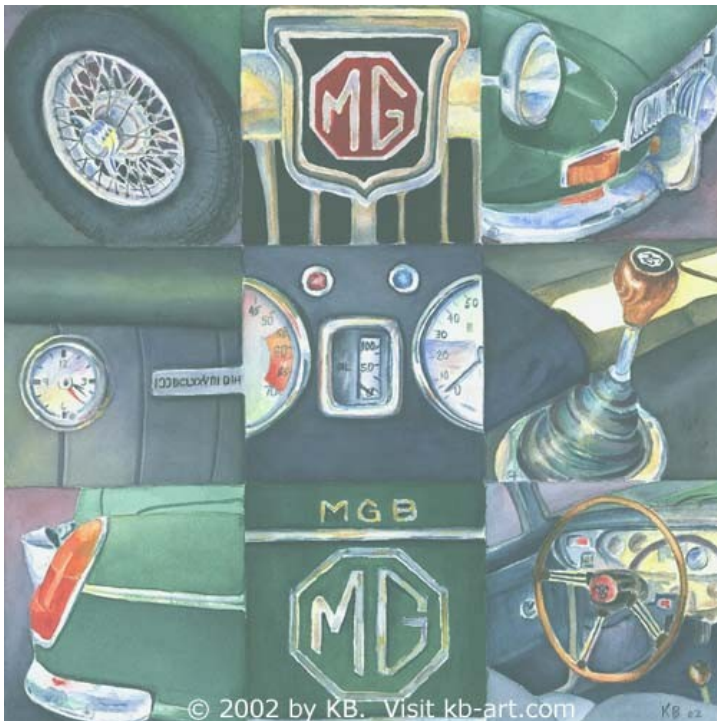




The Dashpot

Fall
2011



OTTAWA MG CLUB

The Dashpot is the official publication of the Ottawa MG Club.
Submissions for consideration should be sent to: newsletter@omgc.info

Visit us on the web at 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



With the driving season soon coming to a close, and the MGs being put away, there is often a wee teardrop in my eye at this time of year. But the good times we all have enjoyed at our meetings and our events are safely stored in my memory for me to recall until next season.

Many thanks to the folks who contributed items for this issue - I sure hope you enjoy this edition of **The Dashpot!**

The Annual General Meeting is on November 18th - it's always a good meeting.

The Christmas Party is on December 3rd - it's always a crowd pleaser!

Year Ending Message From The President

My two years as President of the OMGC seem to have gone by very quickly; (probably because like my car, I'm rapidly getting in to my vintage years). The Club has continued to expand, and last year was exceptional, with the Club's 25th Anniversary coinciding with the international MG80 celebrations which culminated in a visit to the British High Commissioner's Residence, and the best video on the MG80 website. 2010 also saw the NAMGBR gathering in Bellville, where our Club was well represented and we assisted with volunteers for some of the events. The Gaps and Notches run, organised by long time members Heather and Mark Evenchick, through many beautiful parts of New England, was also part of our 25th Anniversary celebrations. Unfortunately the Presidential car chose that time to break down and had to be ignominiously transported to the next venue! We also ran a full calendar of more usual events nearer home, with valuable and interesting Tech sessions. Thanks to those who arranged and supported the various Tech sessions which are a hallmark of our Club.

This year has been a bit quieter than last, but we have continued to welcome new members to the club and have had excellent participation in all events. It is now sometimes necessary to split events, such as the Gumball Rally, in to two groups of cars because of the number of participants. Our Club has continued to thrive on its excellent members who invest much of their time and expertise on our behalf, and offer their knowledge and organizational skills, to the point where owners of other British car types are enquiring about joining our Club.

It has been a privilege to take the Ottawa MG Club through two very interesting years, and I have tried to encourage members to come up with new ideas, but even more importantly, assist in organising them. It is the enthusiasm and input of our members that make us such an excellent and fun organization. Pierre Ranger will be taking over as President at the AGM in November. Unfortunately I won't be able to attend since I will be out of the country (again)! I am sure you will give Pierre the same outstanding support for his tenure as President as you have given to me.

Katie and I look forward to seeing many of you at our Christmas Party, and wish everyone a very safe and happy 2012 with their MGs.



