



# The Dashpot

## Winter

## 2012



MG T-Type Cars

# 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](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



This issue has quite an assortment of pictures and information and other goodies (including a reminder about club membership renewals at the March meeting). If you need more details about any of the information in this, or any other OMGC newsletter, be sure to send me a note and I'll help track down what you need.

This year is the 50th Anniversary of the MGB, so we'll have some special stuff to celebrate the occasion. Hey, this is one of the things we do very well..... Celebrate!; sometimes for no particular reason at all; but usually just because we all tend to have a passion for the MG logo and the MG cars and especially the MG people!

## Message From The President

Looking forward to another fun filled year with activities that keep our membership interested in continuing to be members in an MG club that provides opportunity to participate in events with their better half and their wheels. After all, 2012 is the year of the circle, or as we say, the wheels that go round and round.



The Mystic Symbol Of The Year Of The Circle



The Not So Mystic Wagon Wheel



The Wonderful and Mighty Rostyle Wheel (MGB)

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### Some Changes In The OMGC Executive Line-Up

At the January regular meeting it was announced that Rob Grapes, our wise & wonderful Webmaster was unable to continue as the OMGC Webmaster and Andy Bounsall would take on the role. So, therefore, the club needed a new Membership Director. Don Barr enthusiastically raised his hand - we are thankful for his offer to take on the Membership portfolio.

Rob Grapes has been the OMGC Webmaster since mid-2004 and has helped bring the OMGC into a technology driven world, without sacrificing our club focus and values (our people and our cars). The technology tools he introduced give a great supportive hand to the members of the club to spread information about our passion; share stories and pictures of our events; and make communications and paperwork easy to accomplish. Rob, thank you so very much for all your years of helping us make things better and better for this club. We really appreciate your efforts!

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### Many Thanks To Trevor Whitehouse

Club member Trevor Whitehouse recently received a couple of items from his aunts in the UK and he decided to donate them to the Ottawa MG Club. One item was a full colour MG calendar with lots of pictures of, what else, right-hand drive MGs! The other item was a Corgi die-cast model of a 1956 MGA.

In a random draw at the January meeting, the calendar was won by Gordon Timbers and the '56 MGA model was won by Don Barr. Congratulations to the winners and another big Thank You to Trevor for his generosity!

### And More Thanks

Club co-founding member Jim Nunn brought along a variety of hard-cover books and other items to the January meeting. The book items were part of the vast inventory of club co-founder Hugo Leech's library. Although most of the books were not directly MG topical, they were very much in tune with British Motor Sport and Motor Racing and fine British vehicles. Hugo was also closely associated with the Bentley Automobile Club, as well as with the Ottawa MG Club. Thanks to Jim for making the items available to interested MG Club members.

## THE KIMBER CONNECTION

# THE MAGIC WIZARDS OF OZ

## Part two – MG Enthusiasm in Western Australia

John and Karin Lambie, of Perth, Western Australia, on a visit to the US and Europe, stopped off to stay with Jean and Dennis Cook on the Isle of Wight. They had hosted the Cooks in 1988 during Jean and Dennis's Kimber Centenary tour round the world, but now there was more time to fill in gaps. This is John Lambie's account, part told, part written to Jean, of his start in MG motor sport in Australia in the 1950s and '60s.

"When I was 17 and could have a driving licence," said John, over supper in our cottage in Cowes, Isle of Wight, "I bought my first car – a Vauxhall Caleche tourer. Everyone in Australia in those days had a tourer – Ford 10s, Austin A40, Morris 10s, Standard or Singer 10s – generally a locally assembled British car. Most of my friends, out of their apprenticeship or trainee wages, had managed to save a few pounds and buy a second-hand soft-top car. We always admired the MG because it was considered 'the ultimate' sports car. It had a stubby gear stick, and a tachometer. It was a two-seater, and it had the performance! One of our lecturers at College had a TF and we all thought it was the ultimate – he had ARRIVED! We all used to drool over it.

