



The Dashpot

Spring Has Arrived Edition - April 2017

Back in March 2016, **The Dashpot** was revived from a 2-year hibernation, and became a publication with a “*quick 2-pager newsletter, published mid-month*” focus. This month there is a 4-page story available, “**My First Car**”, by Mike O’Brien. Rather than shift away from my 2-pager focus, I have opted to store Mike’s 4-page article up on the OMGC website.

[So click here to connect with, and read the My First Car story.](#)

March Meeting News:

We returned to the Carlingwood Restaurant in the Carlingwood Mall for the March meeting. It was our Photo & Video Meeting and it was quite successful with an overview show of club events and meetings in 2016 (as well as another slideshow of funny and odd pictures that club members submitted throughout the year).

The [Ottawa MG Club - Canada 150 Emblem](#) contest winner was announced [Robert Giroux] and his winning submission was displayed.

Meeting attendees were reminded of the [special pricing available](#) to OMGC members for CAA coverage.

A brief review of the rising costs for the OMGC Christmas Party led to a decision to conduct an internet survey of club members, to gather feedback and help the Club Executives make some decisions about this event.

An [abbreviated event calendar](#) showing both Ottawa MG Club AND Montreal MG Car Club activities was displayed. OMGC folks are welcome to join the MMGCC events.

Several more [British Car Council Long Distance Awards](#) for 2016 were presented to club members. There are still a few more to be presented at the April meeting.

Ottawa MG Club Membership Renewal: \$35 [get your full colour calendar]

Login at the [Ottawa MG Club web site](#) to renew your membership via PayPal.

OR send an email to ‘status@omgc.info’ and you’ll receive an automated reply with a link to pay via PayPal. Memberships can be renewed at the April club meeting.

Those not able to attend the meeting should please mail their cheque to:

OMGC Memberships, 29 Rideaucrest Drive, Ottawa, ON, K2G 6A4

Looking Forward:

April 20:

[Regular Monthly Meeting](#)
at Verona Pizza House

April 22:

Technical Session; Engine
Dismantling; Brian Miller:
Navan, Ontario

details to follow

April 23:

[Driving Season Kick-Off
Get-Together](#)
at Rideau Lounge /
Castlevue Fine Dining
north of Kemptville.

April 29:

[OMGC Spring Tune Up](#)
at club member Andrew
McCue’s home/garage.

May 6:

[Drive Your MGeh! Day](#)
with club member Ivan
Wood leading the group

North American MGA Register & North American MGB Register Summer 2017 Events

[NAMGAR GT-42](#) will be held in Solvang, California in June 2017

Alan Magnuson, NAMGBR Chairman, invites you to attend [MG2017 MGs at the Bay in San Diego, California](#)

Club member Tony Edge always keeps us posted on the Annual Forest Park Optimist Club Trivia Night.

[Click here to read about this year’s event.](#)

**The next Regular Monthly Meeting of the Ottawa MG Club
is April 20th at the [Verona Pizza House](#)**

[Lorne Keyes from the Montreal MG Club: Early Days of Sport Motoring in Montreal](#)



The perfectly proportioned image of perfection bit.

SO, YOU LIKE CARS, EH!

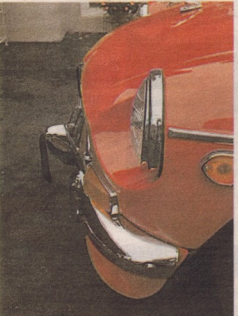
by R. & F. GRANT

T4TWO...

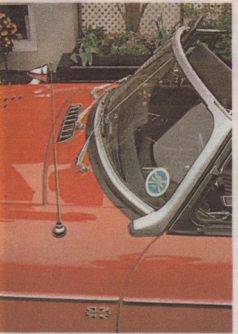
There are many reasons why we so like our small, (hence the T4TWO configuration) nimble,



The PL700 front end bit.



The shiny glitter of chrome on deep Royal-ruby-red paint bit.