New OMGC Members:

**Carl & Patricia Doucette,
Ottawa
1976 MGB**

**Catherine Blair
Kanata
Looking for a chrome bumper B**

Welcome to the Ottawa MG Club!

**OMGC Corn Roast
with Dave & Michele Stringer
August 29**



the weather might have been a bit crazy, but the kars and the korn and the kompany made this event really kool

**Kars and Planes Summer Fly-In
July 17th**



Quite a variety of vehicles from OMGC folks took part in this event:

Dalton Begin brought his Morris Minor
Dave Laverie brought his Mustang
Trevor & Helen Whitehouse brought their B
Len & Deb Fortin brought their A
Bob Stark brought his BGT
Dave Sankey flew in his ultra-light
Dave Stringer flew in his airplane while Michelle Stringer brought their B

Car Show Game - 1950s

There are no MGs in this automotive game but if you like the automobiles of yesteryear... you will enjoy this quiz!

<http://www.americantorque.com/game/car-show-50s/>

British Car Day At Bronte Creek Provincial Park

By Paul Williams

Billed by its organizers as "the biggest one-day all-British Car event in North America," this year's Bronte Creek British Car Day certainly had the numbers to back up that claim. Add the great weather, pleasant venue and excellent organization, and this event held on Sunday September 18 was a success from every angle.

An initiative of the Toronto Triumph Club, the show attracts over 1,000 cars arranged in 52 classes, 8,000 spectators and upwards of 60 vendors selling everything from cars to parts to specialty teas. This was the 28th edition of the show, and the day just flew by as there were so many cars to see, people to meet and things to do.

Congratulations are in order to the Toronto Triumph Club for doing such a fine job!

Five OMGC members attended the show this year, with Andy Bounsall (1956 MGA), Terry Haines (1965 MGB), Mike Walker (1969 MGB-GT) and Paul Williams (1967 MGB-GT) taking a New York route; while Dave Graham (1955 MG Midget) drove separately on the Canadian side, visiting family on the way.

Our New York route was chosen mainly to avoid driving through Toronto on a busy Saturday afternoon (been there and done that too many times), and because none of us had ever driven this way before. Andy Bounsall mapped out a route that mostly stayed off the Interstate highways, enabling us to enjoy the scenic secondary roads and small towns of Northern New York State.

We left at 8:00 AM after breakfast in Manotick, and despite the chilly two-degree weather, Mike and I would have gladly put our tops down for that genuine British car experience. But with a fixed roof, what could we do? Andy and Terry, however, braved the elements, hunkering down in their roadsters under a crisp blue sky, and warmed I'm sure by the supportive "thumbs up" they received from the toasty guys in their GTs.



We crossed into the US at Ogdensburg, stopping for lunch at the "Ruby Tuesday" restaurant in Oswego. We also bought a couple of drip pans for future use at a local automotive store (tough to resist at \$9.99), where the staff, smitten with our cool rides asked what kind of cars they were.

"They're MGs," said Terry.

"MG," echoed the guy at the cash.
"How do you spell that?"



As the day warmed, our journey continued uneventfully until we reached Rochester.

Home of the Eastman Kodak company and contrary to our expectations, Rochester is not a small town that would take mere minutes to traverse. Actually, it's New York's third most populous city and what with busy Saturday afternoon traffic and endless stop lights, it felt curiously like the Toronto we were trying to avoid.

Things got more complicated when our road to the more agreeable Lake Ontario State Parkway suddenly ended due to construction. The detours seemed to be heading back the way we'd come, leaving us and our GPS devices confused at the side of the road.

So it turned out that Rochester kind of picked us up and deposited us on the I-90, a multilane highway heading towards Niagara Falls. Well, at least it was direct.

After a lengthy wait at the Lewiston/Queenston bridge (don't know why; everyone else was zipping by, but our guy was just slow) we drove a short distance up the highway arriving at our Niagara hotel at around 6 PM. Not bad, when you consider that we took our time, stopped for a leisurely lunch, and blew an hour in Rochester.

Sunday morning brought another clear day (such great weather!). The temperature was mild, the sun was up and the sky was blue: perfect for a British car show. We got a natural car wash from the dew that settled on our cars overnight, wiping the bugs and dust off with our hi-tech shammys to good effect.

The drive from Niagara took about 50 minutes (amazing how much traffic is on the road even at 8:00 AM on a Sunday), and the TTC guys had erected helpful signs for us to follow as we neared Bronte Creek. Admission was \$20, all of which apparently goes to the Provincial Park.

