



# the Dashpot

January 2022 Edition



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- \* Hugo Leech Memorial Run
- \* Member's Profile
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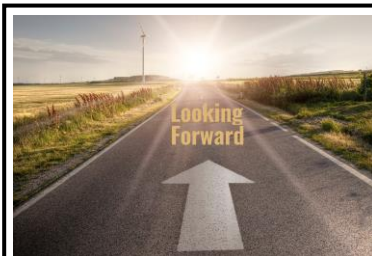


**The Official News Letter of the Ottawa MG Club**

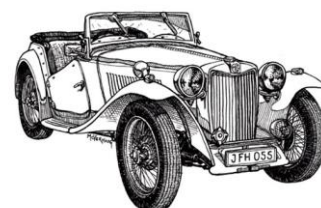




This Month: [Hugo Leech Memorial Award](#) | [Paul Williams Memorial Run](#) | [OMGC AGM 2021](#) | [2021 New Members](#) | [Member's Profile](#) | [Christmas Party 2021](#) | [YouTube Finds: Restoring Door Caps](#) | [MG Crossword Puzzle](#) - [Lessons Learned - Voltage Stabilizer Repair- MG 2022](#)



- **January 20<sup>th</sup>, 2022**
  - OMGC Monthly Meeting January Cancelled due to Omicron COVID
- **February 17<sup>th</sup>, 2022**
  - OMGC Monthly Meeting February [status to be announced] (6:00 pm)
- **March 17<sup>th</sup>, 2022**
  - OMGC Monthly Meeting February [status to be announced] (6:00 pm)
- **April 21<sup>st</sup>, 2022**
  - OMGC Monthly Meeting February [status to be announced] (6:00 pm)
- **June 19<sup>th</sup>, 2022**
  - MG 2022 - Peterborough



## President's Report

Happy New Year MGers! I hope this newsletter finds you well and perhaps thinking about the upcoming driving season! A new club executive is in place and before long a schedule of club activities will be established for 2022. Of course, we plan to continue with our core activities, and there are a good many of those. However, there is always room for new activities. Do you have an idea for a club activity that you would like to organize? Now is the perfect opportunity to bring those ideas forward!

Hopefully, 2022 will mark a return to a normal OMGC year filled with fun and driving!

Safety Fast

Mike Westland

## The Hugo Leech Memorial Award

At the AGM in November, the Hugo Leech Memorial Award trophy was presented to Club member Andy Bounsall, pictured on the right in his MGA. Relatively new club members may not know too much about Hugo Leech. He was one of the co-founders of the Ottawa MG Club back in 1990. If you would like to learn a bit more about Hugo, and the annual Hugo Leech Memorial Award, you can click on these links:

- [All About the Hugo Leech Memorial Award](#)
- [Hugo Leech Memorial Award Notes](#)
- [Hugo Leech Obituary](#)



**NAMGAR**  
North American MGA Register

Found something that would interest other club members?

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



## Paul Williams Memorial Run- 2022

Club member Terry Haines has provided us with some preliminary information about the 2022 edition of the Paul Williams Memorial Run. In past years, this event has been conducted in August - however, in 2022, this event will be conducted in late May (Saturday May 28 - Sunday May 29)

This note is simply to give you some preliminary information so you can mark it on your calendars. Specific booking details will be announced in a timely fashion in 2022.

The departure point will be announced later, and the plan is to have all participants arrive at the Inn prior to 12:00 noon. Lunch will be at the Inn.

A "Heart of the Islands" cruise will be arranged for the afternoon. Dinner will be at six o'clock in the Watermark Restaurant which overlooks the water. The costs will be:

- Rooms are \$267.60 for single and \$330.20 double, both plus taxes.
  - These costs include Saturday dinner, overnight accommodation, and Sunday breakfast. Lunch and alcoholic beverages are not included on the 28<sup>th</sup>.
- Cruise costs are \$22.00/ person plus tax.

There will be plenty of time in the New Year to remind everyone of this plan and go over all the nitty-gritty details.

## 2021 New Members

We would like to acknowledge and welcome all new members who joined our club in 2021 and we look forward to meeting them and having an exciting 2022!

