



# The Dashpot

Summer 2009



## MGM Midget (1928-1932)

Der erste aller kleinen, erschwinglichen MG-Sportwagen mit dem Beinamen Midget (zu deutsch: Knirps). Der MGM Midget war der erste MG, der in großer Stückzahl gebaut wurde – 3.235 mal

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# OTTAWA MG CLUB

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

**Visit us on the web at [www.omgc.info](http://www.omgc.info)  
you will find web links to various suppliers, other clubs and  
organizations as well as technical help, membership forms, regalia and  
library offerings and other fun stuff**

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## From The Editor's Desk



There are a number of things to read about in this issue of the DASHPOT and I would encourage you to peruse them and have some fun. But this "Editor's Desk" comments in this issue are an advanced warning notice that I will be asking for picture contributions to the OMGC Calendar of Events for 2010/2011, probably starting in mid-February. We have had several successful full-colour Event Calendars and I'd like to continue this activity but I do need your help. Take a look through your camera resources; take a peek on the OMGC web site photo pages; browse the internet for a few minutes to find a wonderful picture that could adorn next year's publication. The club does it's planning in mid-January and the calendar work starts directly thereafter. Club members Geoffrey & Helga Dix have already submitted a wonderful picture of an MGA they use to own and Dave & Trish Adams have submitted some great pictures of "Polly Blue", and you too can be part of the calendar submission process. Do it!

## President's Message

With the end of August upon us now, and the back-to-school advertising all around us, it's clear that the driving season for 2009 is getting down to the last hurrahs. What a whirlwind of a season, eh?? The Spring Tune-Up at Jaguar Ottawa. The Cheapo-Cheapo at Mont Gabriel. The Picnic in Kilmarnock. The ABCD at Britannia Park. The Discover Waupoos Weekend. The OVJ to Kingston. The Corn Roast in St. Alberts. Urban & Rural Meetings all around the territory. Not to mention the places and events we attended in support of other clubs and associations. A great big thanks to all the people who have volunteered to be part of the organizing of these events and the ones yet to come. Looking forward to making some big announcements at The Annual General Meeting in November.

A Review Of An Item Published By The SAAQ In Late May 2009:

### **Quebec Prohibits Right-Hand Drive Vehicles**

Quebec has become the first province to prohibit the licensing and operation of certain right-hand drive vehicles on public roads. The prohibition comes under a moratorium that began April 29, 2009 and will remain in effect for 180 days following that date while the Société de l'assurance automobile (SAAQ) studies the issue.

The prohibition covers imported vehicles that are over 15 years old. Vehicles over that age limit can be imported into Canada, since they are not subject to Transport Canada's motor vehicle safety standards because of their date of manufacture.

The Quebec ban does not cover right-hand drive vehicles that were registered in the province before April 29, 2009, except those that have a temporary registration certificate. The ban also does not affect vehicles registered outside of Quebec, vehicles manufactured before January 1, 1971, those belonging to a driving school, or trucks with a net weight over 3,000 kg, tool vehicles, or vehicles required to stop frequently along a road performing work for a public service.

SAAQ cited safety reasons for the ban, saying that drivers do not have an optimum field of vision, and that a study carried out in British Columbia over a four-year period showed that operating a right-hand drive vehicle increases crash risks by more than 40 per cent. The study also concluded that the first collision for which the driver is responsible happens 68 per cent earlier with a right-hand drive vehicle than with a left-hand drive one.

A Review Of An Item Published On The University Motors Website In Early Summer 2009:

### **END of the ROAD**

University Motors will cease fulltime business on Wednesday, July 1 st , 2009 , after 34+ years of service to the MG community. When our Governess promised in her 2006 State of the State Address that "In five years, you're going to be blown away by the strength and diversity of Michigan's transformed economy," little did we imagine that it would be our own business that would be demolished in the ensuing economic storm.

We have ceased taking appointments and will use the month of June to complete the work in the shop. We will continue to receive bench work. In late October we will have an auction of parts, tools, and MG memorabilia. Books, DVDs, and technical publications will be forthcoming.

All good things must come to an end. It's been a simply wonderful run!      John Twist

# THE 2010 VARAC FESTIVAL CELEBRATES MOSPORT'S 50<sup>TH</sup> BIRTHDAY



We expect over 200 historic race cars to take part in a full slate of Vintage/Historic and G70+ races and VARAC will also be the venue for the 2010 MG Vintage Racers Focus Event and a gathering for 'Mini Meet North'. On Sunday morning, there's our famous 'Corner 8' car show and through the weekend we'll be hosting racing legends from the past celebrating Mosport's 50th.