As I say, over a thousand cars -- about twice the size of the British Invasion at Stowe, Vermont -- all lined up in their categories, sprawling across a vast field. It was quite a sight!



As you would expect, many of these cars were MGs and Triumphs, although there were numerous examples of the other popular British marques (Jaguar, Austin-Healey, Morgan, Rolls Royce, Land Rover, Mini), many Lotuses (Loti?), a surprising number of Sunbeams, a whole row of Delorians, and a fine selection of rarer models from Wolseley, TVR, Rover, British Ford, Aston Martin and even a genuine vintage Ford GT.



Despite the vast number of vehicles, our small group came away with two awards, but really, everyone was a winner at this event. If British cars are your passion, you have to attend the British Car Day at Bronte Creek at least once.

We hung around pretty much until most participants left. Why rush? It gave us more time to visit the vendors and talk with some of the car owners. I was intrigued by a 1955 Glacier Blue MGA which Andy determined from its VIN was the 49th MGA built. Apparently it had been in the family since new, handed down from father to son and recently put back on the road. We got the impression that the owner was unaware of just how rare this car was.

Eventually and reluctantly we headed out -- a bit dusty due to dry conditions and a wind that picked up -- and did high-speed battle with traffic on the Queen Elizabeth Way. This was followed by more craziness on the 427 North, and 401 East, with way too many nutbars behind the wheel. Our little convoy did its best to stay together, but the surrounding traffic was like driving bumper-to-bumper at 120 km/h, with everyone trying to find some small advantage. It was not a relaxing drive.

On the 400 North, though, most vehicles were going the other way, and things finally calmed down at Barrie. We drove on to Orillia where we spent the night, in preparation for our drive through Algonquin Park and back to Ottawa the next day.



That drive -- North to Gravenhurst (Valdy was doing a show there; remember him?) and Huntsville, then onto Highway 60 -- was a complete contrast to the day before.

Highway 60 is lightly travelled at this time of year, and is a wonderful road. This is great country, and perfect for MGs.

We ran mostly between 80-100 km/h stopping for lunch in Eganville.

Oh, I should mention that we were quite the sensation in Barry's Bay. People were actually rushing out with cameras to take pictures of the cars as we drove through (I kid you not).

I think we must have been the biggest thing to hit town since local resident Janusz Zurakowski test piloted the Avro Arrow.

In total we drove about 1350 km, with cars and drivers managing very well. No mechanical issues at all, and really, after your left leg goes to sleep, you hardly feel the pain in your back.



Just kidding. Three days of fabulous weather, a terrific car show, fine travelling companions and some great country to explore. Highly recommended!

The next Bronte Creek British Car Day will be held September 16, 2012. You can pre-register online in the spring and get "express entry" at www.torontotriumph.com



The Gumball Rally with Bill & Joy Curnoe July 3, 2011



Many thanks to Bill & Joy for continuing to host this very popular annual event.

Ottawa Valley Jog to Brockville—August 7, 2011



This was our first overnight Sunday into Monday driving event. Quite a success too, with a stop at the historic windmill landmark and lunch at Bud's on the Bay before heading for Caiger's Inn.

Thanks to Terry Haines and Larry Kry



Multi-Club Scenic Drive Rally

Saturday, September 24, 2011 - Hosted By The Jaguar Club Of Ottawa

OMGC Rally Participants:

John Balint

Mike & Myrna Renton

Trevor Whitehouse



OMGC Rally Checkpoint Marshalls:

Roger White

Mike & Bernadette Walker

Barry & Barbara Paulson





G-Floor Cover/ Protector

Article & Photos
by Frank Rizzuti

Every gear-head dreams of a garage that is neat, tidy and organized. A place to hang out with the boys on a Saturday morning or a sanctuary to retreat to after a hard day's work. One of the easiest ways to quickly improve the looks and functionality of a garage is to start with the flooring.

There are several types of garage flooring available, from plastic, foam and carpet tiles to various paint treatments (epoxy and enamel). All have their advantages and disadvantages.

Paint treatments require the garage to be vacant for at least 24 hours, meaning your precious vehicle(s), tools etc. have to live outside for a while. I have used such treatments in the past and within a few months the paint starts peeling and blistering. And if you park your daily driver in the garage during the winter months, the salt laden snow that drips off the car will deteriorate the paint and the concrete.