The vintage peek-a-boo windshield bit.

forty some year old English roadster; besides the fact it was long ago paid off. A benefit you are never going to enjoy from your new car if you ever only lease, which is a brand name automotive manufacturer's dream come true.

Although our T4TWO (aka TOY JAG) MGB was, over the years, produced in the thousands; given a large enough time factor, wear-and-tear plus metal rot, also in part by the vast number of people who repeatedly inform us they, or father, uncle, brother or friend used to, years ago, own one just like ours; are all factors greatly reducing remaining number of examples. Therefore, although hardly rare you are unlikely to encounter our little charmer every day going down the road.

Each and every time I remove the dust covers (two aged, heavy-duty cotton sheets) I've never failed to admire the deep lustre within her Royal-ruby-red paint job. On many a warm summer day I always catch a pleasant whiff of old English leather, a constant treat as I lower myself onto the piped-in-red, black driver's seat.

Then begins her very own start-up ritual; insert key into column mounted ignition, set rich mixture, twist key half way towards start position, listen for ticking of her electric fuel pump, twist key all the way to engage and as motor turns over, listen to air being drawn through her over-sized twin K & N filters. When the motor fires up (and fills the garage with a resounding roar) you had better keep your eyes on her classic white-on-black Smiths instruments as the tach and oil pressure needles climb, then reduce the fuel mixture slowly, which in turn will reduce the mechanical clatter of her tweaked motor, now wait for the tach to drop (or as close as it's going to get) down to a one thousand, lumpy, rpm purr and the oil gauge holds at 60 PSI.

Don't know or forget the start up ritual and you will end up sitting for a very long time because she will just turn over until you kill the battery. Okay, we have her warmed up a little, so the age old ear, eye, foot and hand, floor-shift-clutch car two-step can take place. You may now snick her into reverse and back her out of the cool garage into the promise of a sun-blessed summer day.

While my input into her wel-

fare over the years - modified motor, headers, Free Flow exhaust, air dam, PL700 headlights, sway bars. Connolly leather cockpit, Moto-Lita steering wheel, alloy minilites, louvred aluminum hood, roll bar, Tickford top, etc., etc. isn't in the same ball park as building the car from scratch, it was enough to nudge it more along to my idea of what it could be. I must have come close in that we have often heard, she is more over-all attractive than when she left the factory. And that I like, a lot.

Although we have had very little need to obtain much in the way of parts (with less than 20,000 additional miles on her since restoration) I like the ability to obtain any part I might need, within a minimum of time and at a reasonable price level, keeping in mind that no old car part that I've ever heard about is going to come cheaply! I particularly like that most people cannot tell me what year the car is and a lot do not even know what make it is; but they in part can be excused because this is one MGB that does not look or sound or go like your run-of-the-mill MGB. Yet, once in overdrive I can still manage to squeeze 32 mpg out of her and do so while maintaining a slightly over 60 mph cruising speed. However, anything over 70 and the wind-roar starts to get to you. Should a further turn of speed be required, top up the Jag part of her, does not run out of breath, until she tops one fifteen.

I also like the fact that her engine bay is laid out so I cannot only see everything within, but can get at everything to tinker around under her hood; and of course she rewards in performance for my having done so.

Being a small, two-seater roadster, her power-to-weight ratio is of major importance to me. While I grudgingly tolerate the host of power-robbing devices on our Odyssey, I like it a whole lot that there is not a single such "aid" to be found on our sports car fling. Ditto for any and all of today's endless list of add ons and for darn sure, each and every one of those "just got to have" electronic gadgets. And we very much value the, for two only at birth, concept of the car.

We can fill the tank in our old car for less than fifty bucks (while our Honda isn't even half full at that amount) and still cover at least three hundred miles. Some years back I obtained a rather nice powder blue 1967 Skylark ragtop for my Road Lady. It was motivated by a healthy 340 cu. in. motor. It is also sad to say, refused to run on anything but ultra, and on a good day (no wind, slight down hill) averaged a meagre 18 mpg. The roadster is a lot easier to long term live with and so far we find we can still afford to drive it regardless of pump price. The insurance rate, repair and yearly maintenance needs no longer terrorize our bank accounts, proving that old automotive enjoyment need not automatically mean overly expensive.