Why not arrange for YOUR car club to attend as your annual picnic? Mosport offers a great package deal for car clubs, including reduced gate entry and private club enclosures with marquee and BBQ service. There's free camping for occupants of pre 1985 sports cars and Track Lapping Sessions are available from VARAC

**For more info, contact our Festival Director:**

**John Greenwood - [haggisbasher@sympatico.ca](mailto:haggisbasher@sympatico.ca) or (905) 723-9334  
or [www.varac.ca](http://www.varac.ca)**



## Results Of The Special Auction Conducted Amongst OMGC Folks Very Successful

(reported by Len Fortin)



In late July, club member Nic Maennling (Lanark, Ontario) told me about an MG shirt that he received from a friend. The friend bought the shirt at a garage sale in Vancouver for about \$10, thinking it would fit Nic, but, alas, it is a size LARGE, and if you know Nic, it didn't fit!! The shirt was in wonderful condition and did not appear to have ever been worn, but, as Nic could not use the shirt, he thought it might be a good idea to sell it by e-mail auction to interested OMGC folks, and donate the proceeds from the auction to the local Salvation Army charity. See photos of the shirt above. The e-mail auction was opened to all OMGC members in late July and closed on Friday, August 14th at 5pm EDT. The OMGC member with the highest e-mail auction bid amount was then declared the winner of the shirt.

Club member Brian Miller (Navan, Ontario) was the successful highest bidder for the shirt with a very generous bid. Nic shipped the shirt to his home and Brian is now enjoying this great article of clothing. Below are a couple of pictures of the winner wearing the shirt. Congratulations to Brian! Many, many thanks to Nic for his wonderful idea and to Brian for his generous bid and to all others who took part in this fun event.



# Ethanol In Gasoline And What It Means To You

Based on comments and questions we are getting from all over the world, many of us are already using gasoline that contains 5% or 10% (or more) ethanol. Ethanol is an alcohol, made from corn or grains, which is added to oxygenate gasoline. It is a replacement for the MTBE, which is no longer being used. Gasoline with ethanol is called E10, E85, corn fuel, alcohol fuel and reformulated or renewable fuel. For the purpose of this document, we will refer to a gasoline-ethanol blend as E-10 fuel. There is a great deal of information out there, some good, some bad, and it is very hard to come to grips with the facts. We are going to try and present the best information we have on ethanol and what effects it may have on your vehicle.

## Why Should I be Concerned?

There will be more problems for the owners of Classic British cars, because, unlike more modern vehicles, the older gas tanks are vented to the atmosphere. Moisture from the air has always been an issue for us - how many of you have had to deal with a rusty gas tank? Aside from the problems reported with ethanol "attacking" fuel system components, most of the problems we are having with ethanol are really problems with water.

## Ethanol and Water

Ethanol absorbs water from the atmosphere

Gasoline with 10% ethanol can absorb 50 times as much water as gasoline without alcohol. At 70°F, gasoline without ethanol will hold water at a concentration of about 150 parts per million (PPM). Gasoline with 10% ethanol will hold between 6,000 and 7,000 PPM. If the ethanol and the water remain mixed with the gasoline, they will pass through the fuel system and they will be burned or converted to steam in the engine.

## Phase Separation

The ethanol will continue to absorb water from the atmosphere only up to a point. With 10% ethanol, when the water reaches 0.5% (3.8 teaspoons per gallon), phase separation will occur. Phase separation is the term used to describe the formation of distinct layers, with a thicker layer of gasoline mixed with a little ethanol on top, and a thinner layer of water and more ethanol on the bottom. The lower layer can have as much as 75% ethanol in it. This process is unavoidable, and it can also be triggered by a drop in temperature.

## Phase Separation Related Problems

**Shelf Life:** A gasoline-ethanol mix will absorb water until it reaches a concentration that triggers the phase separation. E-10 gasoline has a 90-day shelf life when kept in a sealed tank. At about 100 days, even in a sealed tank, it may have absorbed enough water to begin to separate. With a vented gas tank, there will be significant amounts of water in the tank in 30 to 45 days. With 10% ethanol blends, it is suggested that you replace the fuel in the tank on a 2 to 4 week cycle.

**Octane:** When gasoline and ethanol are mixed, the octane rating achieved is due partly to the ethanol. When phase separation occurs, the octane rating of the fuel can drop by as much as 3 points, and there is an increased risk of detonation, "knocking" or "pinging".

**Rough Running (or stalling):** Because the water-ethanol mix is at the bottom of the tank, the fuel pump may pick up a slug of this mixture, and the engine will run very poorly or perhaps die.