Plastic and foam tiles work okay; they are fairly inexpensive and install quickly. However if you do any work on your car in the garage, some will not hold up to the pressure of using a trolley jack. The foam tiles are comfortable to work on, but they can stain and tear easily. In my experience the plastic snap-together style is very hard on your knees and another issue with these types of flooring is water. The plastic tiles sit slightly above the floor to allow drainage, but if your floor doesn't have the proper slope, water can accumulate under the floor leading to excess moisture in the garage. Similar issues with the foam tiles; they can absorb water. Not good if you're storing an expensive collector car.

One product I found that addresses all these issues is G - Floor by BLT (Better Life Technologies) of Lenexa, Kansas.

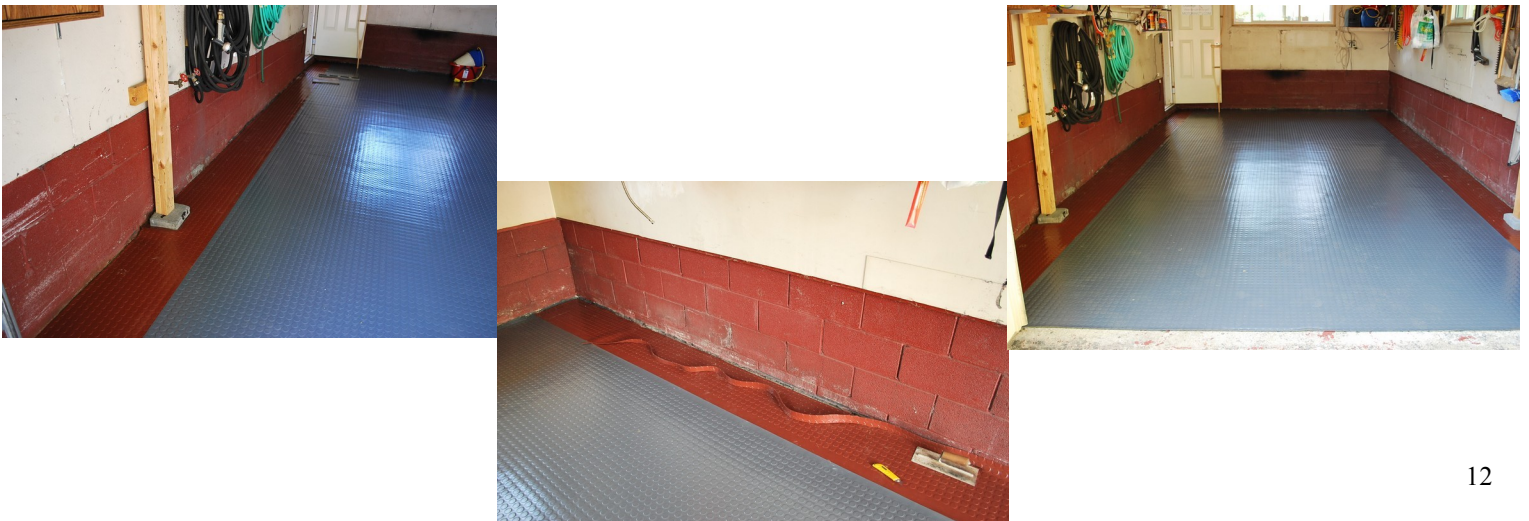


G-Floor is a roll out PVC based vinyl floor covering. It is available in four patterns (Diamond Tread, Smooth Levant, Rib/Channel and Coin Pattern) and eight colors (Black, Sandstone, Royal Blue, Forest Green, Slate Grey, Brick Red, Silver Metallic and Clear). It is also available in two grades; commercial grade is .075 inch thick and industrial grade is .085 inch. Rolls are available in lengths ranging from 17 to 60 feet and widths from 7.5 to 10 feet.

The concrete floor in my garage was starting to show its age. Many years of winter snow and salt were causing the concrete to deteriorate. I also do a lot of work on my car in the garage and for these reasons I choose the thicker industrial grade. The measurements came to 13 x 24 feet, so I ordered two rolls of 10 x 24 feet. I decided to do a dual colour installation; Slate Grey down the middle and two strips of Brick Red along the sides (the lower portions of the garage walls are painted red and I thought that would look sharp).

