the inventors of convergent technology) had worked on a variant that recycled the smoke through the casework as a woodworm/termite/borer deterrent. Are you aware of this application and if so what modifications can be made to the item for sale?

**A:** My friend Super Dave Bondon has used the method for years to keep a Morgan/Lotus race car in sound condition. Merely replace the fuse-box adapter with BMC tool 18G187 (radiator reverse-flush adapter) and you are ready to go.

**Q:** While I can see your unit would be suitable for early model Land Rovers, I was wondering if it would also suit my Defender. I am becoming increasingly worried about my Defender which has yet to emanate any smoke and, as per the oil leak situation. I am beginning to wonder if perhaps the system has run out of smoke? Perhaps you can steer me in the right direction on this one.

**A:** Your temperament would obviously be better suited by a Series I Land Rover. As your Defender has no bullet connectors, this unit is incompatible. Thanks for the query.

## **MORE NEXT ISSUE**

Hello OMGC Folks,

At the May 17th meeting, with the confirmation of the closing of British Automotive, there was some discussion about repair shops and parts availability for our MGs. Here is a list of potential locations and contacts:

Prem Sookdeo at Redshaw Autocare - 25 Hawthorne Avenue, Ottawa 613-235-8342

Eric Mason at English Motors - 316 Bell Street, Ottawa 613-237-0230

Chris Hollum (parts) - 2150 Victoria Avenue, Lachine, Quebec 514-639-4639

Bill Pickthorne (Moss Motors parts) - OMGC member e-mail: [ox-bear@compmore.net](mailto:ox-bear@compmore.net) 613-233-4829

Orville Baptiste (electrical parts) - Mobile Power Technology 949 Gladstone Ave Ottawa 728-3861

16 Service Center near Manotick - First Line Rd off Bankfield Road (east of old Hwy 16) formerly operated by Ted Pritchard and now run by John Hurley 613-692-4472

Victoria British Ltd (parts & catalogue) [www.VictoriaBritish.com](http://www.VictoriaBritish.com) 1-800-255-0088

OBSOLETE Automotive, Point Edward Ontario. 1-800-265-7437

Brit-Tek [www.brittek.com](http://www.brittek.com) 603-463-3727

British Auto Sport. Troy, Ontario L0R 2B0 Toll Free 1-888-485 2277 (Fred McCutcheon)

Octagon Motors in Vancouver. [www.octagonmotorgroup.com](http://www.octagonmotorgroup.com) 1-800-459-0251.

A large order directly from Moss Motors or Victoria British can be shipped to:

Rothel Parcel Service

1801 Ford Street

Ogdensburg, NY 13669-1845

Pick it up yourself, no broker, pay the tax at customs.

**If you would like to inform club members of other worthy locations and contacts, please reply to me and I can update this list for OMGC folks.**

Len Fortin

## **The TriuMGee Challenge Event**

Saturday May 26<sup>th</sup> 2007—Len Fortin.

In a nutshell, this was one wonderful event, held on one glorious day, in the company of lots of wonderful British car enthusiasts, along roads that were just perfect for our LBC's, with great observational skill testing questions and puzzles along the way, and included a simply stunning participant's event collar pin, and, to boot, there were great prizes when it was all done! And along with the good food at the restaurant, this whole thing was really one for the books and should be considered "a keeper"!

Our club president, Mark Evenchick, and the president of the Ottawa Valley Triumph Club, Don Leblanc, really put on their thinking caps to organize this one. The meeting point was at Jacques' Trap Roadhouse in Carlsbad Springs. By 11am the teams were randomly selected. 1 MG vehicle, with a driver and navigator onboard, was teamed up with 1 Triumph vehicle, with a driver and navigator onboard. Although the route of the event was the same for both halves of the teams, the clues and the observational questions and puzzles were different for each. We had to watch for things like community signs, mailboxes, business signs, parks and some pretty odd-looking stuff *en route*. Along with the driving instructions, the teams had to read each clue, keep their eyes open wide and write down their answers. Along the route we all noticed a huge number of Ford Mustang vehicles all about the roadways. I suppose they too were out enjoying the day with some sort of driving event of their own. And at the end of the 120-mile run, back at the Roadhouse, the matched teams got together to solve the Crossword Puzzle from the answers to the clues they found along the way, each half of the team providing words and phrases into the crossword puzzle from their answer sheet.

OVTC participants Sid Woznica & Lisa Fischer in a Triumph were teamed up with me and my nephew, Zachary, in the MGA. And just moments after our team was established, we were on the road, well ahead of the other 7 teams. We traveled through places like Sarsfield, Cumberland, Rockland, Plantagenet, Bourget and Cheney. The sun was shining, the roads were great and there was lots of opportunity to watch for the signs to solve the two-dozen clues. And my navigator, Zachary, didn't let me down when it came to providing me with accurate driving instructions as well as watching out for every little possible solution to the clues.