**Corrosion and Rust:** Water in contact with the bottom of the fuel tank and inside the fuel lines will cause rust, and that in turn will tend to clog fuel filters and lines.

## **Ethanol and its Effect on Normal Engine Operation**

**Mixture:** Ethanol blends will affect the air/fuel ratio because of the additional oxygen molecules within the ethanol's chemical structure.

**Vapor Lock:** Probability of vapor lock or hot restart problems will be increased because the vapor pressure of the gasoline with ethanol will be greater (if the base fuel is not chemically adjusted).

**Corrosion and Rust:** Various studies seem to indicate that fuel with up to 10% ethanol does not increase rust and corrosion under normal conditions. However, see notes under phase separation above.

### **Specific Issues for British Cars Owners**

Ethanol can react with materials that were impervious to gasoline.

It's about age.

Engines and fuel systems designed after 1996 should be able to tolerate ethanol blends up to 10%, but systems and components designed before that will have problems.

#### **Seals**

Seals may shrink, swell, or deteriorate depending on the material that they are made from.

#### **Fuel Tanks**

Tanks (and fuel lines) in use for years will have deposits that may be loosened by ethanol, and the loose debris may clog fuel filters or cause the needle and seat to stick open, causing flooding.

#### **Hoses**

Some rubber hoses will "dry-out" or deteriorate when exposed to gasoline/ethanol mixtures. Presumably, more problems will arise as the percentage of ethanol increases.

#### **Float valves with plastic needles**

Lawrie Alexander reports that in some cases it has been necessary to "...shave a few thousandths off the four vanes of the plastic needles, allowing them to ride smoothly inside the brass tubes." Alternately, use all-brass needles & seats

#### **Viton tipped needles**

All the testing we have done indicates that DuPont Viton is inert when exposed to denatured alcohol. We have not checked to see what happens when exposed to grain alcohol.

#### **Fuel Pumps**

If the diaphragm is rubber, there may be problems, but in general we are not aware of any problems linked specifically to ethanol.

#### **Gaskets**

Ethanol may attack the rubber in rubber/cork composite gaskets. This may be more of a problem as the amount of ethanol in gasoline increases. Fiber washers & gaskets are apparently not affected.

#### **Aluminum, aluminum alloys**

Ethanol does not seem to pose a threat to aluminum when it is 10% or less of the gas-alcohol mixture. At 25%, it will attack the aluminum.

#### **Floats in carburettors**

The TR 4-4A Zenith-Stromberg floats that were made of foam covered with a "skin" may deteriorate when exposed to ethanol. Other plastic floats (like those used by SU) may be affected.

## **Precautions to Take to Avoid Problems**

If you use an ethanol blend, try to run your engine on clean, fresh fuel. Think about shelf life.

Keep the tank as full as practical to minimize the amount of air and moisture in the tank.

If you have a sealed fuel system (not vented), make sure it is truly sealed.

Keep engine parts well lubricated to counteract the solvent effect of ethanol.

Check the gasoline in your tank for water contamination/phase separation. Properly discard any fuel that appears to have gone bad. Resist the temptation to use bad gas in other small gas-powered equipment.

Keep your engine tuned and stick to the factory recommended maintenance schedule.

Consider buying gasoline with a higher octane to be certain that you will always be running your engine on the minimum octane necessary for good performance.

Consider fuel additives that will counteract the problems caused by the ethanol and water it absorbs.

## **So What Else Can You Do?**

We will talk about normal week-to-week operation, and deal with winterizing separately.

First thing you need to do is to determine if you have water in the tank. Because water will collect at the bottom of the tank, loosening the drain plug a little may allow you to capture a small sample in a metal container. You may be able to detect the presence of water or a water-ethanol mixture. You can also use a test kit.

## **220-362 Water Probe Indicator**

The 220-362 Water Probe Indicator will detect the presence of water in your gas tank. You will need to determine if you can pass a dipstick through the filler neck all the way to the bottom of the gas tank. Simply apply the Water Probe detector on the dipstick, which turns red to show the exact level of water in your fuel tank.

### **What you do next will depend on what you discover.**

If you do find water in the tank, please refer to the section below.

## **220-360 E-Xtend E-Fuel Treatment (8 oz)**

The 220-362 Water Probe Indicator will detect the presence of water in your gas tank. You will need to determine if you can pass a dipstick through the filler neck all the way to the bottom of the gas tank. Simply apply the Water Probe detector on the dipstick, which turns red to show the exact level of water in your fuel tank.