"In 1961, when I was older, the bunch I went around with started to buy MGs – TCs, TDs and TFs (the latter cost £400). An MGA was £700 (second-hand). My brother bought an MGA 1500 and I bought a ZB Magnette and we used to

*John and Karin Lambie, of Perth, Western Australia, on a visit to the US and Europe, stopped off to stay with Jean and Dennis Cook on the Isle of Wight. They had hosted the Cooks in 1988 during Jean and Dennis's Kimber Centenary tour round the world, but now there was more time to fill in gaps. This is John Lambie's account, part told, part written to Jean, of his start in MG motor sport in Australia in the 1950s and '60s.*

swap cars. If he was taking a girl friend out, he took the ZB and if I wanted to impress anyone, I borrowed the MGA. There were about ten of us, with a variety of sportscars and we formed a loose association we called The Sportsman's Club. We organised various events, and often used to drive 60 miles to the abandoned World War II airstrip at Mooliabene, for standing quarter mile events. I was a trainee technician with Australian Telecom (PMG) at this time, and with some other like minds, designed a timing unit with switches tripped by the car and relays and solenoids to operate a stop watch. Magneto telephones were used for communication over the quarter mile. The events were very successful and the word spread, particularly when we gathered at Bernies' Hamburger Bar on Mount Bay Road, at the foot of King's Park by the Swan River – still a popular meeting place.

"Around 1963, we decided to form an MG Car Club, so circulars were printed and distributed, and left under the windscreen wiper of any MG we saw parked, or given to drivers we met. I met Robert Bodkin and Peter Briggs at this time. We set a date for the inaugural meeting at the home of Graham Salley, who owned a TF, around March 1963, where over 100 enthusiasts gathered to elect a committee. Ian McLean was the first President, Vic Longden, Secretary; I was Competitions Secretary. Ian McLean, who hailed from Victoria, soon returned to Melbourne, and Bob Stewart became President and steered the club in an able manner for many years.

"We used to have our meetings in the Swan River Rowing Club, and our first event was a Social Run to Golden Beach near Madurah. It was a fantastic sight to be part of a convoy of 50 MGs. I remember looking ahead and there were MGs to the horizon and, behind, there were MGs to the horizon. People in MGs going the other way turned round and joined in – they wondered what was happening. The most popular model at that time was the MGA, followed by the TC, TD and TF. The MGB had not been announced at this date. MGs have always been popular in Australia, with many pre-war cars imported at the time, some as chassis with bodies built by local bodybuilders. After the war, the TC proved popular and was followed by the TD. In fact the first batch of TDs off the assembly line must have come to Australia as we have three cars recorded on the National Register with a chassis number below 250. In Western Australia, we have identified on the TC Owners' Club Register a total of 206 on the pre-war and T Register. We have one 14/26, one 18/80, six J2s, three J3s, a K3, a KN, an SA and a VA, one each of M, L, NA, NB and NE, two PAs and three PBs, five TAs, three TBs, 74 TCs, 28 TDs, 60 TFs, 11 YAs, two YBs and seven YTs. Western Australia usually provides ten per cent of general Australian statistics, so this will give an approximate indication of the national figures of remaining cars. Of course, many cars were dismantled for spares, in particular MG TD and Y type which



An 'around the houses' VSCC meeting at York, Western Australia, in June this year. The 'Team MGA' shows (on the left) John Lambie, with Lindsay Mark in the car and Charles Arnolt on the right.

*Continued on next page.*

Continued from previous page.

dropped to very low values at one stage. The total of cars exported to Australia may be double the remainder.

"After the war and with the formation in 1950 of the British Motor Corporation, a factory was established at Zetland, near Sidney, to build Morris, Austin and Wolseley cars. Apart from a few imported cars, most MGAs and, later, MGBs, were built in Australia. Because only Roadsters were built, they were most common and only a few coupes were seen. Because of their rarity, MGA coupes are highly desired today. About ten MGA Twin Cam cars are known in Western Australia.

"My younger brother's 1956 MGA – old English White with black leather upholstery – was my first experience of an MG. It was a low chassis number, and the black vinyl hood only had one clear panel in the rear (no corner windows). I remember that our cat soon demolished the hood as it loved to sleep on the warm black vinyl and sharpen its claws on the fabric. When it rained (yes, it does rain in Perth, 40" a year) it was like having a shower as the rain dripped down from the roof. Generally the roof was stowed even in winter and a common trick was to drive fast so that the rain was forced up over the cockpit. When you approached a red light, the trick was to swing off into a service station and sit idling under the canopy until the lights changed. I remember that all MGs had a musty smell from a mixture of leather and damp carpet. A few holes in the plywood floors helped drain the water out if you were caught in a shower while parked.

"The car was soon subject to some special tuning. I ported the cylinder head in line with the template details in the tuning booklet, raised the compression and fitted an MG Twin Cam clutch and front coil springs. My 'expert' tuning and my brother's brutal driving had him



**Father and son, John and Scott Lambie, display three engines they have recently rebuilt (from the left), MG 1300, MG TC and MGA 1600.**

accumulating competition points to become the first Club Champion and receive the inaugural perpetual trophy.

