



The Dashpot

October 2020

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Future Club meetings and
all events are cancelled
until further notice

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This month:

Presidents Report, Grille Badges, Port And Polish,
Antique Car Ad Conversion Chart, In MG History this
Month, BCCI Long Distance Awards, Online items of
interest

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Presidents Report

Hope you all had a good Thanksgiving weekend, and were able to find creative ways to spend time with your families.

Have you been out scouting photo ops for the **Photo Scavenger Hunt** for photos for the OMGC 2021 calendar? Time is running out, so don't wait too much longer! Here again are the 12 themes – each month of the calendar will feature photos from one theme:

- * Sunrise or sunset
- * Scenic beauty
- * Next generation (kids/grandkids)
- * Water view
- * A store or sign with a play on words
- * With something you created (examples: your beautiful garden, a hand-made quilt, a piece of art, any medium, something for your car, Halloween pumpkin and so on)
- * At a Lock Station (there are 23 on the Rideau Canal, and one at Iroquois on the St. Lawrence Seaway)
- * There will also be a page dedicated to those whose occupations put them on the front lines – emergency services personnel, for sure; but think of all the others who are providing the necessities of life for us: grocery store staff, health/dental practitioners, teachers, truckers moving goods where they need to be, bus drivers moving people where they need to go, etc., etc., and let's make that page a good one.
- * With a mode of transport that is not a car
- * Industrial or farm setting
- * Building or structure with interesting architecture
- * With another classic vehicle (or future classic)
- * With an animal(s) or bird(s) – wild or domestic

Thanks to those who have already sent photos, but Sarah Arscott (sarasoda04@gmail.com) is hoping for lots more to really make the 2021 edition another memorable calendar for us all.

Information about the AGM in November will be broadcast separately.

Keep well - Safety mask! Safety fast!
Trish

Copies of this edition of "The Dashpot", along with copies of "The Dashpot" going back many years, can be found on the website: www.omgc.info / News and Events / Dashpot – and you'll see that you can also check on Broadcasts that you might have missed, or need a reminder about.



NAMGAR
North American MGA Register

Found something that would
interest other club members?

Send to [The Editor](#) for a future issue.



North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG



Once Nearly As Ubiquitous As The Automobile Itself, Grille Badges Offer A Sense Of Belonging

[from: <https://www.hagerty.com/media/archived/badges-of-honor/>]

In 1892, Panhard et Levassor manufactured the first production motorcar, but the new conveyance was not greeted with universal admiration. Early motorists in both Europe and America faced hostility from the general public, as well as from law enforcement ready to issue fines if a motorist so much as startled a villager's horse. Organizations such as the 'Association of Not Yet Run Over Pedestrians' fought the motorcar at every turn.

In 1895, the first automobile organization, the Automobile Club de France, was founded in Paris, while the American Automobile Association originated in 1902 and the Automobile Association in Great Britain followed in 1905. New clubs emerged with the explosive growth of the automobile, and their purpose was to fight unjust regulation and provide social activities, while the Automobile Association also monitored police and warned members of speed traps. Badges were offered to members so they could recognize fellow associates and announce their allegiance. Dozens of badge variations were issued well into the 1960s.

Over the years, the AAA has faced competition from the National Automobile Service Club, Automobile Legal Association and the Touring Club of America, although it continues to be the dominant auto club in the U.S., with affiliates in most states. Ohio had at least 60 chapters and Pennsylvania even more, all with their own unique badges.

For many years, St. Christopher, the patron saint of all travelers, was the most common of all car badges, though any number of other organizations around the world issued badges of their own. The unusual badges of African auto clubs often featured native animals and tested geographical knowledge. The 120- and 130-mph badges from Brooklands in England are especially cherished. If you drove your Porsche 356 100,000 kilometers, you could apply for a distinctive badge to commemorate the achievement.

Today, unique and colorful badges are highly sought after, especially those that are enameled and graphically interesting. With literally thousands to choose from, most collectors tend to limit their search to a specific country or region, or they run the risk of being overwhelmed by sheer numbers.



**Example of a Grille Badge collection
displayed on a '54 MG-TF**



**World famous OMGC Grille Badge!
Very limited edition Stooges Badge!**



**OMGC Silver Jubilee Grille Badge on
A. Harasek's 1974 MG Midget**

Some Information About The Port And Polish Business – Operated By Steve Chambers- Len Fortin

In mid-December, 2019, I had the opportunity to tag along with club member Barry Phillips to a small business called "Port and Polish" [info at www.portandpolish.ca]. The owner/operator, Steve Chambers, is quite an accomplished technical guy with years of skills and experience in a lot of fields..... engine design and configurations, motorcycle racing, machining tools of all kinds, combustion engine performance and fuel economy, and downright honest & old fashioned 'tech talk' about all those things, and lots more. I tagged along with Barry as he was going to chat with Steve about the engine from Barry's 1935 Singer Le Mans.