Cost of the flooring was US \$605 each roll and the Seam Tape was US \$71.

First step is to empty out the garage and thoroughly clean/vacuum the surface. If the old surface is very dirty or greasy it should be washed with a degreaser and left to dry for 24 hours. If the concrete has large defects they should be filled in with a concrete patch, but minor cracks or defects won't affect installation.





G-Floor Cover/ Protector



Starting at the back wall I unrolled the Slate Grey color and using a push-broom; worked out all the wrinkles. I trimmed it to the proper length by closing the garage door and using the outside edge of the door as a guide.

Next I cut two strips of the Brick Red colour to the approximate size to cover the edges. I lined up the two factory edges and using a knife and a concrete trowel as a guide, trimmed the edge. The instructions recommend leaving a quarter-inch gap between the product and the wall to allow for expansion. They also state that over time any minor bubbles or wrinkles will slowly disappear.

The joints between the sheets can be either overlapped one-to-six inches, or can be butt jointed using seam tape.

Seam tape was the option I chose as some of the seams are close to high traffic areas.

To apply the seam tape, you fold back the edge of the first roll, clean and apply the tape leaving two inches of tape exposed, then fold back into position and carefully line it up for a nice clean butt joint.

Total installation time was four hours and it took a little finesse to achieve a nice neat job, especially trimming around obstacles, but the product is easy to work with and the results were stunning.

I ended up with quite a bit of left over flooring; I think the laundry room is next!

For more information and to find a local distributor check out:

http://www.bltilc.com/blt_main.htm

Tommy Hoan's 1949 MG TC now back in Canada

EMC Lifestyle - David Holmes of Elmira, Ontario, is a happy man. Last summer, he bought the 1949 MG TC that was raced by famous Canadian race car driver Tommy Hoan. It was practically a new car when Tommy raced it at the old Edenvale track in 1950. He also raced at Watkins Glen in New York State when it was a 10-mile road race and later when the track was built. He sold the car in 1953 to someone in the U.S. and it stayed there for many years.

Last summer, David heard that Hoan's old MG TC was up for sale. He went to Williamsville, New York (near Buffalo) with his friend John Burgess to look at the car.

"It was love at first sight," recalls David. "The car was in much better condition than I could have ever hoped for. I knew I just had to have it so I made a deal with Mary Dryer and the car was mine. Now all I had to do was get it across the border and home." He had to phone U.S. Customs 72 hours before bringing the car back to Canada and they had to receive all necessary papers.

Those papers were there on time but a Customs officer at the border said the numbers

on paper don't match the car. A frantic search of the car ensued, and the officer found the numbers he was looking for under the hood. "With that good news," recalls David, "we were ready to head for home."

Tommy Hoan lives in Hamilton, and David phoned him with the good news. "Boy, oh boy!" exclaimed Tommy, who accepted David's invitation to ride with him in the car at Mosport during the 2010 VARAC Festival hosted by the Vintage Automobile Racing Association of Canada. The car still has the front motorcycle fenders that Tommy Hoan installed over 50 years ago. "We were out front on the parade lap," says David. "It was only going to be one lap but Tommy was having such a great time that, what the heck, we did another."

During those two laps, Tommy told David how scary it was going down the long steep hill into Watkins Glen. "All the more scary," says David, "when you think back that these guys raced with no roll bar, sometimes no seat belts, no fuel cells. It took a lot of guts."

"Tommy Hoan's 1949 TC race car is now back in Canada for good. Up till now, I never consid-