### **What you do next will depend on what you discover.**

If you do find water in the tank, please refer to the section below. Most of us don't drive our British cars on a daily basis. The relatively short shelf life of 30-45 days in a vented tank, or 90 days in a non-vented tank is an obvious concern. With the price of a gallon of gas being what it is, the thought of draining the tank every 45 days (vented tank) or 90 days (non-vented tank) is not something to look forward to, never mind the challenge of disposing of the fuel properly. By adding a stabilizer to the fuel, we can delay the phase separation that will eventually occur. This increases the shelf life to about 60 days in a vented tank, and about 180 days in a non-vented tank. E-Xtend is a fuel preservative formulated specifically to do just that. It also contains antioxidants and de-gumming agents to help fight sludge, and prevent resin deposits and gum from forming in the fuel tank. Fuel filters will stay cleaner longer and engines will run better. E-Xtend should be mixed with the fuel every time you buy gas. For fuel with 10% ethanol, the ratio is 1 ounce for every 6 gallons of gas; so one 8-ounce bottle will treat 48 gallons of fuel. The longneck bottle makes it easy to pour into the filler neck.

### **If you do find water in the tank...**

What you do depends on how much water there is. Unfortunately we are not in a position to use terms more specific than "excessive" If there is an excessive amount, you could drain the tank using standard shop safety procedures and dispose of the contaminated fuel in accordance with your local hazardous waste disposal regulations. Contact your local authorities before you drain the tank. If the amount of water in the tank is not excessive you can add something to the fuel to re-mix the gasoline, ethanol and water back together.



## **220-355 E-Zorb E-Fuel Treatment (16 oz)**

E-Zorb will totally emulsify the water-ethanol layer that formed at the bottom of your gas tank as a result of phase separation. The water and ethanol will mix back into the rest of the fuel in the tank. The water will pass with the gasoline through the finest filters and go through the engine, finally leaving as steam. The octane (up to 3 points) lost when most of the ethanol separated from the gasoline will be regained. If you have water in the gas tank, E-Zorb should be mixed in the ratio 1 ounce to 20 gallons of gasoline with ethanol. That means the one pint (16 oz.) bottle will treat 320 gallons. It will be necessary to agitate the fuel in the tank by rocking the car from side to side and bouncing it up and down.

## **Winterizing the Fuel System**

Any vented fuel tank containing a gasoline-ethanol blend that stands for longer than 30-45 days should be treated with the following winterizing procedures to maintain the integrity of the fuel.

1. Try to determine if there is any standing water/ethanol on the bottom of the tank. Review the procedure above.
2. If there is an excessive amount, you could drain the tank using standard shop safety procedures and dispose of the contaminated fuel in accordance with your local hazardous waste disposal regulations. Contact your local authorities before you drain the tank.
3. If no water is indicated, add 220-355 E-Zorb at the suggested ratio of 1 ounce to 20 gallons of E-10 gasoline to compensate for condensation that will occur during storage.
4. Now add 220-375 Store-N-Start to the tank at a ratio of 1 ounce to 5 gallons of E-10 gasoline with enough Store-N-Start to treat the tank when totally full.

### **220-375 Stor-n-Start (4 oz)**

During storage gasoline "breaks down." Oxidation takes place creating a semi-fluid gum that results in deposits of hard resin on all intake surfaces that can clog carburetors. STOR-N-START stabilizer contains a powerful anti-oxidant, de-gumming agents, inhibitors and metal deactivators. Keeps gasoline refinery-fresh. Also helps prevent octane loss during storage. STOR-N-START is the only stabilizer to receive the "performance tested and verified seal" from MARINE TESTING INSTITUTE for both gasoline and diesel formulas.

5. Immediately after adding the 220-375 Stor-N-Start, fill the tank with fresh E-10 gasoline. Filling the tank should be enough to agitate the E-Zorb and Stor-N-Start, thoroughly mixing them with the fuel. However, if the tank is already full or only needs a small amount of new E-10 gasoline, you can insert an air hose to the bottom of the tank allowing the air pressure to bubble the gas for 5-10 minutes. **THIS MUST BE DONE IN A WELL VENTILLATED AREA! GASOLINE VAPOR IS A SERIOUS HEALTH, FIRE AND/OR EXPLOSIVE DANGER!** This should be sufficient to complete the agitation process.

6. Run the engine for 5-10 minutes to circulate the treated fuel throughout the fuel system.

7. Winterizing the rest of the vehicle is beyond the scope of this document. There are many sources for lists of things to do to prepare your British car for a winter of inactivity, many of them readily available on the web.



