



# the Dashpot

March 2022 Edition



**The Official Newsletter of the Ottawa MG Club**

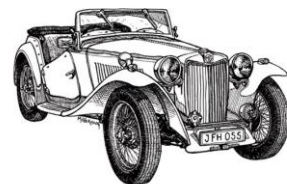




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- **March 17<sup>th</sup>, 2022**
  - [OMGC Monthly Meeting](#)
- **April 17<sup>th</sup>, 2022**
  - [Ancaster British Car Flea Market](#)
- **April 20<sup>th</sup>, 2022**
  - [Spring Carlisle](#)
- **April 21<sup>st</sup>, 2022**
  - OMGC Monthly Meeting TBA
- **April 22<sup>nd</sup>, 2022**
  - [Kimber Festival 2022](#)
- **May 7<sup>th</sup>, 2022**
  - [Drive Your MG-eh! Day](#)
- **May 14<sup>th</sup>, 2022**
  - [Boot'n'Bonnet](#)
- **May 19<sup>th</sup>, 2022**
  - OMGC Monthly Meeting TBA
- **May 28<sup>th</sup>, 2022 – May 29<sup>th</sup>, 2022**
  - [The Paul Williams Memorial Run to Gananoque Inn](#)
- **May 28<sup>th</sup>, 2022 – June 5<sup>th</sup>, 2022**
  - [British Car Week](#)
- **June 19<sup>th</sup>, 2022**
  - [MG 2022 – Peterborough](#)
- **July 17, 2022**
  - [Brits-In-The-Park Annual Gathering](#)



## March Monthly Meeting – March 17<sup>th</sup>, 2022

Place: CoBrie Restaurant 2121 Carling Avenue (Inside Carlingwood Mall)  
Time: Members wishing to order food may do so anytime after 5:00 PM  
Meeting: Official Meeting Starts at 7:00 PM



### Menu

#### **10oz STRIPLOIN - \$ 32.95**

With mash potato, vegetables, and mushroom sauce

#### **HOMEMADE FISH & CHIPS - \$ 17.95**

With tartar sauce and coleslaw

#### **SMOKED MEAT ON RYE - 15.95**

With pickles, coleslaw, and fries

#### **GNOCCHI - \$ 16.95**

With sundried tomato, artichokes and rose sauce

#### **CLUB SANDWICH - \$ 15.95**

With chicken, bacon, tomato, cheddar, lettuce, and mayo served with fries

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 (top right) on your phone.

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## OMGC Valentines 'Virtual' Gathering

The results of this year's OMGC Valentines 'Virtual' gathering are available below using the links.

- For those who did not participate but would like to read about the activities, [Click Here](#)
- For the results and pictures of all the entries, [click here](#)

We had nine participants this year and they can all look forward to a little something special in the mail.



## Year 2022 Planned Club Events

Len Fortin supplied us with the following highlights for 2022. For further information about any of these events, consult the club's website at <http://www.omgc.info/>

### Ottawa MG Club Event Calendar 2022

#### April 2022

- 23 OMGC Spring Tune Up - Andrew McCue
- 30 OMGC Driving Season Kick-Off - Len & Deb Fortin

#### May 2022

- 7 NAMGAR Drive Your MGA Day - Len & Deb Fortin
- 28/29 OMGC Paul Williams Memorial Run - Terry Haines

#### June 2022

- 19/23 MG2022 in Peterborough - NAMGBR & MGCCT
- 25 John Twist visits Ottawa - Mike Westland

#### July 2022

- 9 OMGC Picnic - Brian Swan
- 16 ABCD Ottawa - Mike Solonynko (OVTC)
- 30 OMGC BBQ - JP Lacroix & Diane Bonin

#### August 2022

- 7 OMGC Summer Drive To Athens - Daryl & Dorothy Wade
- 14 Boot'n'Bonnet All British Car Day - BnBABCC
- 20 OMGC Drive-In Movie - Trish Adams

#### September 2022

- 9/11 British Invasion Stowe, - VT British Invasion Inc
- 16/18 Discover Waupoos Weekend - Martin Handforth
- 18 Bronte Creek Car Show TTC
- 25 Merrickville European Classic Car Show - Trish Adams/Barry Phillips

