



The Dashpot

November 2018

The October edition of *The Dashpot* had links to photos from the very successful OMGC Fall Colour Run. A few members of the Ottawa Jaguar Club joined us on the run and they appeared to really enjoy the day. Their newsletter (Jag Jottings) had some kind words for the OMGC on pages 4 & 5.
[Click here to read the Jag Jottings Newsletter.](#)

October Meeting News: This meeting was conducted at the Verona Steak & Pizza House. It was announced that Mike Price would be stepping down from his Technical Director Portfolio. An overview of an opportunity to share the hosting of the NAMGBR MG2022 with the MG Car Club of Toronto in Peterborough was offered; it was decided to not take this opportunity. A reminder about the AGM in November was issued.

Club member Quiller Graham found this Classic Motorsports article:

T-Time: Comparing The MG T-Series Lineup

[Click here to go to the article for your reading pleasure.](#)

Looking Forward:

Nov 15

[Monthly Meeting](#)

Nov 25

[Multi-Club](#)

[Trivia Challenge](#)

Dec 1

[OMGC Christmas Party](#)

Jan 17

[Monthly Meeting](#)

Feb 10

[Valentines Gathering](#)

Feb 21

[Monthly Meeting](#)

Mar 21

[Monthly Meeting](#)

If you like MG cars,

& if you like YouTube,

you may enjoy this link to **MG Cars Channel** from Shelburne Films

[Click here to view this YouTube video location containing lots of MGish stuff.](#)

On the other hand, if you like “American metal”

You’re sure to like watching The Barnaby Chronicles.

Take a look at these old American vehicles in the desert:

[Click here to watch.](#)

What killed the British Car Industry with Jeremy Clarkson.

A fun analysis of what went wrong.

[Click here to see this video; I’m sure you will enjoy it.](#)

MGB MGB-GT FLOOR PANS 1962-1967 & 1968-1980 from Royal Restorations

[Click here to visit their website](#)

The next Regular Monthly Meeting of the Ottawa MG Club
is [Thursday, January 17](#) at

[The Carlingwood Restaurant](#)

See page 2 for some
information about LEDs for
Classic British Vehicles
courtesy of Lew Palmer of
BRITRIX. Ltd. —————>

Brittrix, Ltd.

LEDs for Classic British Vehicles

BRITTRIX NEWSLETTER

September 2018

New Technology Meets Classic Vehicles

While you likely have seen many modern vehicles whose tail lights seem brighter than you might expect, chances are that they are running with LEDs. Not only are they considerably brighter than the original incandescent bulbs, they draw considerably less current.

"Why is this important to owners of classic and vintage vehicles?"

Many older vehicles used rear facing lamps which were designed in an era where there was far less traffic, the lighting regulations were far less stringent, and there was a lack of distracted drivers behind the wheel of their near-autonomous Detroit iron. No cell phones, blaring surround sound, nor screaming kids in the back seat.

Also, the electrical systems were designed for cars without all the conveniences of modern cars. Thus, even in the best of circumstances the classic vehicle electrical systems are challenged to keep up with the needs of their lighting - extra tail lights, turn signals, driving and fog lamps all take their toll on vehicles with marginal charging systems.

The answer is brighter lights and less demand on the electrical system. Enter the LED.

Can I use the LED bulb as an answer?

Yes, but there are a few disadvantages. Most LED bulbs are constructed in such a way that in order to gain an advantage in the level of brightness, they need to place many LEDs into a very limited space. This means that most of the LEDs are placed so that they face the side of the bulb, not facing to the rear. LEDs are very directional. That means that the majority of the light is sent sideways, not to the rear where it is needed. The result is that the LED bulb is only marginally brighter than the incandescent bulb it replaces.



Another disadvantage is that many LED bulbs are only suitable for cars with a negative ground electrical system. This is fine for most modern cars, but many of our British cars built before 1962 utilized a positive ground system. So if one tries to use a negative ground bulb in a positive ground system, either the bulb will refuse to work, or the bulb will go up in smoke.

Third, many of the LED bulbs emit only a white light, yet many of the lenses in our classic vehicle tail lights are either red or amber in color. Since the light emitted from white LEDs actually is made up of a full range of light in the visible spectrum, when that light passes through a red or amber lens, much of the light emitted is filtered by the colored lens, resulting in a significant loss of brilliance.

The answer is a purpose-built LED light board which is specifically designed to match the pattern of the tail light lens. All of the LEDs on an LED light board which need to be seen from the rear are indeed placed to emit light to the rear, not on the side where that light output is useless. They are available in either positive or negative ground, so will work with whichever system your classic vehicle requires. Finally, the light emitted by the LED light boards are matched to the color of the lens in your tail light, usually red for brake and tail, amber or red for turn signals, and white where there is a provision for license plate illumination or front marker and turn signals. This ensures the maximum light is directed where needed - aimed at that text messaging teen driver behind you or that truck about turn in front of you.



The L549 conversion kit