## Discover Waupoos Weekend - Happiness Haven B & B - July 25 & 26

(by Quiller Graham)

An offer some just couldn't refuse! Club members Martin and Elizabeth Handforth hosted a number of club adventurers for a wonderful weekend centered around their new home and B&B in Prince Edward County.

We started out at the Richmond Plaza and followed a route selected by Todd and Jen Steeves, first to Len & Deb Fortin's home in Kilmarnock, who generously hosted a 'booster breakfast' and then continued along the back roads to pick up the Bloomfield's near Gananoque. We travelled along the St. Lawrence on The Loyalist Parkway (Hwy 33) - a glorious route to the Glenora Ferry where we loaded our B's and then on to Martin and Elizabeth's home / B&B that overlooks Waupoos Island.

After a BBQ lunch, Elizabeth took us on a tour of the truly exquisite area - including Rutherford Steven's Lookout, a 50's vintage Texaco station, the Country Cider Company winery for samples and purchases and finally to an outdoor showcase of many dozens of ancient British cars - including MGs. After our return to the B&B, Martin treated us to his dream garage that contains a remarkable and eclectic collection of his mostly British cars (E Type Jaguars, Lotus, and of course MGs). Some of the group returned to Ottawa late that afternoon while the rest of us enjoyed a truly fun evening in a local pub, followed by nightcaps and a restful sleep in the Happiness Haven B&B. At the crack of dawn (really?) Elizabeth and Martin treated us to a wonderful breakfast and shortly thereafter we departed.

All of us can attest to the quality of the Happiness Haven B&B. It is wonderfully situated, graciously furnished, impeccably clean, and the breakfasts are of 'gourmet' quality. So if club members are thinking of trips to Prince Edward County - check it out! [www.happinesshaven.ca](http://www.happinesshaven.ca) or call Elizabeth at 613-476-2953 - and drive your MG!!

Finally, many thanks to Martin and Elizabeth from us:

Jim & Monique Bloomfield, Andy Bounsall, Geoffrey & Helga Dix, Tony & Bev Edge, Quiller Graham, Andrew & Monica Penny, Todd & Jen Steeves.



## **Cheating At The Gas Pumps**

Stories such as these below have been floating about the internet in recent days. The authors claim them to be true.

One such incident happened to some friends several weeks ago somewhere in Ridgetown on their way to Kingston, Ontario. After putting some fuel in the family car, a gas station pump should have totaled about \$38 and change. When the receipt was printed, it was \$ 47 and change. My friend was not happy, went inside the store, asked for a calculator and did the math. The station owner did refund some money. Apparently some local news channels carried similar stories from a variety of local places. So my friend ran some tests on the questionable gas pumps by pumping exactly one liter of gas. The price did not match the cost of one liter. It was higher. He went inside and complained. There is also a telephone number on each pump that you can call and complain.

Another story from another resource:

In March of 2009, I stopped at a gas station in Chatham . My truck's gas gauge was on 1/4 of a tank. I use the regular grade, which was priced at \$0.885 per liter. When my tank is at this point, it takes somewhere around 45 liters to fill it up. When the pump showed 45 liters had been pumped, I began to slow it down. Then, to my surprise, it went to 50, then 55. I even looked under my truck to see if it was being spilled. It was not. Then it showed 60 liters on the pump. It stopped at 62 liters. This was very strange to me, since my truck has only a 65 liter tank. I went on my way a little confused, then on the evening news I heard a report that 1 out of 10 gas stations had calibrated their pumps to show more gas had been pumped than a person actually got.

Here is how to check a pump to see if you are getting the right amount:

Whichever grade you are using, put EXACTLY 10 LITERS in your tank, then look at the dollar amount. If the dollar amount is not EXACTLY 10 times the price of the fuel you have chosen, then the pumps are rigged.

In my case, as I said, the mid-grade was \$0.885 per liter; my dollar amount for 10 liters should have been \$8.85 . I wish I had checked the pump. It doesn't matter where you pump gas, please check the 10 liter price. If you do find a station that is cheating, contact the MTO, and direct your comments to the Commissioner, the information is on the gas pumps.

### **OMGC NAME TAGS**

**Replacement special, heavy-duty rare-earth magnets for the OMGC nametags are available from Bob Stark for \$1.**

**Contact Bob at      [robber@ripnet.com](mailto:robber@ripnet.com)**





## **Ottawa MG Club - Cheapo Cheapo 2009 - Mont Gabriel, Quebec**

Above are all of the many happy faces of the participants of the Ottawa MG Club Cheapo Cheapo Event at Hotel Mont Gabriel for 2009. Snuggled among those happy faces are a great and colourful representation of the various models of vehicles in this club. This was another superb event managed by Bob Stark.