- |                       |                   |
|-----------------------|-------------------|
| • Scott Doran-Veevers | • Gino Candussi   |
| • Dan Gates           | • Keenan Smit     |
| • Debbie Bishop       | • Bruce Burgess   |
| • Matthew Murnaghan   | • Gordon MacIsaac |
| • Peter Sanderson     | • Allison Barker  |
| • Chuck Skrok         | • Larry McGregor  |
| • John Johnson        |                   |



## YouTube Finds- Restoring Door Caps on 1977 MGB roadster

**SAVE ALMOST \$ 200.00!**



# The OMGC AGM 2021

**By: Len Fortin**

The Annual General Meeting of the Ottawa MG Club was conducted on November 18<sup>th</sup> at the CoBrie Restaurant (Carlingwood Shopping Centre). OMGC AGMs tend to be full of fun stuff for participants to enjoy. And we try to keep the formal stuffy business items to a minimum. And this AGM offered an agenda containing videos; awards; a brief financial status; slideshows, Executive Committee confirmations, and other bits of important information.

New club member John Johnson introduced himself and he was presented with OMGC name tags for him and his navigator. A short PowerPoint show reminded us all about the meetings and events that were able to be conducted during 2020 & 2021 during the COVID-19 situation. A couple of Technical Spark Awards were presented; one to Andrew McCue and one to Jordan Jones.

Trish Adams and Pierre Ranger were individually presented with special Past President awards. As you know, Trish was asked to extend her 2-year term as President (2018 & 2019) and stayed on for another year in 2020. And Pierre Ranger, who was President in 2012/2013, took the President portfolio in 2021. Many thanks to these two people for guiding the Club during these unusual COVID-19 times.

We watched an informational video about MG2022, to be hosted by the MG Car Club of Toronto in Peterborough [June 19-23]. This MG2022 edition is the 30<sup>th</sup> anniversary of the 1<sup>st</sup> NAMGBR Convention; it was also managed by the MG Car Club of Toronto in Peterborough. It looks like this edition of the NAMGBR event will be very successful. The Ottawa MG Club will be conducting the FUNKHANA event at MG2022. An overview of the plan to operate this FUNKHANA was presented, to show club members how it will work and to ask for volunteers to help at the various FUNKHANA stations around the course.

The OMGC Treasurer presented a brief review of the Financial Statement. The Club has a very sound financial position.

Several new faces were confirmed to hold OMGC Executive Committee portfolios. Here is the list of people who will guide the Club through 2022 & 2023:

President: Mike Westland	Vice-President: JP Lacroix
Treasurer: Jeff Cohen	Regalia: Trish Adams
Newsletter: Peter Sanderson	Webmaster: Len Fortin
Membership: Julie Westland	Technical: remains vacant

As you can see, with one Portfolio yet to fill, there was some discussion about the importance of getting volunteers to fill this vacancy.

