



the Dashpot

February 2022 Edition

MG 2022
June 19-25, 2022
Peterborough

This Month's Highlights

- **OMGC Member Wins – Henderson Brewing Co.**
- **SU Carburetors**
- **MG Techy-Time**
- **MGB Ownership**
- **Local Travel**
- **New Bumper Stickers**



The Official News Letter of the Ottawa MG Club

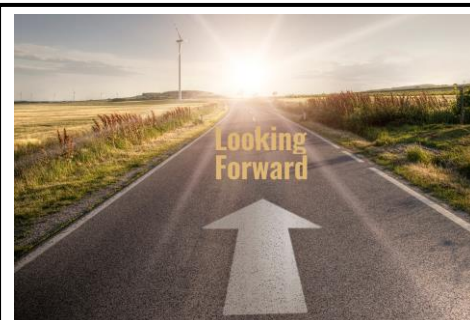
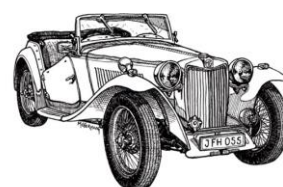


Table of Contents

February Monthly Meeting – February 17 th , 2022, at 7:00 PM	2
The Tale of Tuning SU Carbs.....	2
Introducing the 2022 OMGC Executive Team and their MGs.....	3
MG 2022 Update.....	4
Ontario Staycation Tax Credit.....	4
Local Travel – Submissions Wanted	4
Member's Profile.....	5
Daryl Wade.....	5
Mary Attwell.....	7
Chris Hollum's British Parts	8
Lessons Learned	9
MG TECHY-TIME (One, Two, Three, Four and Five).....	9
Intermittent Wiper Control	9
I'm Feeling a Little Erratic.....	9
Bail Me Out Captain	10
That's A Bit Greasy Isn't It?.....	10
Tidbits	11
Mike Walker – OMGC Member selected by the Henderson Brewing Co	12
MG Word Game - Print the page and test your skills... ..	13
SU Carburetors – Send them out or rebuild them yourself?	14
SU Carburetors by Island Automotion Ltd.....	16
Youtube Find for February 2022	17
New Members.....	18
Club Bumper Stickers	18
HELP US SERVE YOU BETTER	19

- **February 7th, 2022**
 - [Valentines Gathering Online](#)
- **February 17th, 2022**
 - OMGC Monthly Meeting
 - [Zoom Meeting](#)
- **March 17th, 2022**
 - OMGC Monthly Meeting
 - TBA
- **April 21st, 2022**
 - OMGC Monthly Meeting
 - TBA
- **May 7th, 2022**
 - [Drive Your MG-eh! Day](#)
- **May 28th, 2022 – May 29th, 2022**
 - [The Paul Williams Memorial Run to Gananoque Inn](#)
- **June 19th, 2022**
 - [MG 2022 – Peterborough](#)
- **July 17, 2022**
 - [Brits-In-The-Park Annual Gathering](#)



The TransCanada is a grand touring ride for historic vehicles taking place in Fall of 2022. Composed of discoveries and surprises, spiced with a hint of adventure, with the spirit of camaraderie, where you will be able to discover Canada. Ready for the conquest of Western Canada? [Click Here for more information](#)

February Monthly Meeting – February 17th, 2022, at 7:00 PM



Our meeting this month will be held online, and we are pleased to have a guest speaker from [Abingdon Spares](#). We will be using **Zoom** to connect with all our members.

Please confirm your attendance so that we may plan to have a seat for everyone who wishes to participate. [Click here to Confirm Attendance](#) or scan the QR Code on your phone.

Please join the meeting between 6:50 and 6:55 on Feb. 17th, 2022, using this link: [Click Here to Join the Meeting](#)

If you have never used Zoom before and may require assistance, please contact Peter Sanderson for help at newsletter@omgc.info.

The Tale of Tuning SU Carbs

Club member Mike Price sent us the attached poem several weeks ago. He created the poem (he calls it a “ditty”) after he was attempting to get his SU's to stop leaking in 2021.

Co-Written by: Mike Price and Len Fortin

(To the rhyming pattern of "The Cremation of Sam McGee" by Robert Service)

Of ferrules and glands	Do I wring my hands	This tale I tell to you
And myself console	Just to soothe my soul	While I fiddle with each SU
There are strange things done	In my basement glum	While messing about with SU's
The brothers Skinner	Would be off their dinner	Should they see what I might do
My piston dampers	Are like picnic hampers	A pot-pourri within
But with ferrules and glands	Do I show my hand	And perhaps my greatest sin
Now with glands and ferrules	One risks the peril	Of a ferrule so old or thin
Any leak from the bowl	Would frighten one's soul	Yet still I pressed it in
My heart & my mind	Felt good thoughts - the same kind	But I worried a bit in my gut
Then attached it square	Then snugged it fair	With a twist of a quarter inch nut
To the click of the pump	From the fuel tank sump	The benzine flowed at pace
To the top of the bowl	And into the hole	Did the fuel continue to race
Bypassing the gland	And soaking my hand	With the rag I held below
The air became blue	And the neighbours flew	With their children close in tow
Of ferrules and glands	Do I wring my hands	While I clean up the ugly mess
And myself console	Just to soothe my soul	But I really must confess....