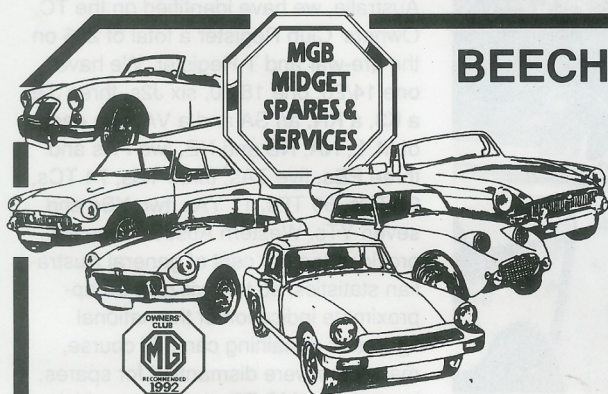
"Although the MG Car Club was formed in 1963, the MG TC Owners' Club had begun in 1961, and the founder was my good friend Mike Sherrell (author of the acclaimed 'TC for Ever'). The TC Owners' Club had received official recognition as the Perth Overseas Centre, and this caused a sticky issue for Russell Lowrey, of the UK MGCC when the West Australian MGCC applied for affiliation. This matter was sorted out in a professional and amicable manner, with Kevin McMahon, another good friend, steering proceedings and drawing up an agreed document. Today, both Clubs co-exist and co-operate on MG matters where necessary.

"In 1964 my employer transferred me to the North West where I worked on the NASA Space Tracking Station, on Project Gemini and Project Apollo. Carnarvon was 612 miles north of Perth

and frequent trips down the remote but excellent road had me sitting in the seat of a 1959 ZB Magnette. Trips were less tiring but could be done in 9 hours. At night kangaroos were a menace but with front auxiliary lamps changed to the sides to illuminate the edges of the roads, it was possible to spot a roo and, at 70-80 miles an hour, steer around them.

"At this stage, I relinquished the post of Competition Secretary and was instead appointed North West representative. If you know the area, you will appreciate the humour. In 1967 I returned to Perth – now married to Karin – and bought the TF described in Part One in the October issue. Four years later, work took me to Melbourne for three years. Back in Perth in 1975, I restored my TF and had it ready for the 1978 National Meet. We joined the TC Owners' Club in 1981, which by that time was admitting all T types, and in 1982 I did at last buy a TC in Sydney, and an MGA coupe in 1990. The MGA and a basket TC for my son Scott are my current rebuild projects."

I am very grateful to John for taking the trouble to write this brief history of sports car activity in Western Australia in general and MG enthusiasm in particular, and for allowing me to share it with you. John is currently a delegate from the TC Owners' Club to the Combined Car Clubs Association of W.A., which is interfaced with Government in terms of concessionary licences, lobbying for approval for left-hand drive cars to be driven on the left hand side of the road, etc. The delegates also co-operate in putting together a calendar and nominating certain clubs to hold certain events. One such event is the All British Rally. I think the Editor should invite John to write about the origin and popularity of these rallies. I can't be the only enthusiast who would very much like to hear about them.



## BEECH HILL GARAGE, READING

From the powerful V8s & 'Cs through to the super fun Frogeye, we carry a large and ever increasing range of spares, such as: Radiators, engines – full or three-quarter. Cylinder heads, standard and lead-free. Clutches, gearboxes, overdrives, propshafts & back axles. Brakes and wheels, both Rostyle & wire. Body panels, interior trim, seat covers, hoods and hood fitting service. We weld them, paint them, straighten out crashed ones. We service them, repair them and do MOT work.

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just phone through your  
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number or write  
enclosing your cheque



## **TOOLS EXPLAINED:      An accurate description of common shop tools.....**

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

**WIRE WHEEL:** Cleans paint off bolts, then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh sh--!'

**SKIL SAW:** A portable cutting tool used to make studs too short.

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

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-ups into major refinishing jobs.

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

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

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

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

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

**BAND SAW:** A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

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

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

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

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

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

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object you are trying to hit.

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

**SON-OF-A-BITCH TOOL:** Any handy tool you grab and throw across the garage while yelling 'Son of a Bitch!' at the top of your lungs. It is also, most often, the next tool that you will need.

Hope you found this informative.