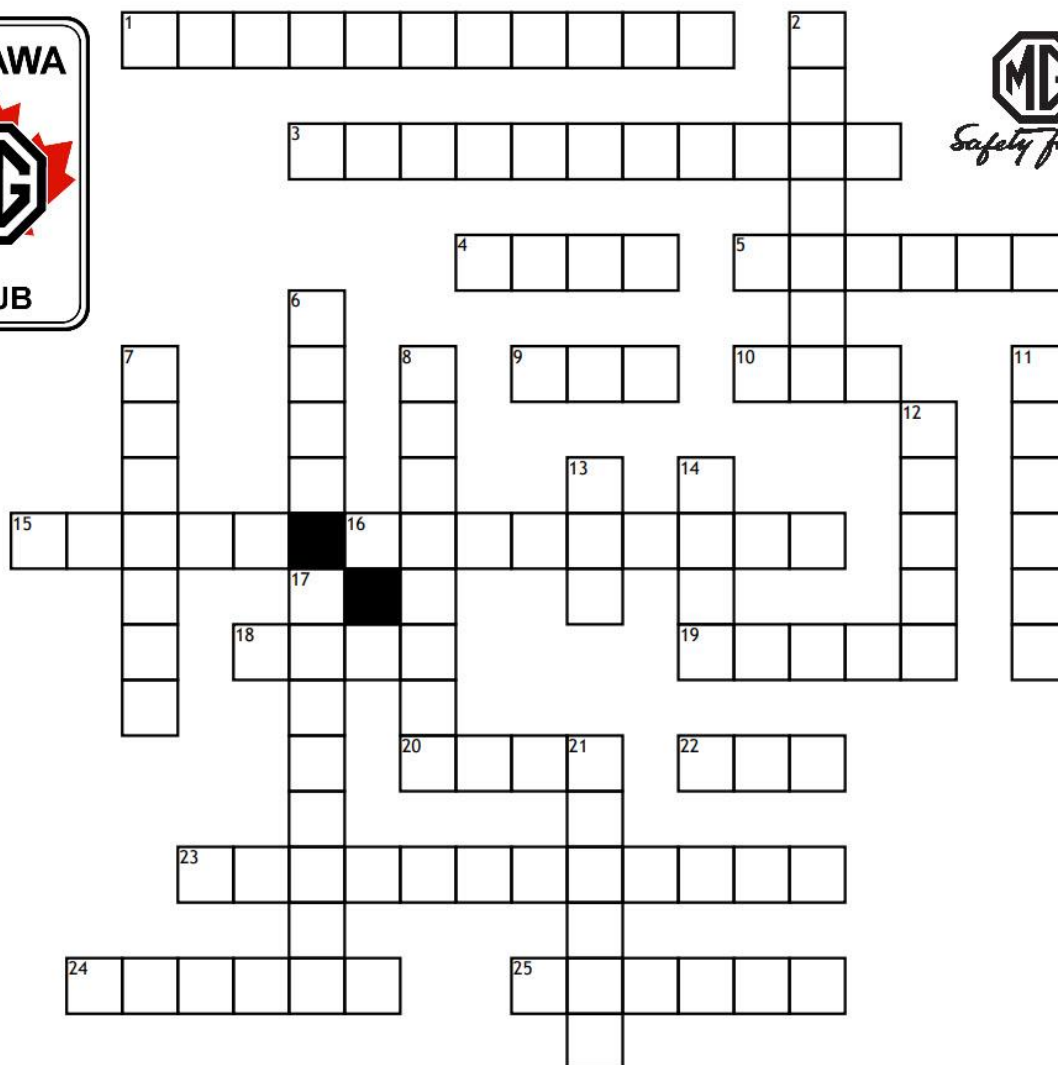
Sarah Arscott reminded folks about Photo Submissions for the 2022/2023 full colour calendar.

The Hugo Leech Memorial Award trophy was presented to Andy Bounsall.

# MG Crossword

Print and test your skills. Answers will be in February edition of the Dashpot

## Ottawa MG Club Puzzle Number One - January/2022



### Across

1. The \_\_\_\_\_ is a grand touring ride for historic vehicles taking place in the fall of 2022
3. The MG TD moved forward with \_\_\_\_\_ front suspension
4. Most MG owners shop at \_\_\_\_\_ Motors
5. MG was founded by Cecil \_\_\_\_\_
9. The SU Carburettor has a Piston Lifting \_\_\_\_\_
10. Which Model MG was in James Bond, The man with the Golden Gun?
15. Prince of Darkness

16. Len Fortin and the OMGC will organize the \_\_\_\_\_ at MG 2022

18. English term for trunk

19. A timing \_\_\_\_\_ helps when performing a tune-up

20. MGB's rear brakes are \_\_\_\_\_ Brakes

22. What month is Drive Your MGA Day?

23. The MG 2022 will be held in what city?

24. The first MGs were sold by Morris Garage in \_\_\_\_\_

25. What is the smallest MG?

### Down

2. The English term for pinging is?

6. English term for Clearance

7. The MG TC had no \_\_\_\_\_ in first gear

8. Valves need to be \_\_\_\_\_ periodically

11. The distributor often requires its \_\_\_\_\_ to be adjusted

12. MG is known for safety \_\_\_\_\_

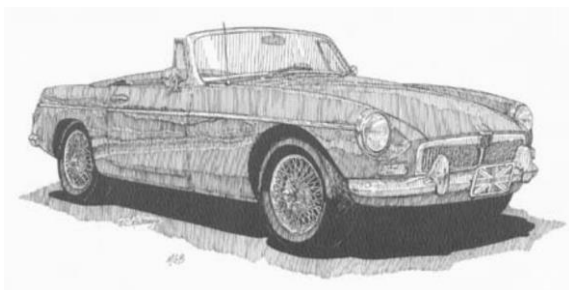
13. OMGC members save on a \_\_\_\_\_ Membership