At least it's not a Stromberg!!

Introducing the 2022 OMGC Executive Team and their MGs

Besides specific responsibilities, your Executive team works together to ensure there is a variety of activities for your interest and enjoyment, keeping you informed through regular broadcasts and “The Dashpot”.

	Mike Westland OMGC President president@omgc.info Member Since 2010	1974 MGB 1970 MGB0-GT 1967 MGB-GT-Special	Acts as CEO of the Club. Presides over all meetings. Ensures relationships are maintained with other clubs, national and international MG Registers, groups, and resources.
	J-P Lacroix Vice-President vicepresident@omgc.info	1969 MGB-GT 1969 MG Midget	Assumes responsibilities of the President in his/her absence. Arranges monthly meeting locations. Posts driving routes on the website.
	Len Fortin Webmaster webbie@omgc.info Member Since 1990	1960 MGA 1977 MGB 1973 MGB	Maintains the website and ensures the Club calendar is up to date. Dispatches broadcasts as necessary, in conjunction with the Comms Director.
	Trish Adams Club Regalia regalia@omgc.info Member Since 2008	1970 MGB 1973 MGB-GT	Manages the sale, ordering and delivery of Club regalia items.
	Jeff Cohen Treasurer treasurer@omgc.info Member Since 2014	1970 MGB 1977 MG Midget	Manages/maintains the Club's financial records. Posts quarterly reports on the website.
	Julie Westland Membership membership@omgc.info Member Since 2010	1974 MGB 1970 MGB0-GT 1967 MGB-GT-Special	Manages/maintains the Club's Membership database. Provides new members with welcome/orientation package. Coordinates distribution of Club calendar to renewing and new members.
	Peter Sanderson Communications newsletter@omgc.info Member Since 2021	1980 MGB	Edits and publishes “The Dashpot”, the Club's monthly newsletter. Dispatches broadcasts as necessary, in conjunction with the Webmaster.
TBA	Position Vacant Technical Director JP Lacroix is acting as Technical Director	TBA	Coordinates meetings/sessions with facilities and capable members to address MG issues of a technical nature. Liaises with related businesses/skilled resources.

MG 2022 Update

By: Peter Sanderson, Communications



The organizing committee of MG2022 is very pleased to announce that we have selected the PRHC Foundation as our charity of choice for the convention. A significant portion of the profits from MG2022 will go directly to this foundation, ensuring our convention will leave a positive and lasting impact on the Peterborough community for years to come.

For more information on the PRHC foundation, please visit their website at <https://prhcfoundation.ca>.

Ontario Staycation Tax Credit

Great news to start off the year for OMGC members who reside in Ontario! The Ontario Staycation Tax Credit has been officially rolled out and that means savings on accommodations booked within Ontario during 2022. Events such as the MG2022 are all eligible for these savings.

The temporary Ontario Staycation Tax Credit for 2022 aims to encourage Ontario families to explore the province, while helping the tourism and hospitality sectors recover from the financial impacts of the COVID-19 pandemic. Ontario residents can claim **20% of their eligible 2022 accommodation expenses!** For example, for a stay at a hotel, cottage, or campground, when filing their personal Income Tax and Benefit Return for 2022, you can claim eligible expenses of up to \$1,000 as an individual or \$2,000 if you have a spouse, common-law partner or eligible children, to get back up to \$200 as an individual or \$400 as a family.

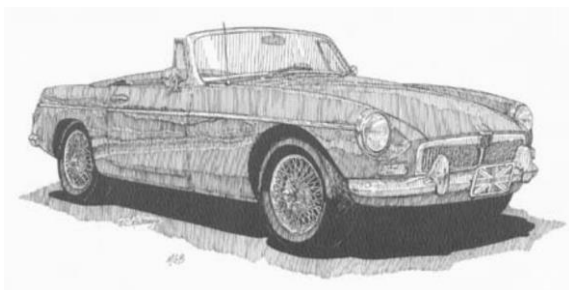
More details can be found at the following link. [Ontario Staycation Tax Credit](#)

Finally, a friendly reminder that if you are considering attending MG2022, we encourage you to register as soon as possible as activities and hotels are filling up fast. This will be a 4-day festival of all things MG that you will not want to miss. It would be great to see as many members of our proud Club as possible supporting what is a very prestigious event within the North American MG scene. For information or to Register [Click Here](#)