Although the start of the run to Mont Gabriel was only a bit troublesome for Deb and me in DEBI'S A, things then got worse and worse as we tried to challenge every hill and ran into all kinds of sputtering and choking and fuel starvation and stalling. It was only with the patient help from a variety of OMGCers, and Deb's patient prayers, that we finally got the A up to the top of Mont Gabriel on Saturday afternoon.

The Technical Session that was conducted on Sunday morning revealed a couple of significant issues that certainly contributed to the driving problems we experienced. First, and I think foremost, I discovered an additional in-line fuel filter, way up the gas line, very near the gas tank. I didn't realize it was there. I never changed it in all the years we owned the vehicle. I only changed the in-line fuel filter that was visible near the battery box at the front of the rear tire. There was no reason I knew of as to why there were two in-line fuel filters on the A - but the condition of the "never-been-changed" fuel filter was obviously one of the reasons we were starving for fuel. Every time we would travel up a hill, the sludge in the "never-been-changed" fuel filter would drop to the back of the filter and plug the inlet line... and thus fuel starvation would occur.

After the removal of the "never-been-changed" fuel filter, a review of the ignition points and ignition timing confirmed a "not-very-satisfactory" set of points and a "less-than-appropriate" timing setting. With OMGC technical support all about the parking lot, it was not too long before these "not-very-satisfactory" and "less-than-appropriate" conditions were rectified and the A was running like an A should... GREAT! Many thanks to the many folks who pitched in to complete the adjustments and make the A run like new again.



## The Main Ingredient Of WD-40

I had a neighbor who had bought a new pickup. I got up very early one Sunday morning and saw that someone had spray painted red all around the sides of this beige truck (for some unknown reason). I went over, woke him up, and told him the bad news. He was very upset and was trying to figure out what to do probably nothing until Monday morning, since nothing was open. Another neighbor came out and told him to get his WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm his paint job that was on the truck. I'm impressed! WD-40 who knew? 'Water Displacement #40' The product began from a search for rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement' compound. They were successful with the fortieth formulation, thus WD-40. The Convair Company bought it in bulk to protect their Atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you. When you read the 'shower door' part, try it. It's the first thing that has ever cleaned that spotty shower door. If yours is plastic, it works just as well as glass. It's a miracle! Then try it on your stovetop.... Voila! It's now shinier than it's ever been. You'll be amazed. Here are some other uses:

1. Protects silver from tarnishing.
2. Removes road tar and grime from cars.
3. Cleans and lubricates guitar 20 strings.
4. Gives floors that 'just-waxed' sheen without making them slippery.
5. Keeps flies off cows.
6. Restores and cleans chalkboards.
7. Removes lipstick stains.
8. Loosens stubborn zippers.
9. Untangles jewelry chains.
10. Removes stains from stainless steel sinks.
11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terra cotta garden pots from oxidizing.
13. Removes tomato stains from clothing.
14. Keeps glass shower doors free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on vehicles and doors in homes.
18. It removes black scuff marks from the kitchen floor! It doesn't seem to harm the finish and you won't have to scrub nearly as hard.
19. Bug guts will eat away the finish on your car if not removed quickly! Use WD-40!
20. Gives a children's playground gym slide a 20 shine for a super fast slide.
21. Lubricates gearshift and mower deck lever for ease of handling on riding mowers.
22. Rids kids rocking chairs and swings of squeaky noises.
23. Lubricates tracks in sticking home windows and makes them easier to open.
24. Spraying an umbrella stem makes it easier to open and close.
25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
26. Restores and cleans roof racks on vehicles.
27. Lubricates and stops squeaks in electric fans.
28. Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
30. Keeps rust from forming on saws and saw blades, and other tools.
31. Removes splattered grease on stove.
32. Keeps bathroom mirror from fogging.
33. Lubricates prosthetic limbs.
34. Keeps pigeons off the balcony (they hate the smell).
35. Removes all traces of duct tape.
36. Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
37. Florida's favorite use is: 'cleans and removes love bugs from grills and bumpers.
38. The favorite use in the state of New York, WD-40 protects the Statue of Liberty from the elements.
39. WD-40 attracts fish. Spray a little on live bait or lures and you will be catching the big one in no time.
40. Use it for fire ant bites. It takes the sting away immediately and stops the itch.
41. WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
42. Washed & dried a tube of lipstick with a load of laundry? Saturate the lipstick spots with WD-40 and rewash. The lipstick is gone!
43. If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.