14. The \_\_\_\_\_ Williams Memorial Run is held yearly

17. The MG TF is a rear wheel drive \_\_\_\_\_

21. The MG marque originated from \_\_\_\_\_ Garage?

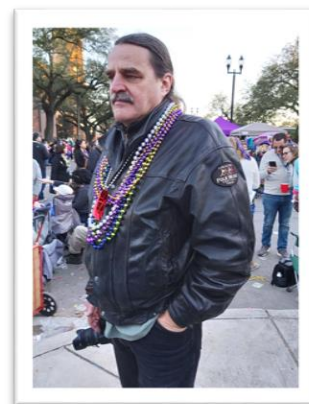




# Ottawa MG Club

## Member's Profile

<b>Name:</b>	Tim Martin – Member # 500
<b>Current MG Model and Year:</b>	1980 MGB with an aluminum V8 from a '62 Buick.
<b>Find me online:</b>	Martin57@sympatico.ca
<b>Find me on the map:</b>	Tara Drive, Ottawa, ON
<b>Date Completed:</b>	December 10, 2021



### 1. Describe your first experience with an MG, and how old were you?

- In my late-teens in the mid-seventies a friend loaned me his ('73?) B so I could take my new girlfriend on a day trip from Waterloo to Stratford ON, on a perfect fall day. That day remains a fond memory. My brother has owned a '73 B since the early nineties. It never occurred to me that I would one day get one.

### 2. How many MGs have you owned? (List them)

- Only this one!

### 3. Which MG was your favorite?

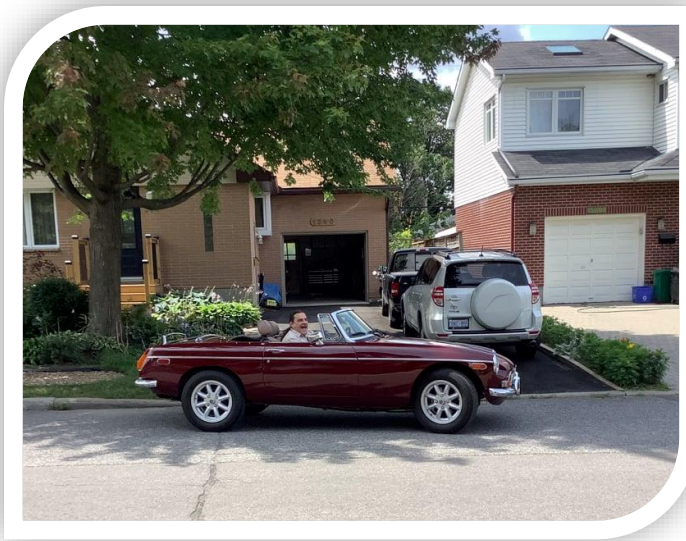
- I've only owned this one, and don't know a lot about the various models, so I am not sure. I do like the TD, and if I were collecting cars I would add an MG Magnette into the mix, I think.

### 4. Talk about the most challenging repairs and/or break downs you have experienced with your MG:

- The biggest challenge was accepting, when I bought the car last fall, that it needed more work than I had anticipated, and that the only practical solution was for me to learn some mechanical skills. Once I embraced that challenge, doing the actual mechanical tasks -- changing the radiator, replacing the rear end, some work on the top end of the engine -- was a relatively enjoyable learning experience. But this winter I have to pull the engine and transmission, to see what's wrong with either the throw out bearing or the clutch and that has me feeling intimidated!

### 5. Are you a Daily Driver, a tourer, a fair-weather driver or just an event driver?

- So far, I am mostly a novice mechanic, but I hope I will get to be a daily driver, and even a tourer if I get the car running well enough. I grew up in Sault Ste Marie, so I look forward to doing a road trip in that direction next summer, and maybe even a loop around Lake Superior. My car will never be a show car: I own it for the pleasure of driving.



**6. Do you generally ride alone, or do you have a navigator? If you have a navigator, who is she/he?**

- Catherine loves our car and joins me whenever she can.

**7. Dare share an awkward or embarrassing MG Moment?**

- Fortunately, we haven't yet had one!

**8. What is the best place an MG has taken you? (Describe the journey)**



- I've only been driving the car since last July, and it still has some unsettling quirks, so we haven't ventured far. But we did make a lovely afternoon of a loop through Almonte and Pakenham, past White Lake to Calabogie, then to Perth on the 511 and home again via back roads.

**9. Tell us why you drive an MG?**

- For fun! For the sounds and the smells and the wind and the feeling of the transmission and of the tires gripping the corners. For the laughter in Catherine's eyes.