Local Travel – Submissions Wanted

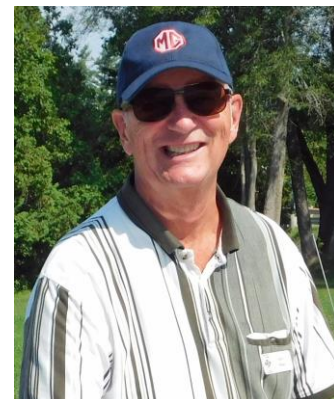
A new travel feature that highlights where members live is being planned for future issues of the Dashpot. It's an opportunity for members to write about the village, town, or area of the city in which they live, and tell us about its history, things to do, great places to eat and enjoy a beverage, special attractions to visit, and other hidden gems. It could be as simple as a 100-year-old Maple tree, a tiny museum, a lock, or where a battlefield used to be. Every place offers something unique! These articles will be great source of inspiration and interest to members looking for ideas for a Sunday drive. They can appreciate the destinations with new eyes, and while they are there, take a few photos with their MGs for the photo albums on the website. It even sounds like a photo competition for the 2023-24 calendar. (But let's not get too far ahead of ourselves!).

Submit your city, village, or special MG get-away to newsletter@omgc.info.



Ottawa MG Club

Member's Profile



Name:	Daryl Wade
Current MG Model and Year:	1978 MGB Roadster 1968 MGB Roadster (basket case)
Find me online:	
Find me on the map:	Athens, Ontario
Date Completed:	January 2022

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

We were living south of Calgary AB, in 2011. While driving back from Lethbridge, we saw many classic cars on the highway, obviously coming back from a car show. It stirred a longing for a neat ride.

We started to look, and eventually found our current driver, on Kijiji, way out in the sticks west of High River. No one wanted to go look at it, we did and after a quick drive, we bought it. 45K, all new interior, fresh paint. All good!

Never looked back and it continues to put a smile on our face every time we drive it. We even found out that the local Napa store has lots of parts available, and according to the one tech at Napa, the good thing about an MGB is "they don't make enough power to hurt themselves!"

They are contagious, we showed some friends in AB, three days later they bought one. Then friends of theirs bought one, we had friends from BC visiting, they bought one! We were members of the Calgary MG Club, and when we moved back to Ontario, we first started with the Boots and Bonnets club in Kingston, but then associated ourselves with the Ottawa MG club, a much better fit.

Friends from Oakville visited, they bought a nice sky blue one from Belleville. We were promptly informed that the car was "Iris blue". Ours is Leland White, otherwise known as appliance white.

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

Three total, 1978 (driver), 1966 MGB parts car then a 1968 MGB parts car.

3. Which MG was your favorite?

Our '78. Not a showstopper, but it runs well and although not a purebred, the improvements we made over the years keep it running strong

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

A few come to mind, some self initiated and others a necessity.

We were headed on a road trip with a fellow MGB driver, and I had the car in to a shop as it wasn't charging. They advised that they needed to modify some of the wiring to the new OEM alternator, did so and we picked up the car. After driving it back from Calgary, the next day, went to head out and the battery was completely dead. We had to take another vehicle, it turned out they had blown the ignition light in the dash, and this acts as an exciter circuit to allow the alternator to charge.

On our own volition, we completely rebuilt the whole front end, lower control arms, shocks, kingpins, added polyurethane bushings, new calipers, brake rotors, sway bar mounts etc. Then we installed lowered front and rear springs.

We also changed out the single carb to a Webber dual downdraft, with electric choke and headers.

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

We take the car on trips of our own choosing, the furthest was to Stowe Vermont, we attend a lot of events but for the most part, try to avoid inclement weather.

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

I always go places with my navigator and wife of soon to be 46 years. Dorothy Wade.

7. Dare share an awkward or embarrassing MG Moment?

As rough, tough MGB people, we drove back to Calgary from a British car show in Radium Hot Springs in July. We ran in to some "mist" that looked a lot like snow. I was complaining to my wife how the little wipers didn't do a very good job of clearing the windows and she advised that the mist was on the inside. Yup, wiped the window with my gloved hand and sure enough, she was right. We put the top up.

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

Three spots come to mind, Brits Best in Radium Hot Springs BC, Stowe Vermont and probably the best group run, with the Ottawa MG Club to Estimont Suites in Hatley QC. It was incredible seeing that many cars in one caravan.

9. Tell us why you drive an MG?

The MG is such a great little car, fun to drive and an amazing amount of room for a tall guy like me.

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

We would like to do the Tail of the Dragon and the Blue Ridge Mountains Parkway!





Ottawa MG Club Member's Profile

Name:	Mary Attwell
Current MG Model and Year:	MGB 1973
Find me online:	
Find me on the map:	
Date Completed:	January 2022



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

In 1980 I was 21 years old and really wanted a sports car. I had no idea what a MG car was all about but there was an ad under "used sports cars for sale" in the Ottawa Journal. It read "1973 MGB - excellent condition, phone number" so off I went with my mechanic brother Mike and saw the car. I loved it - it was so cute - so bought it! That was the beginning of my 42-year relationship with my B.