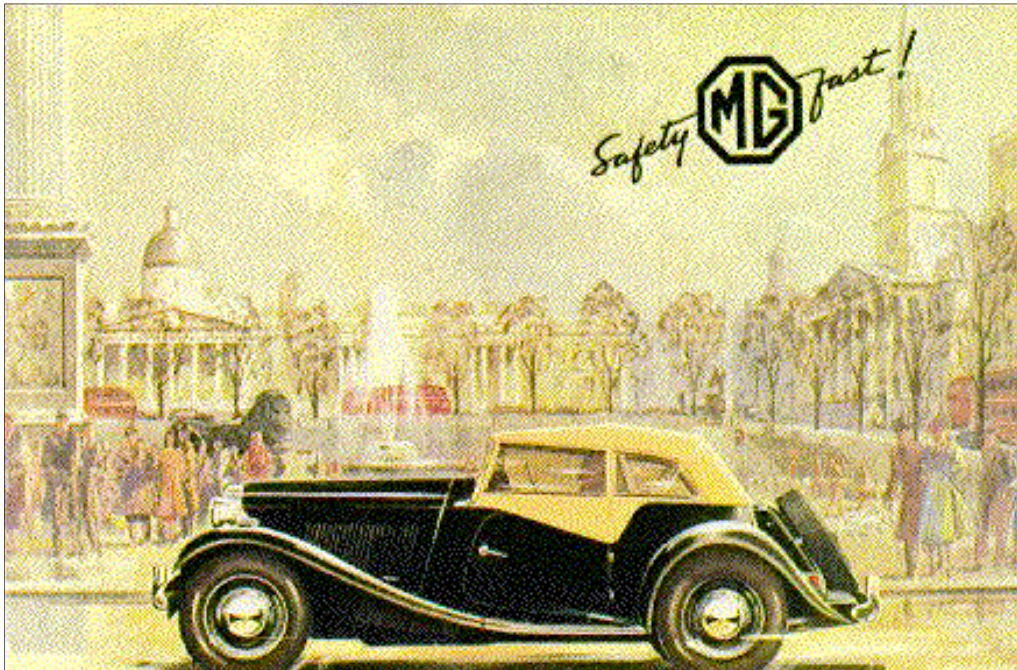
Back at the Roadhouse, by about 2 o'clock, each Triumph/MG team gathered at an outdoor table and ordered some lunch, then busily filled in the crossword sheet with the hopefully correct answers from our individual worksheets.

Each participant received a pewter collar pin with a special "TriuMGee Challenge" logo to remind them of this great event. And the members of the top 3 winning teams of the event received extra special Bronze, Silver and Gold pins to congratulate them for their efforts

## *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.



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## 2007/ 2008 Membership & Renewal Form

Please bring your payment to the next meeting or mail to  
Memberships, 102 Gowrie Dr., Kanata, K2L 2S5  
(\$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>
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## *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.cornwalloldecарclub.com>  
<http://www.victoriamgclub.com>  
<http://www.svmgcc.org/index.html>  
<http://www.namgbr.org/index.html>  
<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>  
<http://www.formatc.org/mgb/index.htm>  
<http://www.princessauto.com>  
<http://www.teglerizer.com/sucarbs/index.html>  
<http://www.britishcarlinks.com>

## **Postscript to 'The Dashpot Contents'**

Dear Sir & Madame,  
Re: 'Dashpot Contents' - Winter 2007

In a moment of inattention I sent the article to Terry before finalising the editing. Having now read it in the Dashpot I feel that it may be misconstrued by some as a criticism of the members.

This was certainly not my intent – far from it. It was an attempt, though perhaps a feeble one, to encourage those who had thoughts of contributing something to the newsletter to do so.

Not even sure I was on the right track, I consulted an MG sage and have (with his permission) inserted here an excerpt of his reply:

"Graham,

I'm not sure what the recipe is to get other members to contribute something to our Dashpot newsletter. Club membership numbers have increased. Participation at meetings and events is higher than in past. Telephone calls for parts assistance and technical help among members is up. Electronic communiqué volume is on the rise. But the written word remains in a distant 2nd place.

I do believe it is the leaders who must inspire the masses, but the recipe eludes me. And I do believe that small steps, consistent small steps, lead to greater strides.

When Sparky started the newsletter one-pagers about club members - that was a wonderful small step. And Frank is going to keep it going. And I think it will help connect club members.

I have had a lot of fun finding words about events that will favourably remind people of the great time we had. But... and I'm going out on a limb here... I think we do it because we want to.... and others don't because they don't.

Somehow, just chatting about the recent extraction of a clutch in the garage last weekend while hugging a beer at a meeting, is less formidable for most people than explaining the process to a computer screen or a piece of paper.

One thing is for sure. People do like the newsletter content. I've heard it right from their own mouths. But the formula to get others to contribute isn't clear to me'.

Len ..."

The Great One is absolutely right. Just because someone likes to write, keep chickens, or learn to play the banjo does not automatically mean that everyone else does also. Nor should they. Imagine the stench if 350 million people raised chickens or the din if the same number of people were pickin' banjos?

It is said "The squeaky wheel gets the oil". In spite of its seemingly hale condition the Dashpot may have an inaudible squeak. A dash more oil in the pot now and then would certainly be welcome, in whatever form you are most comfortable with.

Thank you for your kind attention and patience. I'm sure you will be happy to hear that I am now down off my soapbox and will press the matter no more.

Of course if you *really* don't want to hear any more – submit a little something and use up this space.

Regards, Graham

**The Dashpot - Winter 2007**

RE: Pg. 18

Huh??

No, it doesn't make any sense to me either. It's just some notes that I'd left at the end of 'Dashpot Contents'. While adding to the text the notes kept moving down. Unfortunately I'd forgotten they were there when I emailed the article to Terry.

So please accept my apology and ignore it as 'One of those things'...

Or if you prefer - to be politically correct - 'Excrement Occurs'.

Regards, Graham



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Follow Greenview to the end – the park is beside the Ottawa River, Britannia Beach

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