**The basic ingredient of WD40 is FISH OIL.**

## CLASSIC CARS AND POLLUTION

Here is the text of a note from a classic car enthusiast - a member of the Ottawa Corvette Club:

Thought I'd pass on this information on to you, as you could be the next target. I took a day off work this week and went for a casual drive along Hwy. # 2 to enjoy the nice sunny day. Lunch was going to be some take-out from Don's Fish & Chips in Brockville, which we were going to eat at Block Island where the annual Brockville Automotion Show is held. I was the last to join the group on Block Island, driving slowly in 1st gear in my 31-year-old car, and was waved over by a policeman and asked to park in a specified area. After a short wait, another young man came over and asked me to pop the hood of my car. Two police cars were parked with an "Environmental Assessment" vehicle and the police officers were pulling over vehicles as pointed out by the E.A. guys. Miata, Trans Am, noisy Dodge Caravan, etc.... This was NOT for emissions testing. Absolutely nothing to do with emission testing although I did mention that my vehicle would likely pass. It was not the issue!! Fines were being issued in the amount of \$365 for having removed emission equipment from vehicles according to the manuals in possession of the E.A. guys. In addition, a court summons was written. So, my court hearing is in Brockville in another month and by the sounds of it, a person in this situation would be expected to return the vehicle to stock or some other parameters, or demands or expectations. Even the E.A. fellow said the parts would be hard to find, so what will our solution be? I say "our" as this is bound to happen to many others, if the E.A. group just sit outside shows and cruise nights and ticket away! Another scenario I learned about from friends... Two mature motorcycle drivers were returning from a trip down east and were pulled over near Hawkesbury by the QPP and fined \$156. Each for having aftermarket pipes on the bikes. Other bikers were ticketed for half helmets or high bars and told to call a tow truck if they couldn't get the proper helmet or fix the bars on the spot. Don't these guys have anything else to do than harass hobbyists? I did make note that their E.A. vehicle was idling the entire 45 minutes I was with them and I'm sure it was the rest of the afternoon. Do they not have to abide by the rules?

=====

Here is some update information about the recent CLASSIC CARS & POLLUTION situation:

It appears that the originally reported incident from a Corvette owner was a reasonably accurate account of the encounter in Brockville, but didn't have all the background details of why the inspection took place. It has been determined that there were a number of local resident complaints about the noise of the many and various vehicles in the area of the Brockville Automation Show and the police attended the area to investigate, along with staff from an environmental assessment department, to record sound levels and inspect, as required, to determine if existing laws were being broken.

Armed with the complaint from the neighbourhood, the police apparently are able to ask that automobile owners stop for inspection and measurement. The environmental assessment staff use some particular documentation to inspect and measure the various vehicles that were pulled over. During the inspection, it was confirmed that the emission controls in the Corvette owner's car were altered - and this is against the law [E-law 361/98]. The emission controls that were installed in the manufacture of the vehicle are NOT to be altered. There was no complaint about whether or not the vehicle would or could pass a current provincial emissions test - just that the emission controls had been altered. Apparently, the documentation that the environmental assessment staff use during the conducting of their inspection is a 'Mitchell Guide' which documents North American factory built specifications for various cars. I understand there might be a 'Mitchell Guide' for European cars, but the North American guide was in use on the day of the event as the car show was an event focused on North American vehicles and the noise complaint was made against these vehicles.

There is always a risk of being stopped and inspected by the police and/or the environmental assessment staff, but from the review of the information gathered to date, MGs would not likely be a target group - particularly if we don't have other issues surrounding an event that might annoy local neighbours to seek police involvement. [keep the noise down and be nice to the neighbours]

# Balancing SU Carburetors, Visually

Andy Bounsall

Balancing twin SU carburetors can seem like a bit of black magic for some. Oh, you can find plenty of "How To" articles posted on-line. Most will suggest using a piece of rubber hose to listen to the hiss from each carburetor and to push the lifting pin slightly while listening for small changes in engine rpm. Some even provide cute little drawings of puffs of smoke coming out of an exhaust pipe that are supposed to show the difference between an engine running rich and one running lean.

Maybe it's just me. Maybe my ears don't work as well as they should but I've tried numerous times to follow these procedures and always end up frustrated and not really knowing if I've got things adjusted quite right. I'm really more of a visual person and I'd like to be able to see that I've got it right.

Two tools that I've added to my toolbox allow me to do just that. The first is called a Uni-Syn and is used to visually balance the two carburetors. After loosening the linkages that interconnect the two carburetors and removing the air filters, the Uni-Syn is held momentarily over the throat of each carburetor. The air passing through the device causes a little red indicator to rise in the tube. The more air that passes through the device, the higher the indicator rises in the tube. To balance the carburetors, adjust the idle screws so that the indicator rises to the same point when held over the throat of each carburetor. Once balanced, idle speed adjustment can be made, maintaining the balance, by turning both idle screws the same amount. Simple...and you can see when it's done.