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

I have only owned my "Tundra Green" MGB. At one time I considered selling my car and buying another one because the body really needed work. I had a great conversation with Jordan Jones (so knowledgeable) and he convinced me to have the work done and keep my car because mechanically it was an excellent car. It was the best advice I could have got. Over that winter months Adrian Sawyer (so talented) stripped my car down to the shell and replaced all the rusted parts. When it came time to paint it - he asked me what colour? I had always wanted a red car but the rare "tundra green" colour had grown on me. So, I opted to go with the original colour again!



Mary and her 1973 MGB

3. Which MG was your favorite?

N/A

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

In 2004 I went to MG2004 in Parsippany, NJ and as I was driving my car out of the hotel parking lot in a convoy my car died! My MG was pushed back to the parking lots and within 30 minutes I had 15 experts looking at the car with just as many opinions - it was challenging. Turns out the clutch needing replacing and it was done right there from experts!

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

I'm a fair-weather driver these days but I also been a regular attender of the annual MG shows across North America put on by NAMGBR. It has been a great way to visit new places and meet wonderful people who have become lifelong friends. I have attended 16 NAMGBR shows in Peterborough, Washington DC, Lake Tahoe NV, Indianapolis IN, Buffalo NY, Baltimore MD, Vancouver, Cleveland OH, Minneapolis MN, St. Louis MO, Parsippany NJ,

Gaitlinburg TN, Valley Forge PA, Belleville, French Lick IN, and Niagara Falls.

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

I usually do the driving, but my sister Ruth is a regular at MG events, everyone knows her! If I can't make an event Ruth will go with a friend and then she gets to drive.

7. Dare share an awkward or embarrassing MG Moment?

Dan and LouAnn Griswold, friends in Indianapolis IN invited me to fly to their home and then borrow one of their pristine B's to drive to the car show in Gaitlinburg TN. So, we set off for the show and I was following Dan, who has a heavy foot, and then it started to rain, the roads were really slick, LouAnn kept telling Dan to slow down. Well Dan comes to a quick stop, and I drove gently into his MG - I felt sick to my stomach - Dan loves his cars. Good news very little damage but because Dan's cars are immaculate, I bought a new front bumper at the car show and Dan installed it. We're still good friends and have many laughs about that day.

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

My favourite and longest trip was taken in 1995 with Len and Debi Fortin. We went to the NAMBR convention in Lake Tahoe, Nevada. Total driving distance 6024.8 miles! We drove through the United States and the three-week trip had many memorable times and breakdowns (not my car)!



Mary Attwell & Ruth Kadolph - 1973 MGB

9. Tell us why you drive an MG?

Over the years I have come to appreciate these wonderful little British cars. On a work trip to the UK, I was able to make a trip to Abingdon-on-Thames and then could really appreciate the history. I love that when I drive my car total strangers want to talk to you about the car - they use to own one, a relative had one, etc. Recently I've also started to feel younger when I drive my "B" once I fold myself into the car!

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

I'm not sure what my wish would be - I feel lucky to have owned this great car for so long, have been able to meet great people at the

Ottawa MG Club and elsewhere, and have seen so much of Canada and the USA in my car.

I guess my wish would be that since my B was the first car I owned - hopefully it will be the last one I own and drive!

Chris Hollum's British Parts

Club members may remember Chris Hollum (former owner of Christian Hollum Imports)

Chris passed away in August 2021. We have recently heard from Stephen Williams who worked with Chris at his shop for many years. Stephen has taken over from Chris and is in the process of moving the shop. Here is his business card until he gets the move completed.



Lessons Learned

This month's Lessons Learned comes for the 1999 OMGC Newsletter before it was named the Dashpot. These "Techy Tips" are courtesy of our very own, Jordan.

MG TECHY-TIME (One, Two, Three, Four and Five)

From Mr. 'T' (Jordan!)



Intermittent Wiper Control

Now available from the MGOC in the U.K. is a wiper control box that gives you intermittent control. If your interested let me know and I'll help get you one. Modern cars have intermittent wiper control, but our older MGs have either fixed one or two speed wipers. You can now upgrade to fully variable intermittent wiper delay of between 3 and 30 seconds, for less than thirty pounds (around \$72 cdn). It uses the existing wiper switch or stalk control.

It's called 'Smartscreen' and is easily and unobtrusively fitted within an MGB and a Midget. There are extensive installation instructions that are included with the unit, so I won't bore you with them here. The Smartscreen once installed works like this:

Switch the wipers on for about 10 seconds before turning off. The wipers should function normally with the LED flashing for about 3 seconds and then go out. The LED helps you understand the operation of the unit and will not need to be visible once testing is completed. Continue the installation by setting an intermittent period.