**10. If I could grant you one MG driving wish, what would that be?**

- A multi-week road trip with Catherine, one with good weather, lots of adventure, and no serious breakdowns.

## Christmas Party 2021

By: Peter Sanderson

The OMGC 2021 Christmas party was held at the Britannia Yacht Club on December 4th, 2021. The party was well attended by 40 members. There was a live band playing Christmas music, rock and roll mixed in with some smooth jazz. The band was Roxy Swan Trio. The food was excellent and included assorted canapés upon arrival and a full-service bar. The meal started with a curried carrot and ginger soup followed by a wonderful spring mix salad with a dill and lemon vinaigrette. The main course was buffet style and included beef tenderloin, turkey, vegetables, herb roasted potatoes with stuffing, cranberry sauce, and many other condiments. The dessert was a black forest cake and fresh fruit. After dinner the band tempted many onto the dance floor. Overall, it was a wonderful evening where some new members such as me, had the opportunity to meet many long time club members and discuss MG cars.



## Lessons Learned

By: Peter Sanderson

When I agreed to continue the time-honored tradition of issuing the Dashpot each month for the Ottawa MG Club, I decided to do a little research (self training). My first step was to review the older Dashpot issues from the website. It was intriguing to see how the flavor changed from the very first listed Dashpot on the website, July 1990 until last month's Dashpot, November 2021. That's a 32 year long tradition that must be carried on and carried on it will be!

The more I started to read these past issues, the more intriguing they became. They were full of excellent articles, step-by-step how-to instructions, great ideas, and advice on MGs with a few chuckles mixed in like a chef's salad.

Of course, times have changed. In 2005 there were few internet articles, and many people did not have access to links, websites, and blogs. The size of the Dashpot's pages have shrunk because of this new ability to access internet links to off site articles and events. However, I found many gems hidden among these past issues with no quick way of finding them (other than reading them all).

Additionally, we have about 59 members who have joined the OMGC since 2015.

Therefore, I thought it would be fun and beneficial to newer members to have a section each month highlighting some of the best articles published in the past Dashpots that still have value today. Hence the section title, Lessons Learned!



### This month's pick is Mike's Tech Topic # 2

MGB VOLTAGE STABILIZER REPAIR – Dashpot Autumn 2006 (15-Years Past)

## MIKE'S TECH TOPICS #2: MGB VOLTAGE STABILIZER REPAIR

You turn on the Ignition in your 66 MGB and the fuel gauge needle doesn't move although you know the tank is half full. You're driving your 70 MGB at 50mph and all seems well but the oil pressure wavers around from 50 to 10 psi, simultaneously the temp gauge swings from 180F to 120F and the fuel gauge shows that you are nearly out of gas! What the \*\*\* is going on??? Is it an attack by the "Prince of Darkness"? No! It's the Smiths Instruments voltage stabilizer dying under your dashboard.

So, what is the function of the voltage stabilizer? The electric instruments e.g., fuel gauge (all cars), temp gauge (all post 1968 cars), and oil pressure gauge (approx. '68-'72 cars) need to be fed from a stable supply of nominally 10 volts rather than directly from the "12 volt" system. This is because they are voltage sensitive and since the car's electrical system voltage varies from 12 to almost 15 volts depending on the state of charge of the battery, their readings would vary accordingly. To create this constant 10 volts supply a device called a "voltage stabilizer" is required.

MGB voltage stabilizers operate mechanically and contain bi metallic strips heater wires and contacts that continuously open and close, so they don't last forever. They are packaged in a little grey metal box about 1" X ½" X 1/2" with 2 terminals on the top, connected to green and green/light green wires.

You will find the unit behind the dash it's mounted on the firewall on the driver's side close to where the steering column passes through into the engine compartment.



1 Voltage Stabilizers





2 On the left is the earlier version up to 1968, right is later...

If the stabilizer in your car has died or is dying you have 2 options.

1. Buy an aftermarket replacement of dubious quality, cost about \$30,
2. Take advantage of modern electronics and fit a solid-state chip inside the case of the old unit. The gauges will then be accurate with stable readings, forever and the chip costs about one dollar!

## Here's how to do the electronic upgrade:

You will need the following:

### Tools:

- Soldering iron and flux cored solder.
- Needle nosed and broad nosed pliers
- Drill and 3/16" bit
- Vise
- Small Hammer
- Small screwdriver with thin blade
- Tin Snips

### Components:

- 1" Heat shrink tubing 1/16" diam. (small piece of PVC electrical tape will do).
- Voltage regulator chip TI (Texas Instruments) # uA7810CKC (OMGC members, call Mike Daniels for your FREE sample!).