#### October 2022

- 2 OMGC Fall Colour Run - Jordan Jones & Sarah Arcscott

#### November 2022

- 27 OMGC All British Car Club Trivia Challenge - Trish Adams

#### December 2022

- 3 OMGC Christmas Party at Britannia Yacht Club - JP Lacroix & BYC



## YOUR HELP IS REQUESTED

Last month we asked our members to complete an online survey about the New-LOOK Dashpot to better serve our membership. However, to date we have only received 10 responses, 5 of which were from the Executive Committee members.

Your opinions are important, so please take a couple of minutes to complete our survey by clicking the link below or use the QR code to the right.



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

## New Members

A warm OMGC welcome to these new members, who joined us since publication of the last Dashpot:

- Maryanne Onyshkiewich (Smiths Falls)
- John McPolin (Brockville)

As a new member, we draw your attention to these benefits:

1. CAA Plus and Premium corporate Membership: Big savings, many benefits – [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 assistance or have your MG issue become part of an OMGC organized tech session? Contact our Technical Director [technical@omgc.info](mailto:technical@omgc.info)
5. Roadside Repairs Booklet to keep in your trunk (inc. recommended tools/equipment) – [click here](#)
6. Have something for the next Dashpot? E-mail to [newsletter@omgc.info](mailto:newsletter@omgc.info)
7. Interested in OMGC Regalia? [Click Here](#)
8. MG 2022 – A Must Attend Event 😊 [Click Here](#)



Back seat drivers, g'bye! This one is deliberately designed for a carefree twosome to slip into snug bucket seats, take the helm, give it the gun, flash through teeming traffic and head for their favorite wide open spaces. Alone. This is the sports car for a guy and a gal who dare get away with an MG, knowing that everyone's watching them. Enviously. The

MGA 1600 Mk. II is one of four brand new members of the famous BMC family along with the MG Midget, the Austin Healey 3000 Mk. II and the Sprite...mighty fast company all. Drop everything for a get-away test drive today. You'll find your home-town BMC dealer to be a happy accomplice.



Being abroad? Have a BMC car meet you on arrival. Write for details.



## 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”.

	<b>Mike Westland</b> OMGC President <a href="mailto:president@omgc.info">president@omgc.info</a> 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.
	<b>J-P Lacroix</b> Vice-President <a href="mailto:vicepresident@omgc.info">vicepresident@omgc.info</a>	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.
	<b>Len Fortin</b> Webmaster <a href="mailto:webbie@omgc.info">webbie@omgc.info</a> 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.
	<b>Trish Adams</b> Club Regalia <a href="mailto:regalia@omgc.info">regalia@omgc.info</a> Member Since 2008	1970 MGB 1973 MGB-GT	Manages the sale, ordering and delivery of Club regalia items.
	<b>Jeff Cohen</b> Treasurer <a href="mailto:treasurer@omgc.info">treasurer@omgc.info</a> Member Since 2014	1970 MGB 1977 MG Midget	Manages/maintains the Club's financial records. Posts quarterly reports on the website.
	<b>Julie Westland</b> Membership <a href="mailto:membership@omgc.info">membership@omgc.info</a> 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.
	<b>Peter Sanderson</b> Communications <a href="mailto:newsletter@omgc.info">newsletter@omgc.info</a> 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	<b>Position Vacant</b> <b>Technical Director</b> 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.



## HIGHLAND MOTORING

Article re-published with permission from the Highland MG Owner's Club in Scotland.



### Budget 'Historic' MG by Richard Jenner



It started in July, Covid restrictions were being eased (6/15 'rule') to the point where some small local runs with fellow MG owners in the Highlands looked on the cards. I had done quite a bit of lockdown work on the MGF and was really looking forward to some drives when a routine jack-up revealed a worn rear wheel bearing. Consulting my MGF and TF Restoration Manual, 'Rog' made it pretty clear that sorting it could be a bit of a nightmare. While trying to work out how to proceed and feeling the self-induced pressure of time, Helen suggested 'why don't you buy another one so that you can have one in bits and the other one on the road?'. Needless to say, I was instantly suspicious about this sudden interest in MGs and suspected an ulterior motive which proved to be the case (more on this later).