- 1) Flick the stalk/switch briefly on then off, the wiper will wipe once. LED will flicker.
- 2) After the desired delay, which must be longer than three seconds but less than thirty, flick the stalk/switch briefly again - the wiper will wipe once and continue to wipe at the set delay. LED will light continuously.
- 3) To set a new delay flick stalk/switch briefly again - the wiper will wipe once, LED will flicker. After the new delay flick the stalk/switch again and the wiper will wipe once and continue to wipe at the new delay. LED will light continuously.
- 4) To cancel the wiper, flick the switch /stalk briefly - the wiper will wipe once. Do not flick the switch again within thirty seconds. (The unit will give up looking for a second command after thirty seconds). Alternatively switch the wipers on continuously for five seconds or more and then off again. Once reset, the LED is off.

I'm Feeling a Little Erratic

Ever had a Rev Counter do funny things? Sometimes this can happen with age. If you see a symptom whereby at various rpm the needle spikes up towards the 7000-rpm mark which results in the engine misfiring and holding back when under load. The problem is it can be at random periods of time (the rev counter can be steady, and the engine can run normally). What causes this is the flexible earthing lead within the distributor which is housed in a cotton braided sleeve and earths the contact breaker plate to the distributor metal casing via a cross head screw.

It can look fine from the outside but if you do an Ohm test with a voltmeter it'll show you the truth. With the absence of this earth lead the contact breaker (which requires an earth path when closed) seeks an earth path through the mechanics of the distributor.

Bail Me Out Captain

Do you remember the little the rubber pipe with a small bowl on the end of the cold air intake drain? These have a tendency to get blocked with muck with the result that in a heavy rain your carpets will get totally soaked (and you thought this was normal!!) When you do unblock it with the help of a screwdriver or such you just won't believe the rubbish that comes out of this silly little thing.

That's A Bit Greasy Isn't It?

Lubricating the front suspension is really quite easy but is often overlooked in general maintenance. You do see a lot of cars around with worn out Kingpins from lack of lubrication. Greasing the suspension is not a difficult job if you are prepared to invest in good quality grease gun and don't mind getting your hands covered in grease! Other components on your MG that may require the attention of a grease gun are the handbrake cable and the cable linkage.

Early model MGs, have additional nipples on the prop shaft as well. You can reach the front suspension grease nipples without jacking up the car or removing the road wheels but it's better if you do from an access point of view. If you do remove them do the obvious thing and support the crossmember on axle stands. Neglected greasing points or nipples often become blocked and ineffective, therefore it is important to ensure that the grease is actually reaching the parts, you wish to lubricate. To effectively grease the Kingpins, it is necessary to get a firm location on the grease nipple and to pump away happily! Some grease will come out around the nipple, but the majority should make its way into the moving parts of the suspension (hence the greasy mess and the need for rags to wipe your handy pandies). It will soon become apparent if you are moving grease into the Kingpin, as the old grease will work itself out from the joints, usually appearing as a worm like thread of dirty grease. If you continue to pump, the flow of grease will increase and eventually become clean. Grease nipples may become blocked. When this happens, grease will not enter the swivel pin but just squeezes out around the nipple. This leaves a huge ball of new grease on top of the nipple and around the nozzle of the grease gun, but there will be no sign of any grease, clean or dirty, coming through the joints in the king pin. Sometimes a nipple can be unblocked by pressing in the ball valve in the centre with the point of a small nail. This will dislodge any solid particles in the nipple itself. However, this will not always cure the problem and then the whole nipple will have to be replaced with a new one. There are many types of grease available. Here is a quickie list of the types available:

3M Grease

A lithium based high melting point grease specifically designed as a wheel bearing grease for use over a wide range of temperatures. Also suitable for general purpose applications and ideal for Kingpins.

Moly Grease

Molybdenum based "moly" grease ideal for stress areas where a high load is applied, such as Kingpins or trunnions.

Heavy Grease

Calcium based grease with excellent resistance to water with good lubrication and anti-corrosion properties. Good for wheel bearings.

Wheel Bearing Grease

Guess what this one's good for!

Red Rubber Grease

A special rubber compatible grease for use on hydraulic brake and clutch components where hardening or swelling of rubber must be avoided. Useful in assembly of rubber components for brake, clutch and suspension units.

Water Pump Grease

A stiff, smooth lime-based grease with excellent water resistance, ensuring unbeatable sealing properties in vehicle water pumps.

Synthetic Grease

Has a wide range of uses. It's not cheap but, has excellent lubricating qualities.

Graphite Grease

Semi-fluid waterproof grease with added graphite for brake cables, chains and road leaf springs. Not suitable for machined surfaces, such as king pins or steering boxes.