## 1. Early Version Upgrade:

- Drill out the two rivets which attach the stabilizer assembly to the metal can, taking care not to drill into the brown phenolic insulating board or the brass 'E' connecting strip.
- Carefully remove the stabilizer assembly from the can, it should look like the L.H. image in Fig.2
- Remove and discard the bi-metallic strip assembly by cutting the spring 1/4" from the 'I' terminal and cut off the fine green wire from the 'E' terminal.
- Carefully bend the remaining ¼ 'tab so it is perpendicular to the support board Prepare the 3 attachment terminals by tinning them thoroughly using the flux-cored solder.
- Using a pair of needle-nosed pliers shape the leads of the voltage regulator chip, avoiding sharp bends and ensuring that you start the bends at least 1/16 "away from the device body as shown in the picture below. The leads are quite brittle, so care is required.
- Solder the three device leads carefully to the terminals.
- Check that the connections are correct i.e., looking at the top side of the chip (heat sink tab facing away from you), the centre lead is 'E', top lead is 'I', bottom lead is 'B'. (Note: The Tab and centre terminal of the chip are internally connected to ground (E) the same as the housing can, so it's not a problem if the tab touches the can).
- Place the assembly into the metal can replace the drilled-out rivets with nuts and bolts It should look like the L.H. image in Fig 1.
- Re install your new hi-tech precision regulator in your M.G.



3 The voltage regulator chip soldered in position

- BEFORE turning on the ignition double check that the light green/green lead (LGG) goes to the 'I' terminal and the green (G) lead goes to the 'B' terminal and the fixing screw to the firewall is tight
- Turn on the ignition, et 'voila' your gauge will now read rock solid and will be more accurate than ever before.

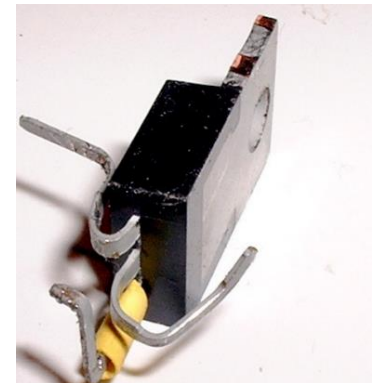
## 2. Later Version Upgrade:

This unit is more difficult to dismantle. The requirement is to gently bend back the crimped edges of the can so that they can be re-crimped later without breaking off, and to be able to remove the stabilizer assembly phenolic board without damaging it.

- Start by levering back through 90 degrees the two short tabs with a thin blade screwdriver
- Repeat the process on the long side (the one which has the unit mounting tab on the base of the can) e.g., the RHS of the can shown in Fig. 4 below. Be careful not to damage the grounding (E) terminal that is wrapped over the edge of the stabilizer board.
- Next, the opposite long side of the can needs only to be prized up slightly just enough to allow the stabilizer board to be lifted out of the can.
- The underside of the board should look like the RH image on Fig.2.
- Remove and discard bi-metallic strip assembly by cutting it off the board leaving  $\frac{1}{4}$  "of the spring attached to the terminal post Carefully bend this to form a vertical "tab".
- Remove the flat copper strip ('B' terminal) by bending, it will break off easily at the rivet.
- Disconnect the green wire from the loose grounding tab.
- Carefully bend the 3 leads of the chip as shown in Fig 5 so that the 2 outer leads will match up with the 'I' and 'B' terminals.
- Insulate the 'B' terminal lead with heat shrink tubing or a small piece of PVC tape.
- Start bends at least 1/16" away from the plastic body.
- Prepare the 2 attachment terminals and the loose ground tab by tinning them using flux cored solder, also lightly tin the 3 leads of the chip.



*4 Showing the Stabilizer assembly removed from can*



**Fig. 6a Chip installed and soldered into position**

- Solder the chip into position on the board as shown in Fig. 6 a & b.
- The ground lead should be soldered to the ground tab which will be bent around the edge of the board.
- Insert the completed assembly back into the metal can. Take care that the grounding tab is wrapped around the board such that a small portion of it is visible on the top side. Note: the metal heat sink of the chip is internally connected to the ground pin so it's not a problem if it touches the wall of the can.