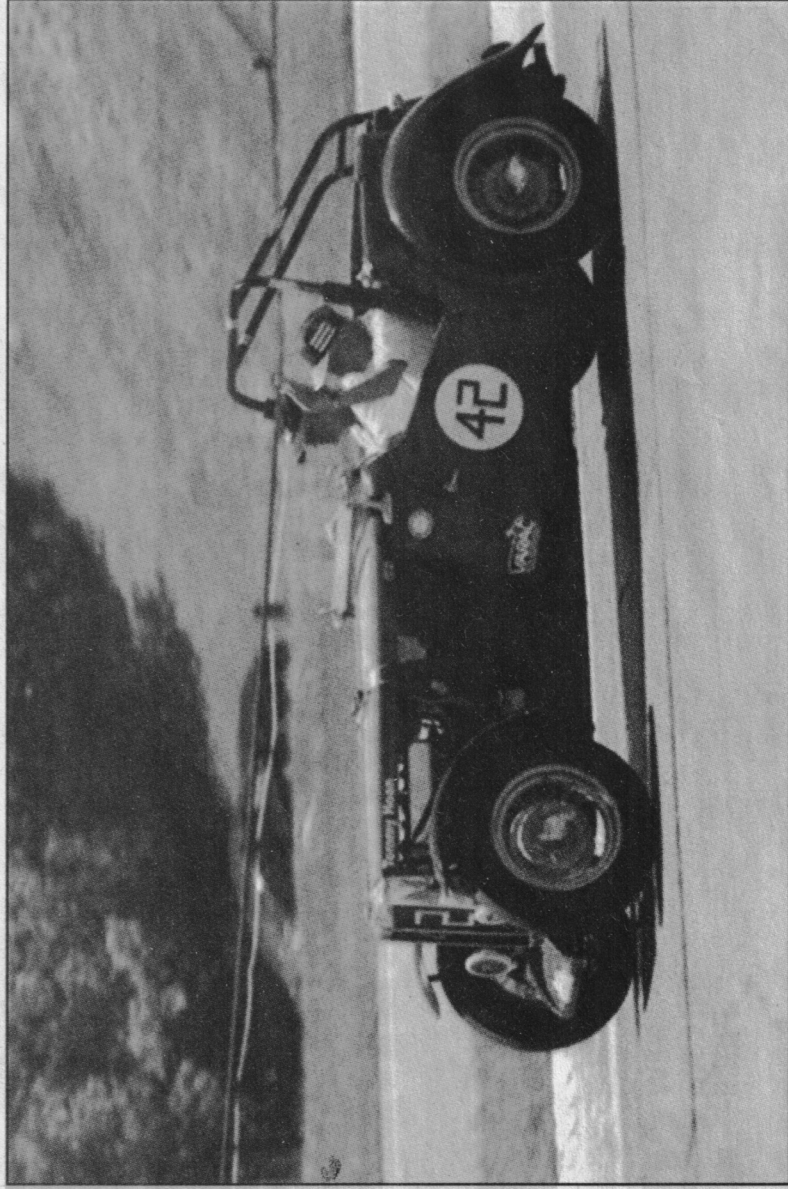


The Old Car Detective Bill Sherk

ered myself a lucky person, but I guess I am."

If the story of your car is published in this column, you will receive a copy of Bill Sherk's book "60 Years Behind the Wheel: The Cars We

Drove in Canada 1900-1960." To share your stories and photos, email billtsherk@sympatico.ca or write Bill Sherk, 25 John Street, P.O. Box 255, Leamington, ON N8H 3W2.



Submitted photo
David Holmes is shown at the wheel with a very happy Tommy Hoan at Mosport in his 1949 MG TC race car.

FALL COLOUR RUN



I think I counted 40 cars.... several with the top down despite the weather. A very, very nice route that encouraged many people to say that we should repeat the route next year just as a day event.

There must have been 80 people at Bob & Glynis Corral's place for a Chili lunch. [it was a superb meal..... two salads, two types of chili, tons of garlic bread, and all kinds of extras!]

Only 1 minor technical session about half way through the run.

Only 1 big navigational error – and it was my fault for not following Debi's perfect instructions.

Only 1 small route instruction error where the name of the road was changed without notice (no big deal.... we just followed our noses to the chili lunch!!!)

And 1 major error on my part; me trying to help push start Bob Corral's MGA at the Tim Horton's..... boy did I get hell from Debi as I was still recovering from my double hernia operation..... I had to really suck-up for the rest of the day to get forgiveness from her.

Many thanks to Bob & Glynis Corral!!!!

If the lead car doesn't start, do we leave it behind and just take the shortest route to the chili lunch?





Club Member John Balint Heads For Orillia For A Triathlon

"It must be the competitive nature in me to look forward to a car rally. It should be easier on my body than the bike race I'm hoping to do this coming weekend in Collingwood. I'm hoping to drive to Collingwood in the Midget with my bike on the back, like this picture taken of me a few years ago at a triathlon in Orillia. I try to have at least one long destination drive in the Midget each summer and this coming weekend is looking to be perfect weather for that."