Your vehicle needs regular attention people! It a very good idea to lubricate your front suspension every spring or every 6,000 miles. While greasing the suspension, take the opportunity to check everything over. Examine the condition of all bushes, bolts, shock absorbers, wishbone suspension arms, spring pans and mounting brackets. More importantly, make sure you grease the prop shaft, and handbrake cable as these are often missed. If you have wire wheels take each wheel off clean the old grease away from both the splines and the hub and replace with new grease. The whole job of greasing the front suspension can take just a few minutes, and if carried out properly, will allow the main components to last for many more years. If your suspension is not regularly greased, not only will the components wear rapidly, but the steering will become heavy. Perhaps the worst consequence of neglected lubrication becomes apparent when you attempt to dismantle the worn suspension parts. The fulcrum pin on the MG Midget in particular, can become almost impossible to remove from the spring pan, if left without sufficient grease for any length of time. Trust me, I've done it.

I burnt up a whole Saturday trying to remove them! The time and effort required to lubricate the front suspension will be rewarded by improved steering and a considerable extension of the useful life of all the moving parts.

Tidbits

- **Submitted by Bill Bradley**
 - “Here is a podcast that is fun to listen to when tinkering around the garage that members may not be aware of. Maybe a fun thing to share: [MG Car Club Podcast](#)” Currently there are currently 73 stand alone episodes.
 - Bill also pointed out: “Of course why would anyone be tinkering around in the garage, there is never anything to fix, right?”
- Submit your tidbits to newsletter@omgc.info



Mike Walker – OMGC Member selected by the Henderson Brewing Co

In honour of the 60th birthday of the MGB, Henderson Brewing Co and the MG2022 organizing committee have partnered together and are offering a special MGB60 themed 8 pack of MGB themed cans for purchase by attendees of the MG2022 convention.

To properly honour the MGB, a request was made to have MG2022 Registrants provide images of their cars for possible inclusion on Henderson Brewing Co. beer cans. The categories for photo submission were:

1. 1962-1969 - Early Chrome Bumper Roadster - Early Grille with Steel Disc or Wire Wheels
2. 1970-1972 - Recessed Grille Roadster - Recessed Grille with ROstyle or Wire Wheels
3. 1973-1974 - Honeycomb Grille Roadster - Honeycomb Grille with ROstyle or Wire Wheels
4. 1974.5-1980 - Rubber Bumper Roadster - Rubber Bumper with ROstyle or Wire Wheels
5. 1980 MGB LE - NA Spec Limited Edition cars, Black with LE Wheels
6. 1965-1980 - MGB-GT - Chrome or Rubber Bumper - Steel Disc, ROstyle or Wire Wheels
7. 1973-1976 - MGB-GT V8 - Chrome or Rubber Bumper with V8 Wheels and Badging
8. The 8th can in the pack will be adorned with the event and register logos.

Ottawa MG Club member Mike Walker sent in a photograph of his 1968 MGB-GT and his photo was selected for category #6.

Congratulations to Mike!!

Here is the photo Mike sent to the Henderson Brewing Co and the MG2022 organizers:



MG Word Game- Print the page and test your skills...

(Print and enjoy)

O O S N I A T R U C E D I S G D A M P E R 2 F I
 P E G A S S E P E R A T O R T I C K O V E R C K
 R M N O S E B U L K H E A D Y G E A R B O X S B
 2 O U P U B W S M O T O R W A Y I S T B S T O U
 E A U S Y S E Y A L T E R N A T O R U O L O R F
 R G N I K N I P B 2 X B T O P A Y D V F O O H Y
 E S N O W V M R C O Y Y E H C N E R W E L O M R
 L R E M M F A T A R E N N A P S M H R L D A N O
 A O E F Y R Y E E E U C 2 G M H S I H O Y Y I T
 Y T R 2 O O H N G E G E B I 2 L T S W U L T F A
 S E C 2 P G S N W T O G D G E P L R N M C K L U
 E R S O R E R O S M B G N E M P N L O F G R S T
 R U D 2 O Y E B G K E G H I E H O U I W O A D C
 V B N G P E C C O T G W F T R G I E B S T 2 A A
 O R I M S S N F P N E A R O T U N G E O K I S L
 H A W X H P E W F K I O A L X D N N V S O C H G
 H C L B A R L O O C L D O O G G U A I M H T P W
 W U T X F I I P S M S B K I T E R L R R Y T O B
 G S N I T T S A E T O C T O R O T F D C G L T L
 B C 2 Y W E F H E R O X R D F N O Y R E T T A B
 V V L P A S R R D U O C B L S P H S E D A N E G
 P K I S S K X X B N H W C S E I L O V F 2 K W N
 2 K N O E I D S S K A E W N B N G A O F L F B I
 N I P T I L P S O W X R N R E T O O H D S K S W

Alternator

Trunk

RingGear

Torch

Roadster

Fascia

Boot

SpokeWheels

MGA

Fuse

FrogEyeSprite

SideCurtains

Tickover

Petrol

Damper

Bonnet

Overdrive

MGB

RelayServo

GudgeonPin

SplitPin

Silencer

Nose

Bulkhead

Bolt

SUCarburetors

Switch

MoleWrench

Wing

Sump

Actuator

Hooter

Flange

OMGC

Battery

Pinking

Whitworth

Sill

Lorry

Windscreen

Gasseperator

Dashpot

Hood

PropShaft

Trunnion

Spanner

Gearbox

Motorway

MG2022

Midget

SU Carburetors – Send them out or rebuild them yourself?