Helen kept directing me to MGF & TFs for sale on eBay and Gumtree but I know how much work and expense it takes to get a cheap *F* up to scratch and I wanted a change. 'How about a Midget then?' says the wife. Midgets are a bit of a sore point with us as Helen wrote off my first one (a very collectable Mk2 these days but less so in 1976). My reaction was 'yes' a Midget is what I want – something I can work on more easily and enjoy an old car driving experience again. I have never been drawn to the 'rubber bumper' Midgets (hereafter the Midget 1500) but they do tend to represent the bargain basement of the Midget world and there on Gumtree was one for sale just 10 miles away. Two hours later I had bought it.

XHR2T came with a lot of history, and Ken, the previous owner, had done a great job on the body work during the 3 years he owned the car. He had bought it locally because it had never been welded previously but now needed some work and body restorations was his hobby. He had replaced both front wings, an inner wing, a floor and a sill and then home resprayed the car in the original vermillion. It looked really great and without any rust in all the important areas. A test drive sealed the deal although it was clear that there were a few issues to sort.



I started by tackling some of the wiring issues. The hazard switch was replaced, and the non-working horns traced to the indicator stalk (push on the end of the stalk for the late models). A close examination of the stalk showed it had been repaired quite a few times, so I managed to find a new one but without the horn push. The horn push was solved by a push switch, MGA style, in the centre of the dash. Replacing the stalk should have then just been a plug and play but of course the plugs were different, so I had to rewire the plug off the old stalk. Try as I might, I could not get the indicators to



work. I rewired the stalk 3 times and changed the flasher unit but to no result. Jim Mould suggested the (new) hazard switch could be at fault and sure enough, when I bypassed it, I had indicators. Another new hazard switch sorted all the problems.

Following the overheat (see the July run report), my next job was to flush the cooling system, fit a new thermostat and gasket and refill with anti-freeze. Over 1000 miles later the cooling system is fine but if it had been the F, the head gasket, at the very least, would have blown.

I spent hours cleaning the engine bay. Ken had used some sort of oil-based shot blast and everything was coated with a sticky black residue. While it might be a good rust preventative, it was all over the wiring and the fuse box which was not good. Lots of WD 40 and cleaning cloths have removed the worst. The engine bay is not immaculate, but I am aiming for 'oily rag' (but not that oily), rather than concours.

I managed 2 more day-drives with MG friends and despite the 2/6 'rule' our Autumn Amble to Inveraray also went ahead with the 11 of us forming 3 bubbles each day. Just days later, the hotel would not have been able to serve alcohol with meals, even for residents. As a result of some starting issues, I have replaced the starter motor and solenoid.



I also fitted the new hood that eventually turned-up. It was a budget mohair version (if such a term is not a contradiction). I would have preferred vinyl, but I was not going to turn down a 'free' new hood. It was a swine to fit. It was extremely hard to make holes in the mohair, especially the large ones required for Tenax fasteners. After hours fitting the first few Tenaxs, I resorted to melting the larger holes with a gas soldering iron – a scary process. The header rail was very fiddly and even after a few adjustments, I am not too happy with the fit, but it does keep the rain out and will do for now.



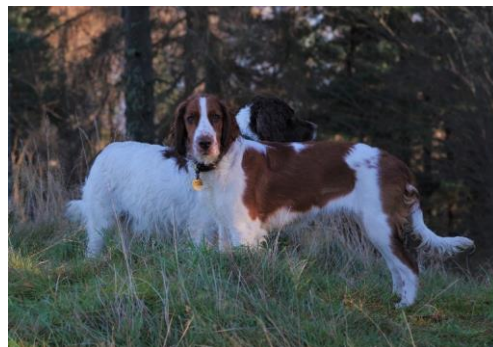
So, what are my impressions of the Midget 1500? First, it could not be more different than driving the *F*. Even the