NAMGAR CHAPTER & INTEREST GROUP CONTACTS NEWSLETTER FALL 2011

Hi all - We hope this newsletter finds you and your MG in good shape. Judging from your newsletters there are still a lot of outside events that will be happening this fall. Here's the latest from our perspective that needs to be disseminated to your NAMGAR Chapter or NAMGAR Interest Group.

2012 - NAMGAR Events - Please post these events on your chapters' event schedules for 2012 and also get the word out to your interest group's members.

1. Key West Regional - April 23 - 27. This regional is always a hoot and is a great way to see Key West, FL. Go to www.keywestbritishcarclub.com for details.
2. "Drive Your MGA Day" - Saturday, May 5. This is the one day that's dedicated to you and your MGA. Enjoy the spring day and enjoy your MGA.
3. GT 37 - July 9 - 13. This year the GT is being held in Dayton, OH and is being hosted by NAMGAR's local chapter, the Southeastern Ohio Centre MG Club. Go to www.gt37.namgar.com for details.

NAMGAR Regional's - While your attending your chapter's 2012 planning meeting why not suggest hosting a NAMGAR Regional in 2012. The Key West chapter is already on board for 2012, why not your chapter? There is no format for a regional, it can be just about whatever the host club wants it to be (get away weekend, car show, etc.) Contact the NAMGAR Vice Chair, Carol Shamonsky @ vicechair@namgar for details.

NAMGAR Trivia - Next time you've got a free moment, google "namgar". Besides our NAMGAR organization, there is also a singer named Namgar Lhasaranova who sings traditional Buryat and Mongolian music. Hmmm, wonder if she would perform at GT37?

Have a great holiday season and keep driving those MGA's, Midgets and Variants.

Lee & Liz Niner - NAMGAR Chapter & Interest Group Coordinators

BRITISH CAR COTTAGE INDUSTRIES

Last updated 4th October 2011

This web site showcases products or services developed by enthusiasts but do not want to bear the huge costs of advertising. Typically the pages showcase "cottage" industries or "one man bands". Their sales are usually by word of mouth and so the BCCI web site helps the word to spread. The site also caters for some commercial organisations that have developed an item considered to be useful, or even essential, to the British car enthusiast but is not generally advertised. Further information can be found on our [INFORMATION](#) page.

The Refurbishment of Prim

[part 2 of a multi-part mini-series by Norm Peacey]

Prim now resides in our garage and before any real work was attempted, a complete check was done of all brake, suspension and safety related parts. A parts list was started for complete replacement of all suspension bushes, brake lines and calipers, and wheel and master cylinder rebuild kits. For good measure I included both a clutch master and a clutch slave cylinder kit.

The engine and transmission were then filled with oil, (both were empty upon possession), then oil was added into the spark plug holes and the engine was turned by hand. The oil pressure was raised by removing the distributor and driving the pump with a drill until pressure registered on the gauge. The engine was spun by the starter (with the plugs still out) and compression readings taken. 1=194, 2=130, 3=135 & 4=190. As there was no coolant in the system, water was put in and pressure added.... but water flowed from a crack at the #3 cylinder head bolt. "Head" added to the parts list, along with a gasket set.

To make us feel good, we decided to clean the interior, as it was very dirty. We assumed the colour to be black. Lots of soap and elbow grease and up comes Navy Blue vinyl. GREAT!! Door panels and carpet are beyond help but usable in the short term.