By Peter Sanderson, Member

After attempting to tune-up my first MGB since the 1970s I came to realize that things were simply not as they were. First there was no British Leyland Dealer offering summer tune-up specials, and local British car experts were few and far between. Furthermore, these experts were mostly booked months if not years out. Then it occurred to me that these carburetors are at least 50 years old and had come from another car, unknown to me.

How many mechanics, owners and other so-called experts had re-built, tinkered with and/or modified these carburetors over the years? How could I even tell what is right or wrong for my engine?

After my first, second and third attempts at sorting my carburetors with help from friends, club members and local experts, I decided to just eliminate the carburetors from the tune-up equation. The only way I could do that was to send them to a professional with a lifetime of experience with these truly “simple” carburetors and have them completely re-built like new. Only then could I eliminate the carburetors as being the culprits when tuning my engine.

That is exactly what I did. I sent them to Island Automotion Ltd in BC, Canada to the attention of Rhys Kent, who will rebuild my two SUs. To send them they needed to be emptied of fuel and damper oil so that they would not smell in the package. This is a condition of shipping by Canada Post, Purolator, UPS and FedEx. I wrapped them in saran wrap and put each carburetor into a large zip lock bag. I then wrapped them with bubble wrap and packaged them safely in a box to be mailed using express post. I took \$ 1,500.00 insurance on the postage.

Within a few days of his receipt of my carburetors I received the first report. I was so excited to read what he had to say about my carburetors. Rhys was able to tell me the number of times people worked on my carburetors, the parts they changed and the parts that were not right for my engine. This was his first report:

I've got both carbs dismantled. At some point they were partially rebuilt. The good news is the throttle shafts were replaced and are in perfect condition. The metering needles were also replaced with the correct “5” profile for 1967-68 engines, and they are also in excellent condition.

The float valves were aftermarket and the float levels incorrect, and the old throttle plates screws were re-used - not a good idea. Both main jets were incorrect for MGB HS4 mounting angles. All those parts are replaced during the rebuild anyways.

**This is the clearance around the shafts as found
- a great deal of air would flow through that.**



Here is the Oilite bushing from the outside



The major item is that the bodies were drilled for replacement bushings. The bushings are "Oilite" type which I find routinely and are incorrect for throttle shafts. The problem is the bodies are drilled already to 3/8 to accept the bushings, and that's the same size for the SU supplied bushings I install. It is unlikely that the drilling was carried out accurately enough to accept my bushings and have the shafts operate smoothly. I will attempt to install the correct bushings and see if they fit and align properly. If they don't then both bodies should be replaced.

The photos show how the Oilite bushings were installed short of the main bore. That would allow air to get around the throttle plates and might have prevented a slow idle. The proper installation is to push the bushing into place close to the main bore to prevent air bypassing the plate. A competent machinist did the previous work, but he did not understand carburetors.

I'll get the parts cleaned up and let you know what I find.

The loose pipe on the front float chamber lid is the vent pipe, and I can re-install that properly at no charge - no need to replace the chamber lid.

I have a good used spring to replace this one, no charge. Those are the four Oilite bushings removed, and the damaged cable clamp which I will replace with new.



After receiving the first report, I did not expect to hear back for several weeks. But to my surprise, a few days later I received my second report.

The photo shows the carbs ready for assembly. As I thought the machining was done very well, so my bushings actually lined up nicely. I've installed them at the correct depth, level with the throttle bores. I also found the correct spring link to go with the replacement return spring, so I have installed that on the throttle interconnecting shaft. Photo of that too. No charge for the link. Re-using the bodies means you get a credit for the shafts and metering needles.



I'll have the carbs assembled by the end of next week. That will go very smoothly at this point, and they will be an excellent pair of HS4's.

Sure enough, a week later I received notice that they were shipped with the tracking number, and he provided some additional information.



Included in the rebuild are six carb to manifold gaskets. The sequence is carb, gasket, spacer, gasket, shield, gasket, manifold. Also supplied are two air filter gaskets. All gaskets are SU Original. The carbs have to be tightened gradually, and without too much torque initially. Over tightening will distort the flanges on the carbs, so just a firm torque. Then after every heat cycle or two, re-tighten the nuts and bring the carbs to final tight over time. Three gaskets makes for a lot of “squish” and that’s why distortion can occur.

I made an unboxing video on YouTube showing them as received and what came with them. You can [click here](#) to watch. So, the question is, would I want to rebuild these myself or am I happy that I sent them out. I suppose this is a personal question that every MG owner must answer themselves. For me, I watched many detailed “How To” videos on rebuilding carburetors and I just don’t think I would have noticed much of what was discovered and corrected at Island Automotion. In my case, I am very satisfied with what I now have.