windscreen washer is manual, there is no brake servo and of course, no power steering. The windscreen is in your face and the 15-inch steering wheel, in your chest. All of which is great. The feed-back through the steering (Triumph rack on the 1500) is one of the best points and the all-synchro (Triumph) gearbox has a rifle bolt action and is quiet as well. The engine pulls very strongly although it is not 'rev happy'. My '79 model has the 3.7:1 diff so is adequately geared for Highland roads and even the odd bit of dual carriageway is OK at 70. The ride (due to all the extra weight) is possibly the best of all the Midgets and the 6-inch ground clearance is useful on some of

our less well-maintained roads. So, what about the often-criticized handling on the 1500? I have yet to find it an issue, perhaps because my second car was a Triumph Herald and taught me a lot about oversteer and the absolute need never to lift on bends.

In summary, I think the Midget 1500 represents the bargain end of historic (ie free road-tax) MGs. I have been asked what I am going to do about the bumpers and the Rostyle wheels and the answer is keep them! This is a late '70s car and that is how I want it to look. I have grown to like the bumpers anyway. And now for the 'ulterior motive' which turned-out to be a nine-week old Welsh Springer Spaniel called 'Rosie' – a win-win as far as I am concerned.



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## The Hagerty Maple Mille, 2022

If you find the idea of the TransCanada Grand Touring Drive for historic vehicles (noted in the February Dashpot) a bit too daunting, or perhaps you fancy an alternative event to the British Invasion in Stowe, Vermont, consider the Hagerty Maple Mille, Sept 23-25, 2022. The Hagerty Maple Mille is a budget-minded driving adventure through Ontario for 1979 and earlier touring and sports cars (with [exceptions for select newer cars](#) on an application basis). This un-scored, non-competitive



event takes place entirely within the province of Ontario and consists of approximately 1000km of driving over three days, using straight-forward route instructions – no dirt/gravel roads. The entry fee covers 2 night's hotel accommodation, some meals, and the driver/navigator kit, amongst other things. For further developing information, keep an eye on <https://classiccaradventures.com/ontario-events/maple-mille/mm-event-info-registration/>.

# You are Invited to the 28<sup>th</sup> *Brits-in-the-Park* *Triple Play* (2020/2021/2022)

**July 17<sup>th</sup> Victoria Park, Lindsay Ontario**  
**Gates open at 9:00 a.m. from Peel Street**

**This year we showcase three British classics each 60 years young**



*Introduced in 1962 and in production until 1980, over 314,000 Triumph Spitfires were sold*



*Introduced in 1961, the MG Midget sold 224,817 units before production ended in 1979*



*The Lotus Elan was produced from 1962 through 1973 with 12,224 cars reported*

*Brits is a Celebration of British Motoring*  
*Where Old Friends Meet and New Friends are Made*

**17 Vehicle Classes – \$20 Admission**  
**All Covid protocols will be followed**

Draw prizes throughout the day  
1<sup>st</sup> and 2<sup>nd</sup> Place Awards in Each Class  
Awards for Queen's Choice, President's Choice and Mayors' Choice  
*New Awards:* Best in Show, Car of the Year, and British Car Council  
*Food & Beverage and British Vendors in the Park*

**Come Saturday and stay overnight. Accommodation at**  
**Ramada 705-328-1743 or Days Inn 705-328-0100**  
**Join us Saturday for a 4:30 car run starting at A&W Kent Street W adjacent**  
**to Canadian Tire; Enjoy burgers and ice cream along the way**

Contact [britsinthepark@gmail.com](mailto:britsinthepark@gmail.com) for more information





## Ottawa MG Club Member's Profile



<b>Name:</b>	Scott Doran-Veevers
<b>Current MG Model and Year:</b>	Midget 1500 Special 1979
<b>Find me online:</b>	scott_dv@hotmail.com
<b>Find me on the map:</b>	Smiths Falls, ON
<b>Date Completed:</b>	February 2022

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

Going back for as long as I can remember as a child, my grandfather had owned multiple MG's including a 1947 TC. To my recollection I remember this car for the most as being "the car in the back of the garage under a shelf covered in carpet"

My father inherited the TC in 1999 after the passing of my grandfather. The build began! After 14 years, and much help and guidance we restored it back to original show condition.