## North American MGB Register

Below is a picture you could say comes from the:

“You Don’t See That Very Often” file



Credit for the picture above is given to “MGB Driver Magazine”

# The Largest Collection of Microcars from All Over the World—the World—



**All Under One Roof!**



Our collection contains over 300 Microcars that were built and sold all over the world. We have examples

from Germany, France, England, Japan, Italy, Spain, USA and many more countries. Be sure to stop and see all of our automobile and toy memorabilia while visiting the museum!



We hope to educate future generations about the historical importance that microcars played throughout the world in the evolution of personal transportation.



**Dubble Bubble Acres**  
You may see the collection at Dubble Bubble Acres which is located 50 miles east of Atlanta in Morgan County.

At the intersection of I-20 (Exit 114) and Hwy 441, take 441 South 2.2 miles to Dubble Bubble Acres. Or, from Interstate 85, take Hwy 441 South towards Athens; continue 30 miles on Hwy 441 on to the Madison Bypass, then South over I-20 on Hwy 441. Dubble Bubble Acres is 2.2 miles South of I-20.

Madison, Georgia, population 5,000, is annually host to more than 35,000 visitors who come to see the town's beautiful antebellum and Victorian homes as well as its lovely historic downtown commercial district. Listed on the National Registry of Historic Places, Madison is steeped in history and beauty.



**The Bruce Weiner Microcar Museum Inc.**  
2950 Eatonton Road  
Madison, Georgia 30650  
706.343.9937  
[www.microcarmuseum.com](http://www.microcarmuseum.com)

The Bruce Weiner Microcar Museum Inc. is a not-for-profit organization operating under Federal 501(c)(3) Status.



**Over 300 Microcars & Thousands of Models, Toys and Memorabilia**



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

# Discover the History of a Small Wonder

The microcar, a vehicle born out of need, was a child of its time and became a symbol of a people's spirit.

World War II came to an end in 1945 and Europe lay in ruins. A shell-shocked population came out of the bomb shelters and faced an unimaginable scene of devastation and ruin.

As if the seemingly endless task of clearing away the rubble wasn't enough, there were crippling shortages of food, raw materials, electricity and gas. Value and worth were measured in Chesterfield cigarettes.



The population collectively rolled up its sleeves and went to work. The astonishing rebuilding of an entire continent over a period of ten years was accomplished through a unity of spirit and purpose unimaginable today. Bright, talented engineers, many out of the former aircraft industry, put their minds to the problems of mobilizing the population under adverse conditions. It is said that the true master reveals himself within limitations and so this focusing of energy and talent resulted in an enormous variety of small vehicles, some successful, others less so - but all of them uniquely interesting!



The microcar or "bubble car" came to symbolize this period of

renewed energy and pulling together. The bubble car boom lasted only a decade, but the period left a lasting impression even on those who abandoned their Kabinenroller for a "real" car. The cars continue to be found in barns and collections throughout the world but are particularly meaningful to the Europeans, whose lifestyle was, in part, made possible by these tiny cars.

**"Enjoy the magic of these tiny cars."**

**Bruce Weiner**  
Director, The Bruce Weiner Microcar Museum

*The Bruce Weiner Microcar Museum seeks to pay tribute to the people who built and loved these wonderful vehicles, some of which achieved lasting fame, others sinking into obscurity.*

*It hopes to bring this brief, colorful flowering of talent and ingenuity to the attention of a new generation of automobile enthusiasts.*



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

## The Multiple Uses Of WD-40

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

## **Quaker State Responds to Plight of Enthusiasts with a High-Zinc Motor Oil**

The Newest Addition to Quaker State's Product Line Designed for Auto Enthusiasts Needing High Levels of Zinc to Deal with Engine Wear Issues

Toronto, ON – November 8, 2011 – Today, the makers of Quaker State motor oil announced the production of a new motor oil, Quaker State Defy. Featuring a high level of ZDDP, an anti-wear additive commonly referred to as “zinc,” Quaker State Defy addresses the needs of some automotive enthusiasts to combat friction and wear inside their engines.

The formulation of new Quaker State Defy contains a proprietary “zinc-booster” that has dual attributes contributing to wear and oxidation control. Quaker State Defy is intended to provide enthusiasts with a quality, brand name oil that will provide both the protection and performance required in high-output, flat-tappet engines.

“We as an industry have seen the levels of zinc in motor oil consistently reduced in each successive gasoline engine specification implemented by ILSAC in the past few years,” said Jeff Hsu, Quaker State Technology Specialist. “This reduction of zinc is fine for drivers of newer vehicles, but is leaving classic car owners, enthusiasts and those with flat-tappet cams and followers with fewer and fewer options in the motor oil category.”