I had spoken to Rhys on the phone and his knowledge about these carburetors is just incredible. So, I asked him to send me a short article on the types of common issues that exist on the SU Carburetors that he repairs.

SU Carburetors by Island Automotion Ltd



Written by Rhys Kent – January 2022

SU carburetors have been popular since the end of World War II. Although they were used widely before the war, the increased production required by the conflict made their products less expensive and more suitable to postwar automobiles. So today the SU carb can be found on MG, Rolls Royce, Bentley, Alvis, and many other makes from the late 1940’s all the way to the 1980’s-literally millions of them. And like any other device or component, they age and wear out in service.

Wear begins in the throttle shaft and the bores in the body casting that support it. The SU factory supplies a bushing to restore the body to original dimension which then accepts a new shaft. To accept the bushings and maintain alignment requires very accurate machining. Most SU’s have worn severely over the years, particularly those installations that use return springs that off-set the shaft as it rotates. MGB and Volvo HS installations are about the worst in this regard, with Midget and Sprite close behind.

I find some carbs repaired with .010-inch oversize shafts. This is not a proper repair at all and depending on the carb requires expensive replacement parts to restore the shafts to standard size.

The metering needles wear due to misalignment with the jet orifice and corrode from old fuel and any water that is present. The jet orifice will wear oval from the same misalignment. The cork jet seals used on H type carbs (MGA) degrade causing fuel leaks. The HS jet tubes become brittle and can snap which results in a huge fuel leak. HD carbs have diaphragms on the jet assembly, and these also become brittle and crack, and again leak fuel at a great rate. New parts properly aligned (a trick in itself) are the only solution.

Fuel level control is critical. The float hinge pins, the float itself, and the needle and seat, all wear to produce a higher fuel level, causing a rich condition. Floats also leak and become heavier as they fill with fuel, causing rich running and eventual flooding.

In general, all this wear produces a rich condition, and the worn throttle shafts and bores require richening the mixture to allow for a smoother, if not smooth, idle. So, the engine “feels soggy” and the sparkplugs become dark brown or black. No amount of adjustment or fiddling will correct these faults. A proper rebuild is in order.

I use only SU original parts and avoid all the aftermarket parts. I receive carbs that have been apart several times, assembled incorrectly, damaged from mishandling, and have incorrect and substituted parts. Knowing how they should be assembled, machined, and restored are matters of experience – that’s what I have and offer.

Youtube Find for February 2022

For those who can appreciate a concours clean MG, unlike anything I have ever owned, this video may be for you.



New Members

We would like to welcome the following new members who joined OMGC in January 2022:

- Patrick Clark
- Donna Brierley
- Bruce McClure
- Spyridon Xanthopoulos
- Robert Lalonde
- Gary Kristjansson

As a new member, you should be aware of these benefits:

1. Huge savings on CAA Premium Membership – [Click Here](#)
2. Tools for loan [Click Here](#) and Complete List of Club Tools Available – [Click Here](#)
3. Handy List of Parts and Service Providers – [Click Here](#)
4. Need Technical Help or a Roadside Tech Session? Contact our Technical Director technical@omgc.info
5. Have something for the next Dashpot (Newsletter)? E-mail to newsletter@omgc.info
6. Interested in OMGC Regalia? [Click Here](#)
7. MG 2022 – A Must Attend Event 😊 [Click Here](#)



Club Bumper Stickers

I cleaned off some dirt behind my Volt trunk to display this **AMAZING** Bumper Sticker. It proudly displays my membership in the Ottawa MG Club on my winter car with a link to the club's website for anyone who may be interested. Would anyone like one? No problem, they are free, well, almost free 😊.

British Red, White and Blue (*not Polly Blue*) with our club Logo and website. Stick them on your other car or truck's bumper, in your garage or on your toolbox! They are hot off the press! Just because its winter does not mean that you cannot have the "MG" logo on your current means of transportation.



There are 18 more of these beauties to give away, and of course, there are always more where these came from.



You can earn one free bumper sticker for every article you write and submit to the Dashpot that is published. These can include pictures, diagrams and can be on a technical subject or a trip you took. We also want feel-good articles, humorous stories about MGs, technical tricks of the trade, amazing MG road trips and anything else MG related. But most of all, we want some local stories written by our members. We also will give one bumper sticker to someone who sends in 5 Great Tidbits for the tidbit section. You could send one a month for five months or five all at once. So, polish off your keyboard, search through your amazing picture folders and put something awesome together for the Dashpot. Send it to newsletter@omgc.info.

HELP US SERVE YOU BETTER

Please take a moment of your time to complete our online survey about the new features in this edition of the Dashpot so that we may better serve you. About the new look Dashpot, your opinions matter!

[Click Here to Complete the Dashpot Survey](#)

or scan this QR Code on your phone



Bumper Sticker Details

11" Long x 3" High