(if you haven't seen this sweet Singer, you can see a picture when you are signed on to the OMGC website and peek in the Other British Cars area of the Members Cars pages of the Members drop down list). [http://www.omgc.info/wordpress/index.php/nggallery/members-cars/Other British Cars?page_id=15769](http://www.omgc.info/wordpress/index.php/nggallery/members-cars/Other_British_Cars?page_id=15769)

Steve's shop is just behind his house on Highway 29, South of Smiths Falls. I've driven by it dozens of times as I head to Brockville for one reason or another, but I never dropped in to see what was 'on the inside'. His workshop is NOT a 'white-coat' environment.... it IS a shop where real work gets done! I'm glad Barry invited me to join him on this visit.... Steve is a wonderfully talented chap with lots of tools and equipment to compliment his skills and knowledge. Not long after we were inside the shop I noticed dozens of trophies and awards from Steve's motorcycle racing days. To call him a winner at motorcycle racing would be an understatement.... he brought the art of motorcycle engine improvements to such a high standard, his winnings proved he held the talent and the skills and the knowledge. And when he told me he had broken about 50 bones in his body throughout his motorcycle racing career, I knew he was really, really committed to this "better than anyone else in the world" aspect of superior motorcycle racing!!!!

Sure, he now walks around with a cane, but he is always in complete tune with each and every aspect of engine rebuilds to improve horsepower and fuel economy; a combination not often connected in the same sentence anywhere.

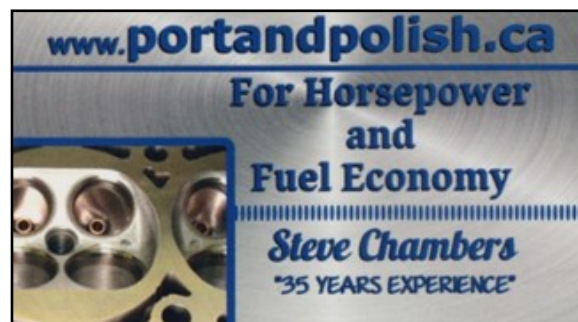
Steve offered me a guided tour of every aspect of his technical offerings..... with a bit of a story on each piece of equipment and how it plays a part in the entire process of making engines better..... much better! Really!!

Take a peek at the pictures of my visit top his shop at:

http://www.omgc.info/wordpress/index.php/nggallery/2019-photos/Port-and-Polish?page_id=4947

Don't let the picture of the sign on his shop door.... **"Go Away! OR Call For An Appointment"** alter your opinion of the service you will experience at "Port and Polish". You will enjoy Steve's down-to-earth nature and really enjoy a walk about the shop.

And, feel free to chat with Barry about the Singer engine, and the things Steve can do for your MG engine!



OFFICIAL CONVERSION CHART

HOW TO INTERPRET

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ANTIQUE CAR ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

92 years ago, the MG M-type (also known as the MG Midget) made its debut at the London Motor Show at Olympia. The M-Type was one of the first genuinely affordable sports cars to be offered by an established manufacturer, as opposed to modified versions of factory-built saloon cars and tourers.

By offering a car with excellent road manners and an entertaining driving experience at a low price (the new MG cost less than double the cheapest version of the Morris Minor on which it was based) despite relatively low overall performance the M-type set the template for many of the MG products that were to follow, as well as many of the other famous British sports cars of the 20th century.

The M-type was also the first MG to wear the Midget name that would be used on a succession of small sports cars until 1980. This 2-door sports car used an updated version of the four-cylinder bevel-gear driven overhead camshaft engine used in the 1928 Morris Minor and Wolseley 10 with a single SU carburettor giving 20 bhp (15 kW) at 4000 rpm. Drive was to the rear wheels through a three-speed non-synchromesh gearbox. The chassis was based on the one used in the 1928 Morris Minor with lowered suspension using half-elliptic springs and Hartford friction disk shock absorbers with rigid front and rear axles and bolt on wire wheels. The car had a wheelbase of 78 inches (1980 mm) and a track of 42 inches (1067 mm). 1930 brought a series of improvements to the car. The Morris rod brake system, with the handbrake working on the transmission, was replaced a cable system with cross shaft coupled to the handbrake and the transmission brake deleted. Engine output was increased to 27 bhp (20 kW) by improving the camshaft and a four-speed gearbox was offered as an option. The doors became front-hinged. A supercharged version could be ordered from 1932, raising the top speed to 80 mph (130 km/h). Early bodies were fabric-covered using a wood frame; this changed to all-metal in 1931.