The second tool, called a Colourtune, helps you to set the air/fuel mixture. Too much air and the engine runs lean. Too much fuel and the engine runs rich. Neither of these conditions is desirable. The engine runs best with just the right ratio of air-to-fuel.

The Colourtune is a very neat piece of equipment. It is essentially a replacement spark plug with a glass window on the top, which allows you see the colour of the air/fuel mixture as it burns inside the cylinder while the engine is running. With too much fuel (rich), the glass window has an orangey-yellow appearance. With too much air (lean), the window shows a whitish colour. When the mixture is correctly adjusted, the colour in the window changes to a light Bunsen blue.

With the engine warmed up to normal operating temperature, start by replacing the spark plug in number one cylinder (nearest the radiator) with the special Colourtune plug. Start the engine up and take a look at the colour of the combusting mixture in the window of the Colourtune plug. With the engine still running, adjust the mixture as required by raising/lowering the jet of the front carburetor until the plug shows the desired blue colour. If the window shows white, lower the jet to richen the mixture. If the window shows orange, raise the jet to lean the mixture. When the window shows a blue colour, the mixture in that cylinder is correct. Stop the engine.

Replace number one plug and move the Colourtune plug to the number four cylinder (nearest the firewall). Start the engine again and adjust the jet of the rear carburetor to get the desired blue colour in cylinder number four. Repeat the operation for cylinder number two, adjusting the front carburetor and for cylinder number three, adjusting the rear carburetor.

Because there is some cross flow between the front/rear carburetors and the front/rear pairs of cylinders, it's worthwhile to double-check all four cylinders again in case any small adjustments are required. Reconnect the linkages, replace the air filters, and you're pretty much done. Once again, it's simple to do...and you can see when it's done.





## Looking Ahead:

Keep your eyes on the OMGC Web Site [www.omgc.info](http://www.omgc.info) and on your daily e-mails to keep up to date on the many events that will be offered during the month of September:

Sep 6 Impromptu British Invasion at Hazeldean Mall

Sep 11-13 Watkins Glen

Sep 13 OMGC Car Display at Rideau Place

Sep 17 Regular Monthly Meeting at Chelsea's Pub

Sep 18-20 British Invasion at Stowe, Vermont

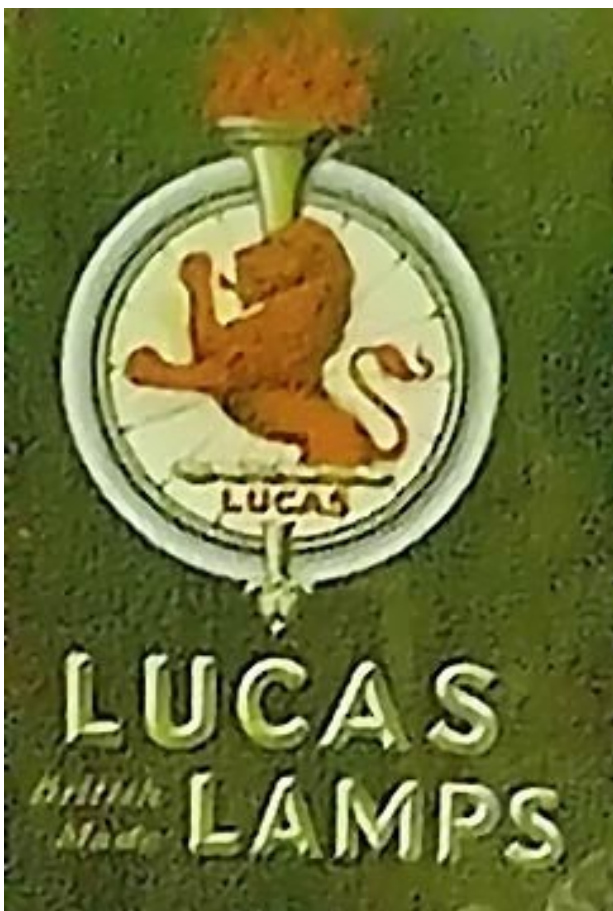
Sep 20 Bronte Creek All British Car Day

Sep 27 OMGC Car Display at Rockport

Oct 4 OMGC Fall Colour Run


Oct 15 Regular Monthly Meeting at Louis' Restaurant

Nov 19 Regular Monthly Meeting at Louis' Restaurant (Annual General Meeting)




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