Now, way back I used to run with a guy who drove a, looked like clapped out Karmann Ghia coupe. But, as many a so called muscle car owner was embarrassed to discover, went like stink. However, when it came time to restore our delightful old English roadster, we preferred her to look, run and sound a treat, seeing as she was meant to be a long time, many a road going possession. We had the car set up to serve as a T4TWO teapot on wheels for the Road Lady's on the road needs and a TOY JAG configuration for my odd track day excursions. So, how did it all work out? A little too rapid, a little too aggressive for the Road Lady's road taste. Also few track days for me but it has turned out to be one very nice touring machine.

One of the many aspects of the car that has, over the many years since restoration, (Spring of 1996) worn well is the Royal-ruby-red colour of the car. Yes, the paint job, the one I went way out of my way to conjure.

Seeing as how during the restoration process, keeping the car original was never a concern or desire of mine, the last thing

I wanted was to keep the orange-red factory MGB colour the car came with. Nor did I want to end up with a "show boat" paint job that would one day be out of date. I was looking for a red that once put up against other reds, would out true-red them all. After going through many combination attempts, I came up with the red the car still wears well and both continues to please me and even now take the occasional 'best paint' award. Who wouldn't like that?

In my early twenties, a few years before I obtained a wife and shortly thereafter, family; I had gotten myself a vintage (1948, 2.5 Riley RM) British BRG roadster, to brighten my road-going days. It only seems somewhat fitting to me that thirty some years later, after the kids had flown the coop, I find myself once again behind the wheel of an old British two-seater fun machine.

Do I still enjoy someone I care for riding along with me, the warmth of summer sun on my face, wind teasing my hair while the exhaust sings its familiar old car tune? Well, no doubt I've aged some throughout the years, but I am not dead - yet, and I prefer it that way; a steering wheel in my hands and a smile on my road-going puss.

Besides, what's not to like about driving a car the likes of one once driven by Paddy Hopkirk, who placed it second in class to a works 904 Porsche in the 1965 LeMans 24 Hours. Not to mention class wins in both the Targa Florio and Sebring; a true sports car with a race proven heritage; the unassuming MGB. Yeah, I like that.

Something I can still do a little heel-and-toeing in, still match rev's as I shift down, still pick off the odd apex, crank a hand-brake turn and still actually get to drive the thing. Long live the fun, to each their own driving enjoyment.

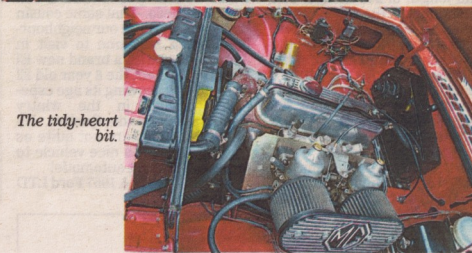
Remember though, it's not the quantity of miles you put on your old car but the quality of those miles. Either way: T4TWO or

forward to. The smile factor bit!

Author's Note: Have you ever done a bits-and-pieces photo shoot? We did this one in a spring (of 2016) drizzle, on our driveway and hope it will serve to illustrate our T4TWO article.

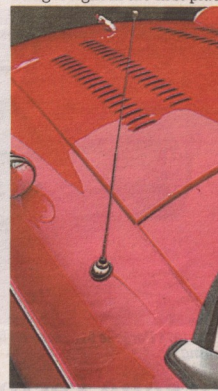


The unmistakable MGB dash bit.

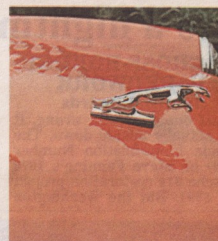


The tidy-heart bit.

Also, keep in mind these click up, recent photos were taken twenty years after the restoration! Proving the wisdom of doing it right in the first place



The louvred hood bit.



Scaled down to size, sculpted leaping Jag bit.



The twin pipe rearend bit.

What's unique about this MGB????