The use of ZDDP in motor oil has seen a gradual decline since 2001 in order to minimize or eliminate clogging of oxygen sensors and catalytic converters in modern cars due to volatile phosphorus. Prior to 2001, the typical concentration was roughly 1300 to 1400 parts per million (ppm) of ZDDP. However, since 2001, modern passenger cars have required oils with lower viscosity to reduce power loss and increase gas mileage, but achieving these lower viscosities with higher concentrations of ZDDP is difficult.

The proprietary low-volatility ZDDP technology used in Quaker State Defy motor oil significantly reduces the amount of volatile phosphorus, while retaining its anti-wear protective behaviour and antioxidant performance. Quaker State Defy has a ZDDP composition of 1200ppm, a more than sufficient amount to stand up to the most aggressive engine profiles.

“We have repeatedly heard enthusiasts and engine builders ask for more zinc or other solutions to their aggressive flat-tappet cam issues, and those requests did not fall on deaf ears,” said Chris Hayek, Quaker State Global Brand Manager. “What we have been able to come up with is a zinc additive that is more effective and enables us to do more with the oil itself.”

An additional benefit of the new, fully formulated Quaker State Defy motor oil is that it is capable of running a full manufacturer-recommended drain interval during engine break-in and does not need to be drained after five hundred or a thousand miles, like some high-zinc break-in oils. Quaker State Defy is also intended for use in higher-mileage passenger vehicle engines, and helps control the wear that high-mileage engines typically endure. In fact, the new Quaker State Defy motor oil helps stop engine wear in its tracks – preventing up to 98% of future wear through the use of the proprietary ZDDP additive. Quaker State Defy also is designed to help high-mileage engines perform more efficiently through the use of additional seal swell additive that reconditions dried-up seals and help control external and internal leaks. The motor oil provides a thicker viscosity and stronger oil film to resist thermal breakdown and reduce oil volatility and burn-off, which help increase compression and reduce blow-by.

For more information on this or any other Quaker State product, please visit [www.QuakerState.com](http://www.QuakerState.com)



University Motors Newsletter December 12, 2011

Dear Fellow Enthusiast!

Last week we combined all our email databases. The process should be seamless. If you receive multiple emails, let us know.

Again, this week, I want to stress winter storage. It's gone well below freezing here in Grand Rapids for many nights. Unless you are continuing to use your MG in this weather, you should have it safely stored. The two greatest concerns are: antifreeze, to keep the radiator and engine from damage; and rodent control. I've attached a picture of a driver's seat used, in part, for bedding. This is not the worst those critters can do. Of all the damage we see after storage, rodent damage is the worst.

Mike Blackport has doubled up duty and he's now working with our website as well as our parts. We hope to have most of the links corrected soon. It will be wonderful when our site links again to YouTube for our videos!

Eli Potter, our videographer, has been busy at the end of this semester so we haven't posted any videos for several weeks. During his winter break we're hoping to make up for lost time. If there is a specific video you'd like me to make, please send us a note and we'll try to work it in. To view all of our videos, log onto YouTube.

Several products are now available. Please look at our Products Pages for details, core charges, shipping, & order info:

University Motors Workshop Manual \$60	"Talking Tour of the MGB Mark IV 77-80" by John Twist \$10
Barrie's Notes – an MGB reading companion \$15	Rebuilt MGB spring sets with factory style clips
Rebuilt Brake Warning Light Block \$66	Rebuilt Stromberg 175CD carb and choke (MGB 75-76) \$550
Rebuilt MGA Remote Control gearbox assembly \$200	Specially formulated 50 weight damper/shock oil – 12oz \$10
Clip set for rebuilt springs - six leaf \$72 / seven leaf \$96	Rebuilt SU AUD135 carbs with linkages and manifold \$700
Branch pipe assemblies for MGAs and early MGBs – or for later MGB supercharger installation \$25	

We continue to offer bench service on carburettors, gearboxes, suspension, and other MG components.

As always, most of our work is line service and restoration. Please call if you need repair, tuning, or maintenance.

Our February Technical Seminars are delayed several weeks in 2012. We offer a three day seminar Friday – Sunday, March 2-4, followed by a gearbox seminar, Monday-Tuesday, March 5-6. Details will be on the website soon.