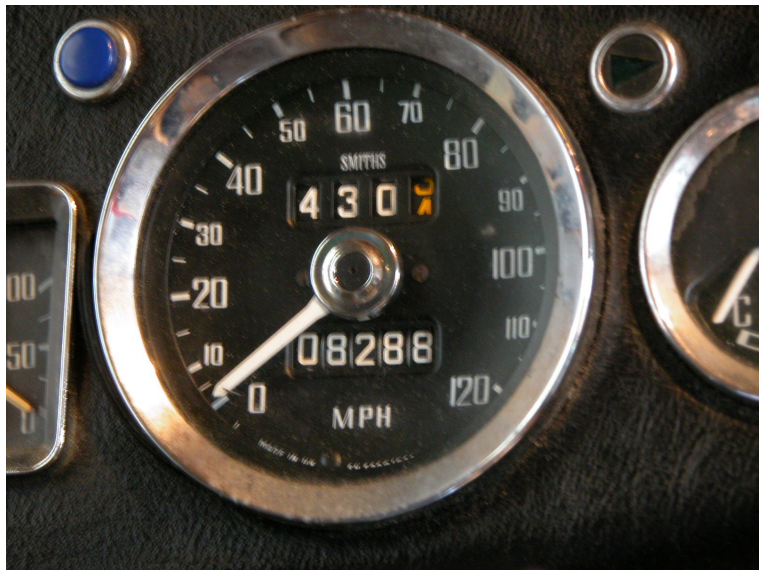
The top was also pretty dirty and we found the top frame to be bent and a couple of rivets were seized or missing. The header seal was missing and the header did not fit to the windshield curve at all. (More on this later)

With the weather starting to turn, I removed all the suspension and brake parts for refurbishment over the winter. I also removed the top and frame to see what could be done.

At this point it is useful to add that we did not know folks at the OMGC and I did not approach people to get supplier information.... our first big mistake. I found and filled our parts list from Penninsula Motors in Toronto. Delivery was prompt.

Over the winter, the parts were cleaned painted and poly bushings installed. All the brake and clutch cylinders were cleaned, honed and resealed. We found a used head. We had the head magna-fluxed for cracks and the valves ground, with new guides and hardened exhaust valve seats added. A stainless exhaust system was obtained from Eric at MiniMan.

I knew the tires were not safe and while surfing found a set of 15 inch Ronal (mini-light style) wheels with nearly new Dunlop tires on the internet. These were delivered and were exactly as advertised. I repainted them and had them balanced for good measure.



Braving the unheated garage I drained and changed the rear end lube, removed the rad and had it flushed and pressure tested, ordered new hoses and a thermostat and an alternator belt. Bench tested the alternator and found blown diodes. Researched replacement-rebuild and decided to use a GM Delco 90 watt from a Camaro V6; made a new rear bracket and installed it with a GM pig tail from CTC.

Spring has sprung; installed suspension pieces..... poly is not easy to work with when cold.

Brakes setup. Installed head, set points, timing, valves, carbs etc. Runs OK but not great.

Road test was OK, although overdrive is not disengaging; a quick check proves 3/4 switch not working.... replaced and adjusted, all OK.

We made the 2003 Cheapo-Cheapo; our first OMGC outing. We had a great time although Prim lacked power and used a pretty huge amount of gas.

Next episode, "We Begin To Learn"



The Ottawa MG Club Christmas Party

Saturday, December 3, 2011

Britannia Yacht Club



The Britannia Yacht Club (BYC) is located at 2777 Cassels St. in Ottawa (at the end of Britannia Road - see map)

We will gather on the 2nd floor of the BYC, which will be decorated for Christmas, and can comfortably seat more than 100 people. The BYC also offers a very spacious bar area for relaxed socializing, away from the dinner tables.

Cocktails will start at 6 o'clock and dinner will start at 7 o'clock.

Please wear Christmas casual attire.

Special seating arrangements for all attendees will be conducted as part of the evening's planned fun!

Dinner

In the banquet hall, on the 2nd floor, dinner will be served buffet style, with multiple lines for efficient service:

- 3 Types of Salad
- Turkey and Roast Beef (carved at the buffet table)
- Gravy & Cranberry & Stuffing
- Pasta (Penne Rose)
- Broccoli & Carrots & Cauliflower
- Baby Red Potatoes
- Dinner Rolls
- Decadent Desserts / Variety of Cakes
- Water & Tea & Coffee

During the Evening:

A variety of enjoyable musical tunes, provided by Kirk Armstrong, will set a very pleasant mood for the evening - both during the cocktail hour and during dinner.

Apres Dinner;

The BYC members' bar, downstairs on the 1st floor, will be opened up for MG club members after dinner. There is a large fire place with a roaring fire and a large screen TV, tuned to whatever is most popular "du soir".

It's a cozy, very interesting room to continue the evening's informal gathering.

Cost:


\$35 per person (includes all taxes & gratuities)

Payment must be made by November 25, 2011


Pay via PAYPAL from the OMGC web site or cash / cheque to the OMGC Treasurer

[click here to see a map to the Britannia Yacht Club](#)

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