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

This is my first MG!

### 3. Which MG was your favorite?

As much as I love my own car, I have always enjoyed the lines of the A.

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

I am currently in the middle of the most challenging repair to date. In the fall of 2021, I pulled the engine and transmission to correct some maintenance concerns and refresh some components such as seals, clutch etc.

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

I am more of a tourer; I like to get out as much as possible and discover new roads along the way.

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

Most times I can be found driving with my wife or one of my two children. It's normally a debate of who gets to go in the MG.

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

Last year I performed a head gasket change. Upon reassembly and to my own fault for not paying attention could not get the motor to run properly for close to a week. Sun was shining everyday, and I was researching every possible cause I could think of. Either day 4 or 5 while reading my manual it clicked in my head..... I walked into the garage and re-checked my firing order..... sure enough it was off by one. I'M SUCH AN IDIOT! LOL

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

I have yet to go on a long distance journey, but have a big desire to.

My most memorable drive to date would have to be Hwy 511 to Calabogie.

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

My father owns a 1947 TC which he drove to Vermont in the fall of 2019, I drove down with my brothers to meet him and spend the weekend at a MG Show in Burlington. It was at this show that we met Mark Evinchuk (He was a big part in helping with my dad's car over the years). He told a story at dinner about this Midget he had stored in a garage in Windsor, as he told this story my heart rate started to rise. As he continued storytelling he said "it would be a great car for a young guy who wants to fix it up and keep it going" I thought in my head "Well I'm a young guy? I could fix it! The rest is history!

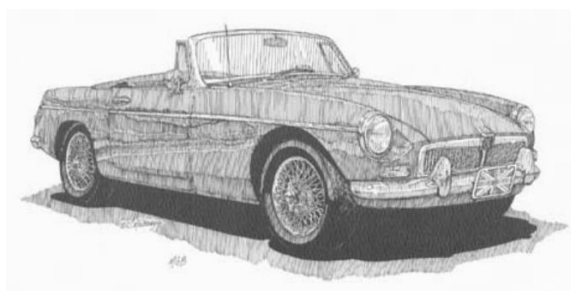
#### 10. If I could grant you one MG driving wish, what would that be?

I would love to drive east and travel Cape Breton Island.

Oh..... and no oil leaks.







# Ottawa MG Club Member's Profile

<b>Name:</b>	Robert Eve (Cindy Margetts)
<b>Current MG Model and Year:</b>	MGB Roadster 1975, White. MGB GT Bronze Yellow 1973
<b>Year Joined:</b>	Joined MG club in 1993.
<b>Find me on the map:</b>	You can find me on my driveway or garage in Riverview Park (Trainyards area)
<b>Date Completed:</b>	February 22, 2022



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

My first experience with an MGB was in 1987. Walking back from a night out in Montreal to the McGill Ghetto with a group of friends, we passed a car that had a Quebec License plate EVE ###. I said, "hey that car should be mine" (that is my last name!) The next weekend I was going through the Gazette looking at Cars for Sale and called a 1975 MGB downtown. When I got there, it was that car. I was an engineering student at the time but worked in a camera store in Point Claire, my boss had told me to buy myself a car, so I didn't have to take the train to work. He gave me the money and I could deduct from my pay cheque to what I could afford. That is how I came about owning that MGB and my first car.

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

I have owned 4 MGBs. My first MGB 1975 that I bought in 1987 as a student. I still have it but completely restored (and chrome converted). Along the way I bought and sold 2 Bs (1973, and 1978) just for tinkering and parts. In 2019 I bought an MGBGT 1973 with a 215ci V8 (the original Buick from a 1963 Special). It is Bronze Yellow, and I have redone the interior and body completely and original color re-painted. I have 9 cars. 2 MGs, 3 Jeeps, 1988 F150 V8, 2 Hondas and a VW. Thanks, Ontario, for getting rid of the plate stickers!!