To celebrate the 50th Anniversary of the introduction of the MGB, we are teaming up with the Vintage MG Racers and the Vintage Sports Car Drivers Association in conjunction with an MG Summer Party Reunion for an incredible weekend of MG events Friday – Sunday, August 17-19. Get your reservations now at the Hilton Hotel by calling Janet (616) 957 0100.

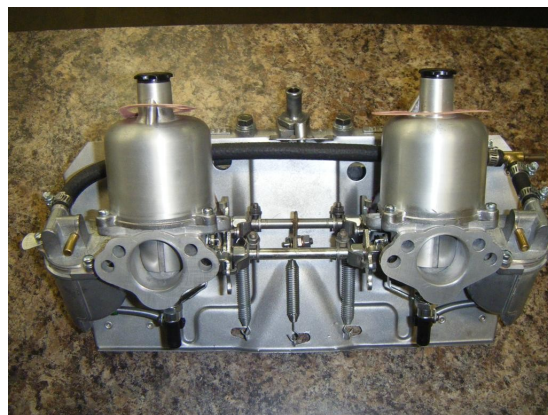
Kimber chose "Midget" not only because of the size of the "M" type, but because "Midget" is a word in which "M" is followed by a "G." Failing to find satisfactory words to define newer models, he created "Magna" and "Magnette" – again, "M" followed by a "G." Interestingly, Michigan is the only state in the union to have an "M" followed by a "G." A number of years ago our company stationery spelled the state as "MichiGan." Few noticed.

John Twist



University Motors Newsletter December 30th, 2011

Dear Fellow Enthusiasts!



Welcome to 2012 - the 50th Anniversary of the introduction of the MGB, the 32nd anniversary of the closing of the MG Car Company at Abingdon, and the 38th year of business of University Motors.

This past year was action packed!

We completed reconstruction of our new facility on Patterson Avenue - a "Garage Mahal!" We re-opened in April after a half year's closing (so we could rebuild our new shop). We hired Mike Blackport, our new parts and service man, as well as our IT expert; we re-hired Wayne Reichel (who worked for us on Eastern Avenue and on Fulton, about 20 years ago). We re-vamped our website (that's still in process). We added another 60 videos to our YouTube selection. We expanded our sales of MG technical videos. In addition, I was re-married in October.

This coming year should prove to be as exceptional. We will host an MG Summer Party Reunion August 17-19, featuring the pull handle MGB (62-64) in conjunction with the VSCDA and MG Vintage Racers. We expect to take on yet another mechanic in the workshop. We will add as many as a hundred new videos to YouTube as well as produce half a dozen lengthy technical videos covering the various models (T types through Midget 1500s). We expect to offer more technical books and articles, some of them available as downloads. And, we will expand our selection of rebuilt components.

We hope you can attend our 37th Birthday Party on Saturday, January 21st, from Noon to 4:00 pm, so you can inspect our new site. We have scheduled a three day technical seminar for the first weekend in March, followed by a two day gearbox workshop. Details will soon be posted on the website.

Following up from my last newsletter, we just took in a 1976 MGB for an under-bonnet restoration. The firewall was completely filled with insulation and nuts - obviously used as a hotel for our rodent friends. There is no substitute for a mouse trap! Beware of the mice! - those critters do more damage than anything else we see.

The picture shows a set of AUD135 carburetors we rebuilt for a customer who decided on a supercharger instead. These have been rebuilt with standard shafts and all new SU parts. A new set of carbs (372-248) sells for \$841.95. This set is complete with intake manifold, heat shield, spacer blocks, interconnecting linkages, springs, and fuel lines. We would be pleased to wrap it up and send this set to you for \$650 plus shipping. Give Mike a call or email ([Mike@UniversityMotorsLtd.Com](mailto:Mike@UniversityMotorsLtd.Com) ).

Drive your MG! Join your local MG club! Make 2012 a totally octagonal year!

John Twist  
University Motors

Here is some interesting information for MGers who are also stamp collectors. I received this information from a friend and MG enthusiast, Graham Mackie, in Australia.

## **The MG and other Stamp Sets**

The late West Australian Ron Newnes Smith was a lifetime collector of stamps and contacted Graham Mackie through a friend when he became aware of Graham's interest in Classic Cars.

Ron had been collecting for over 60 years and took a big interest in specialised Car stamps.

Graham was staggered to find such a treasure trove of sets when he visited Ron's home and immediately commissioned Ron to proceed to gather sets that he could display in his home office.

A full set of MG Stamps was framed by Ron as well as two separate sets of Classic British Cars.