*6 Chip installed & soldered into position*



**Fig. 6b Chip installed and soldered into position**

- Referencing Fig. 7 Start to crimp the edges of the can over the board.
- First the two short tabs just tight enough to locate the board evenly in the rim of the can.
- Then carefully roll over the fully bent back long edge taking care to trap the grounding tab in the joint Finish the crimping by putting each side in turn in the vice and ensure that the ground tab is trapped tightly to the can.



*6B Chip installed & soldered in position*

**Fig 7 The finished product**

- Re install your new hi-tech precision regulator in your M.G.
- BEFORE turning on the ignition check that the light green/green lead (LGG) goes to the 'I' terminal and the green (G) lead goes to the 'B' terminal and the fixing screw to the firewall is tight.
- Turn on the ignition, et 'voila' your gauge will now read rock solid and more accurately than ever before.



*7 The finished product*

## MG 2022

\*\*\* MG2022 Update - January 2022 - Happy New Year! \*\*\*

The organizing committee of MG2022 continues to work behind the scenes to ensure all our participants enjoy a memorable and fun-filled convention. Registration opened at the beginning of December and our team has been overwhelmed by the fantastic response we have seen thus far.

At the time of writing this update, we are down to our last 10 convention rate hotel rooms. All this allocation at the Holiday Inn has now sold out and the remaining rooms are at the Best Western. Standard rates at both of those hotels are still available by making your own arrangements directly with these host hotels themselves. Peterborough also offers several other choices for accommodations including hotels, motels, traditional bed & breakfast, AirBnB and some excellent campgrounds in the local area.

Our activities are also filling up fast. We kick things off on Sunday when registration opens at the Holiday Inn, followed by the NAMGBR Meet & Greet where you will be able to meet the organization's officers and registrars.

Monday will have a full schedule of programming including numerous Tech Sessions, Guided Tours, a Rallye and Funkhana during the day, followed in the evening by our Parking Lot Party at the Holiday Inn. We will also have self directed driving routes mapped out for those who wish to explore Peterborough and surrounding areas in their MG.

Tuesday brings us another full day of activities including the famous John Twist Rolling Tech Session plus more Indoor Tech

Sessions, Guided Tours and the Hagerty Driving Experience followed in the evening by our Group Dinner at Lang Pioneer Village and then later by our Pub Night.

Wednesday is the day you have all been waiting for. The Car Show is the main feature of all NAMGBR conventions. We will have all the standard NAMGBR classes for MGB, MGC, Midget, 1100/1300 and Post Abingdon cars plus classes for MG T-Series, MGA, MG - Other and British - Other. You do not need to bring a NAMGBR sanctioned car to participate in our car show and we encourage owners of all MGs to consider bringing their cars to MG2022.

This year's show will take place at Nicholls Oval Park, only a short 5-minute drive from the host hotels. This was the site of the Car Show at the inaugural convention in 1992 and we look forward to making our return to this beautiful location and filling it with hundreds of MGs. There are washrooms on site, plus lots of trees for shade, a playground with splash pad for our youngest enthusiasts and a covered pavilion just in case of any inclement weather. We have lined up a DJ to play British Invasion tunes, some food trucks and British Car related vendors to offer a complete MG Car Show experience.

The Car Show is followed by the Awards Banquet at the Holiday Inn. Ticket holders will be provided with a hearty meal and once the dinner has finished, we will open the Awards Ceremony to all participants. Covid restrictions might make it a bit challenging to fit all participants into the banquet facility, but we are working on finding a way of having the ceremony broadcast on a live feed into one or two of the hotel's conference rooms. You will not want to miss our Guest Speaker coming all the way from the UK, Dr. Ian Pogson, who spent many years working on Post Abingdon cars for MG. His stories and tales from the modern factory are not to be missed.

Thursday morning, we say farewell with a Pancake Breakfast to promote MG2023 in Calgary. We look forward to hearing more about MG2023 from the Calgary MG Club. I have personally visited the host hotel for MG2023 and can say it will be a fantastic location for another NAMGBR convention.

As previously mentioned, our activities are filling up fast. Some are available on a limited/first come first served basis so please consider registering as soon as you possibly can at [www.mg2022.org](http://www.mg2022.org) to avoid missing out.

Safety Fast!

Jeremy Holdsworth

MG2022 Vice Chair





In Canada — 1960s

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— ROAD AND TRACK



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