## 3. Which MG was your favorite?

I don't have a favorite MG. There is no doubt my GT with the color and the spoiler and V8 badge (even without) gets a lot of attention. It is more unique than my roadster. But they both have their special places. The front on view of a GT is superior to the roadster. I get a lot of "cute" comments on the roadster even though it has a side draft and 205 tires and roll bar. I get the sexy, wow, and "what is that" with the GT.

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

Most challenging repair (1987) was coming home (to my parents) from a Friday night out and the water pump blew with a big cloud of vapor. I drove home shutting off the engine and gliding and restarting on the roll so I wouldn't overheat. Made it 5 km home. Had a party to go to Saturday night so was under the gun. The Jaguar dealer in Ste. Anne de Bellevue had a water pump for about \$100. Went and bought it, got home, took rad, belts, pulleys, and fans off and installed it. Finished around 9PM. That was my forced introduction to working on MGs. And made it to the party! Since then, I think I have done every aspect of the car and windscreens on the roadster and the chrome windshield trim on GT is the worst.



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

My original car was my daily driver (except winter back on the train). Drove it all over for work, to Toronto on weekends, Nova Scotia, Maine, Plattsburg, Stowe to run road races. (MG Triva: Steve Prefontaine one of the greatest American runners of his time, died in an MGB after dropping Frank Shorter off after a party (Olympic Gold Medal in the Marathon 1972)). Fortunately, I never crashed mine! I was not nearly as fast as him probably even in the MG.



Now I rarely drive them. Fair weather local driving keeps me happy. It somehow takes longer in an MGB.

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

I often do my Sunday and evening errands in the car alone. My passenger is my wife when I pick her up at the hospital after a 12-hour shift, (only a 5-minute drive) but so nice at 7:30 PM in the summer. Now my wolfdog Odin shares the driving pleasure with me as well.

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

Embarrassing moments have been when you have a fan belt or break squeal. Hope into a nice car then it sounds like junk.

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

I drove my original MGB to my Iron Ring Ceremony downtown Montreal. When I made it back to the car in the morning not feeling too great, it was completely buried in snow and plowed in. I had dig it out with my gloves wearing my Sperry topsiders with no socks (since that was cool!!). It helped create a cold memory.

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

I drive an MG because it is the closest thing to a machine (apart from a go cart). My MGs have always got me home but there is still an element of adventure it adds above the trip if it was done in another car. Also, the availability of parts and being able to be easy to work on. These reasons are the same for my American Motors Jeeps (i.e., CJ) that is my new pastime. Rebuilding a CJ is like rebuilding a MGTD. I think if you like F1, then having your MG is like working on your own little race car especially when it all perfectly redone.

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

My only MG wish is that the deathtrap doesn't take my life.



## Lessons Learned

*Re-published from the OMGC March 1992 Newsletter*

**Note:** The original seemed to be typed (most likely on an IBM Selectric) using Courier New Font. I decided to keep the font original.

### QUESTION & ANSWER

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Lesson Learned!



Question: Please discuss the pros/ cons and care of wire wheels.

Chromed spoke wheels, sparkling in the sun, always seem to make a MG owner's heartbeat faster. Unfortunately, a lot of upkeep is needed to make spoke wheels efficient; the spokes need tightening and the wheels need tru-ing up every year or so unlike steel wheels which, apart from rust removal, are almost maintenance free.

The major problem with spoke wheels is the movement of the spokes as the wheel turns. The weight of the car hangs from the top few spokes (i.e., the lower half of the wheel does nothing to support the weight of the car). This movement causes stretch of the spokes and rust to appear, both at the rim and the hub. Grease or rust protection, such as waxoil or oil trell, would likely prevent this.

Another disadvantage is that, inherently, spoke wheels leak and therefore need tubed tires.

With respect to the matter of handed, it is not so much the wheels that are handed but the spinners or nuts which hold them on. This is to ensure that normal forward motion of the car does not loosen the nuts.

Conversion is needed due to the method of fixing the wheels onto the axle. Steel wheels on any car fit onto the centre hub and are "bolted" to a plate surrounding the hub both to keep the wheels true and to provide traction. Spoke wheels fit onto a splined shaft and are retained by the spinners (or nuts). The splines provide traction and, if neglected, can cause trouble by breaking and/or rounding off.