Most cars had bodies made by Carbodies of Coventry and fitted by MG in either open two-seat or closed two-door "Sportsmans" coupé versions, but some chassis were supplied to external coachbuilders such as Jarvis. The factory even made a van version as a service vehicle. The car could reach 65 mph (105 km/h) and return 40 miles per gallon. The open version cost £175 at launch, soon rising to £185, and the coupé cost £245. The 1932 supercharged car cost £250.

The M-type had considerable sporting success, both privately and with official teams winning gold medals in the 1929 Land's End Trial and class wins in the 1930 "Double Twelve" race at Brooklands. An entry was also made in the 1930 Le Mans 24 hour, but neither of the two cars finished.



MG M-type - 1928

The British Car Council Inc. (BCCI) Long Distance Awards 2020:

For 2020, instead of the usual 3,000 miles, dash plaques will be awarded to every driver completing 1,000 miles/1,600km before the end of the year (in one car or combination of qualifying cars). Before you put your car (s) away for the winter, please ensure that you record the closing mileage from your odometer in your profile on our website www.omgc.info so that you can be "counted in" if you've made that magic number. When you are logged in, click on MEMBERS then My Profile and scroll down to your car's details. You can record your mileage directly with the BCCI using this the form in this link:

http://www.britishcouncil.ca/wp-content/uploads/2019/05/BCCI_LDA_form.pdf - please send a JPG/PDF of your form to Len (fortinlgf@gmail.com).

NB: If you've moved, or changed your e-mail address or phone number, please update your profile accordingly while you're there.

Link to online items of Interest:

Don Hayter , influential MGB designer, passes away:

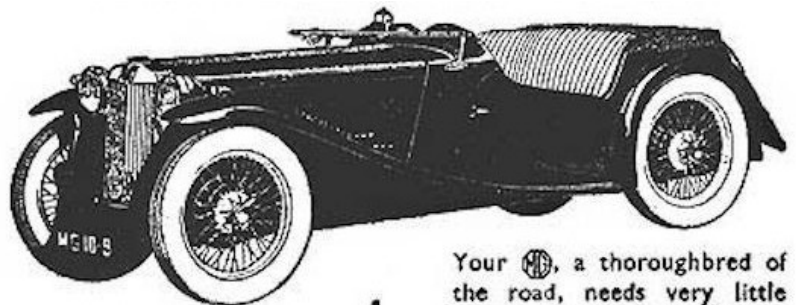
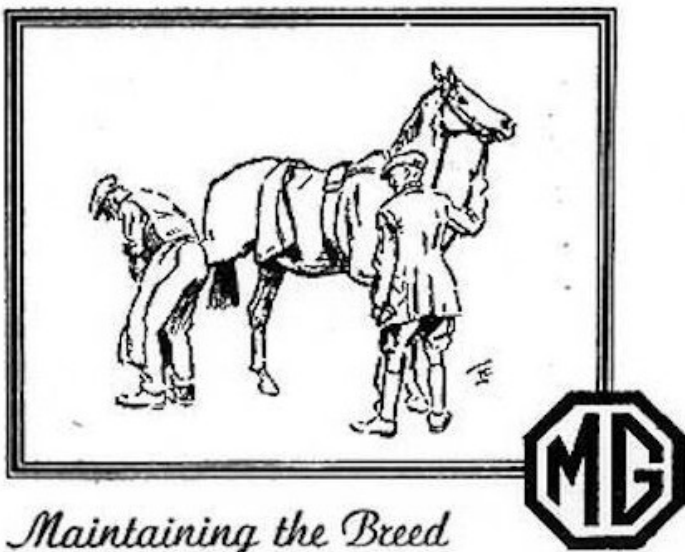
<https://www.thedrive.com/news/36993/influential-mgb-designer-don-hayter-dies-at-68#:~:text=Don%20Hayter%2C%20MG's%20last%20Chief,sports%20car%20of%20all%20time.&text=The%20MGB%20had%20a%20long,production%20from%201962%20to%201980>

Drifting an MGB in Iceland:

<https://www.thedrive.com/watch-this/8539/watch-this-daily-driven-1971-mgb-gt-drift-around-iceland>


The MG Car Club of Washington DC Central invites OMGC members to the Sir Stirling Moss Trophy Virtual British Classic Car Show:

<http://events.r20.constantcontact.com/register/event?oeidk=a07ehbe4zrr1900c088&llr=vw6vgy5ab>



Safety fast!

Your MG, a thoroughbred of the road, needs very little attention to keep it running perfectly, but to obtain maximum efficiency, give it a regular check-up. Your MG dealer is ready to do this, with "MG-trained" service and advice.

THE MG CAR COMPANY LTD., ABINGDON-ON-THAMES 
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