The MG set comprises twelve stamps:

- 1930 M Type Midget,
- Y Type on a Yugoslavia Alpine Rally,
- MGA on a Portugal stamp,
- TD from a British set,
- TD on a Tuvalu issue,
- TC on a Guernsey stamp,
- 1945 MG TC on a Commonwealth of Dominica stamp,
- 1967 MGA on a Tuvalu stamp,
- 1947 TC on a Nevis stamp,
- MG PA on a Republic of Ecuador stamp,
- 1933 KA on a Nevis stamp,
- MGB-GT on a Union Island Grenadines of St Vincent issue.

The Classic British Car Set totals 68 stamps from countries around the world.

If anyone is interested, Graham can list the stamps if you want to go hunting.

Graham also commissioned a separate set produced in Britain in the 1990's featuring the stamps and stories of:

- the Austin Healey 100
- the Jaguar XK 120,
- the Triumph TR3,
- the MG TD and
- the Morgan Plus Four

Graham can be contacted on [grahammackie@bigpond.com](mailto:grahammackie@bigpond.com)



All the stamp sets on the office wall



The Classic British Car Set



The MG Stamp Set



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Information about this newly printed quality cotton material, and the shirt manufacturing company that has the exclusive rights to it, came to me from my contacts at The British Car Council.

Visit the clothing manufacturer at [www.ChristiesCollections.biz](http://www.ChristiesCollections.biz)

## **OMGC Membership Renewals Are Due At The March 15th Meeting**

When you renew your OMGC membership at the March meeting, you will receive your free copy of the full colour OMGC Event Calendar 2012-2013.

You can also send your renewal cheque for \$30 (payable to OMGC) to:

**OMGC Membership Director, 16 Eliza Crescent, Stittsville, Ontario, K2S 2A3**



## **HUGO LEECH**

### **One Of The Founders Of The Ottawa MG Club**

#### **A Bit Of History**

Hugo Leech led a life that most people only dream of and very few get to enjoy. His career varied: army officer, helicopter pilot, ship captain, flying instructor, Transport Canada inspector and director of Aviation Safety Promotion.

He was born in Surbiton, England, in December 1933 and was the son of a Royal Air Force officer. At the age of 18, Hugo was called to serve his two years in the military (national service). His many talents were quickly seen and he was selected for officer training at Sandhurst, where he graduated as a second lieutenant.

He was selected to serve in the Royal Army Service Corps where he learned to drive just about anything with wheels, to fly, and to command an ocean-going ship.

In 1958, he took command of a 1000-t, 200-ft. amphibious landing craft. On one of his voyages, he took his ship, in company with two other similar vessels, from England, past Gibraltar, through the Suez Canal, across the Indian Ocean and through the Strait of Malacca to Singapore: a trip of over 10,000 mi. During the voyage they ran into a typhoon and one of the other ships sank, taking with it a crew of 30.

In 1963, Hugo learned to fly with the Army Air Corps. As a military helicopter pilot, he flew missions in Great Britain, Europe, Cyprus, Singapore, India, Malaysia and Belize. His talents were again recognized and he became a flight instructor. He was promoted to major and, in 1968, decided that he needed a new career.

He retired from the British military and moved to Canada where he got a job in British Columbia as a pilot with Northern Helicopters. For the next six years, Hugo practiced one of his true loves, flying, throughout the Americas. In 1974, Hugo left Northern as their chief pilot for a job with Transport Canada in Ottawa as a civil aviation inspector. He worked in flight training from 1974 until 1984, when he moved to the Aviation Safety Promotion Branch in the Safety Programs Directorate.

While in flight training, Hugo created the first helicopter flight instructor guide, a document that is essentially the same today and is well respected around the world for its guidance. He was also responsible for setting up and running an annual helicopter flight instructor course, which is still offered today.

Shortly after moving to safety, he took over as editor of Aviation Safety Vortex, a position he held until he became senior editor of the entire family of Transport Canada aviation safety newsletters. He also produced a number of award-winning aviation safety videos. A year before his retirement from Transport Canada in 1994, Hugo became the director of Safety Promotion.

In 1994, Hugo Leech was presented the prestigious Joe Mashman Safety Award by Helicopter Association International, as acknowledgment for his outstanding contributions in the promotion of safety and safety awareness throughout the helicopter industry.