In order to convert from steel wheels to spoke wheels, one of three conversions is needed. The most original, most difficult, and most expensive is to replace the front hubs and rear half Shafts. Next, splined adapters can be bolted into place. This widens the track and tires may rub on the wheel well. The easiest conversion is to bolt on spoke wheels.

Regards Alan Dickinson

## MGB Tips:- Oil Filters

By Nick Phillips, MGB-Register Secretary - MG Car Club of South Australia



Article from MG Motoring, newsletter of the MGCC-SA, re-published with their permission

The earlier MGB engines (18G-18GG) with the hanging OR inverted, disposable cartridge oil filter all now use Part No. GFE102 for the disposable element, and are very simple to select because they have to fit inside the filter housing. However, there is a greater choice for the spin-on canister oil filter for later (18GH-18V) engines which is Unipart Part No. GFE121. The MGB GT V8 also uses oil filter GFE121.

I'm currently dismantling a couple of late model MGB engines, which I bought some time ago as spare units. During their strip down, I noticed that one had a small, spin-on, "canister" oil filter, with the other was fitted with a comparatively huge oil filter.

I started to think about why and how there's such a size discrepancy in oil filter brands for the same vehicle. One of these filters is 140mm tall while the other is 90mm tall, which is a massive difference, as you can see in the photos.



I suspect that many MGB owners who do their own oil and filter changes might think that having a larger filter is a better option because the filter with the largest surface area will take longer to get clogged than a smaller filter. Within the other relevant specifications of the oil filter, it's probably a good move to fit a larger filter on your 4X4 when you head off into the dusty Simpson Desert but for an MGB there isn't any point in over-sizing the oil filter.



For the MGB owners who have a mechanic to change oil and filters, the mechanic will just fit the brand of oil filter that's supplied by the wholesaler that he has a credit account with, or is on sale at that time, so the oil filter that gets fitted to your MGB might not be the best choice.

On an oil filter part number cross-reference list that I found (many are available), there were a total of 124 listings for the MGB amongst the many filter manufacturers, with 11 part numbers from Bosch alone. This raises the question why one manufacturer would produce so many oil filters for our MGBs. Of course, they don't do this, but they do have many filters with similar fitments, and this is where problems begin.

I'll use the Ryco brand as an example, purely because they are found in so many automotive parts retail shops here in Australia. Using Ryco as an example is neither an endorsement nor a negative commentary of this manufacturer.

I'll start by saying that Ryco (and other filter manufacturers) don't make oil filters for MGBs. They make oil filters for many types of vehicles, and some of them fit MGBs. This subtle difference is important to grasp, to accept that with careful consideration more than one oil filter will work on your MGB.

There are several considerations that any brand of oil filter has to meet for fitment to 18GH-18V MGBs.

Firstly, there's the diameter of the oil seal which needs to be within certain sizes so that it can seal itself properly to the engine oil filter adaptor to prevent oil squirting out under pressure.

The Ryco on-line catalogue lists 179 oil filter models which have the correct range of oil seal sizes to fit an MGB. Next, the spin-on oil filter canister needs to have the correct  $\frac{3}{4}$ "-16 UNF thread size to be able to spin on to the MGB inverted oil filter adaptor.

This reduces the number of Ryco options down from 179 to a mere 75 of their part numbers that will physically fit on an MGB, 10 of which are actually designated as motorbike filters, which I'll exclude.

The height of these remaining 65 part numbers range from 62mm to 189mm tall, and every size in between. So which size is best?

I'll come back to the appropriate height of an MGB oil filter later but next I need to mention another feature that's required for the inverted MGB oil filter.

Having the oil filter inverted (spinning on from above), instead of hanging down from the engine means that the oil is naturally going to drain out from the filter because the filter's open end is facing downwards. When the engine is switched off and the oil pump is not forcing oil into the filter and around the engine, the oil would drain out of the filter, which means that the next time you start the engine, the oil pump has to fill the now empty oil filter before oil can then continue on its path through the engine. Starting an engine without any oil reaching the engine bearings, camshaft, timing chain tensioner and rocker bushes, etc. for several seconds while the oil filter is being filled, obviously causes excessive wear to the engine.