When he wasn't flying, Hugo was quite likely driving something with wheels at a very rapid pace — be it his MGB sports car or a race car. In 1979, he raced a 1931 standard Bentley in the Laguna Seca California antique car race. He later commented that the only reason Phil Hill (World Formula One Driving Champion, 1961) managed to pass him in the corkscrew was that he was driving a turbo 1932 Bentley. Hugo also held back because the car he was driving didn't belong to him and he didn't want to break it.

In addition, he was a very accomplished singer, guitarist, comedian and actor with a penchant for Gilbert and Sullivan musicals.

Hugo couldn't stay away from aircraft so, after he retired from Transport Canada, he went to work with the Canadian War Museum where, among other things, he organized the re-enactment of a Second World War bombing raid, complete with WWII aircraft, such as the Avro Lancaster.

Hugo married Carol in the spring of 1991, in a Bell 205, near Carp, Ontario. The helicopter was filled with family, friends, a minister and the pilot. It flew over Carp, along the Ottawa River to Ottawa and back to Carp when the ceremony was finished. In later years, Hugo expressed some concern over which province he was actually married in since the pilot flew down the centre of the Ottawa River and may have wandered into Quebec as Hugo was saying, "I do."

Hugo Leech succumbed to cancer on August 28, 1998, at the age of 64.



Hugo Leech, kneeling, giving instructions to Peter Adomovits at a driving event in 1996.

The Hugo Leech Memorial Award is presented annually to an Ottawa MG Club Member at the discretion of the President



# NAMGAR CHAPTER & INTEREST GROUP CONTACTS NEWSLETTER

## WINTER 2012

Happy MGA New Year! We trust that most of you have one or more bench projects going on that hopefully will be completed before the driving season starts in a couple of months. For those of you in warmer climates, enjoy driving your MGAs, Midgettes or Variants. Here's some MG information that will be of interest to your chapter or interest group members.

### 2012 Events of interest to members of Chapters and Interest Groups

**March 14 - 17 is the Last Sebring MGA Reunion** celebrating the 50th anniversary of the last MGA factory team entered at Sebring. There will be several Sebring MGAs in attendance. Contact Dave Harrison at [davidmharrison2003@yahoo.com](mailto:davidmharrison2003@yahoo.com) for details.

**April 20 - 22 is the Kimber Festival** in Norwich, NY. A weekend of MG related seminars held at the Northeast Classic Car Museum and also featuring a MG literature swap. Details at [www.nemgtr.org](http://www.nemgtr.org).

**April 23 - 27 is Key West Regional GT** hosted by the Key West British Car Club and they're celebrating the 30th anniversary of the Independence of the Conch Republic. Contact [ViceAdmiral@KeyWestBritishCarClub.com](mailto:ViceAdmiral@KeyWestBritishCarClub.com) for event and lodging details.

**May 5 is Drive Your MG Day.** It's a day to let the world know you have an MGA and enjoy driving it. Be sure and wave at other MGA drivers as you pass them by.

**July 9 - 13 is GT 37** being held in Dayton, OH and is being hosted by the Southwestern Ohio Center MG Club. Lots to see and do, this should really be a great event. What the heck make it two full weeks by getting together with your chapter or interest group friends and making plans to attend both the Dayton Air Show on the weekend before and the Pittsburgh Vintage Grand Prix on the weekend afterward. Details at [www.gt37.namgar.com](http://www.gt37.namgar.com)

### A Differential of a Tale

Go to <http://www.geek.com/articles/geek-cetera/a-brilliant-explanation-of-how-a-cars-differential-works-20111218/> for the single best explanation of exactly how your MG's differential works.

### What to Do When It's Snowing outside And/Or It's Too Cold To Work In The Garage


Everything you ever wanted to know about MGs appearing in the movies or TV shows. Go to <http://www.imcdb.org/vehivles.php?make=mg&model=> for a mind blowing experience. There are 1,156 separate listings on 39 pages for MGs. Now get this, there are 175 listings on 8 pages for MGAs alone! Now you can become an expert in MG movie trivia.

### NAMGAR Regional's - Something your chapter might want to contemplate!


Is there any event on your club's calendar such as a weekend trip or a car show that could also be expanded to become a NAMGAR Regional? It's something that you might want to consider. What the heck, the more the merrier. If you've already done the planning for an event then you're more than half way there. Having a regional just might fill up that motel or enhance your car show field. Contact Carol Shamonsky at [vicechair@namgar.com](mailto:vicechair@namgar.com) for details and advice on hosting a NAMGAR Regional.

Just think Spring is almost (well sort of) here. Get those winter MG projects completed too.

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