There are two methods employed to overcome this emptying of the oil filter when the engine is stopped. One method is inside the oil filter and is unsurprisingly called an Anti-Drain Valve. This is usually a disc of flexible rubber or Nitrile material that covers the inlet holes of the filter. It lifts under pressure to allow oil to flow through the holes around the outside of the base of the filter but when the oil pump is not operating the seal falls back into place to stop the oil draining back out to the MGB's oil cooler. It's very important to have an inverted filter application with an anti-drain valve.

(The oil pump sends oil from the sump into the main oil gallery inside the engine block and out of the engine to the oil cooler, when fitted, through the oil cooler hose attached to the rear of the block. After passing through the oil cooler, it then travels through the oil filter and back inside the engine to protect the moving parts.)

This direction of travel is why oil would drain back to the oil cooler if the filter's valve didn't restrain it. Ryco produce oil filters without an anti-drain valve for applications where the filter is hanging down from the engine and doesn't need this valve. So we'll exclude those filters, which now gives us 43 Ryco part numbers which will suit an inverted filter MGB application.

Of the possible 43 models of filters that Ryco produce that could fit an MGB, their website states that Part No. Z131A is the correct cross-reference from the Unipart GFE121 factory-specified oil filter.

Now, I don't want to just tell you that they're wrong without explaining why.

A part of my rejection of the Ryco recommended oil filter comes from my experience where part of my job when I worked in Product Development with an automotive parts supplier in England, was creating parts catalogues including part number cross-references to other brands, which was a tedious task. It was obvious to me that some parts suppliers would simply copy cross-references from other manufacturers without checking the specifications of the parts first, due to the tedious nature of the task. Unfortunately, this means that someone else would eventually copy their incorrect cross-reference, as so on, because it's a tedious task.

The other reason why Ryco part number Z131A is not the best choice for MGBs is that; as I mentioned earlier, there are two methods employed to prevent all of the oil draining from the filter when the engine is switched off. There's the anti-drain valve in the filter and there's also a tube fitted to the oil filter adaptor that the oil filter fits over. See the photo below.



When the engine is switched off, this tube will allow oil to drain into the engine/sump only as far as the top level of the tube. This tube is 55mm from the top, down to the base of the thread. Any oil filter height above the level of the tube will lose the oil from the top of the inside of the filter, down to the top of this tube, a distance of 85mm on a 140mm high filter. When the engine starts again, the pump has to fill this volume of the filter which hasn't retained any oil.

Having given this some thought, it seems obvious that a shorter filter is actually more beneficial because it allows the oil to reach the engine bearings sooner every time that the engine is started.

Personally, on my engines, for years I've been using a K&N brand oil filter, model number HP-1002. K&N are known around the world for their high-performance air filters, so I trust them to make decent oil filters as well. What I particularly like about this K&N product is that it has a 1" hex nut welded to the top of the canister to make it easy to loosen from the engine with a spanner, not that they should've been tightened too



I also use a special magnetic disc which fits between the filter and the filter adaptor. The high-power magnets capture any iron particles in the oil before they even get to the filter, which reduces the amount of particles that can clog the filter. It horrifies me to see the amount of iron filings on this magnetic disc that I have to clean off at every filter change, particularly on a freshly built engine after it's been run in.

I wouldn't tell you that Ryco and possibly other brands' recommendations are wrong without first making some investigations to support my own knowledge and experience. I spoke with Ryco's own Technical Support department who agreed with everything that I've written above. So now that we know that the shorter filter is the better of the choices, which of their products is the "most best"?

Apart from reducing the amount of engine wear on first start up, another benefit of using the shorter filter is that when you remove the inverted filter, to change it for a new one, you don't have what seems like litres and litres of dirty oil spilling onto your garage or driveway concrete and into the chassis rail of your MGB.

I hope that my curiosity and investigation with MGB oil filters is of assistance to MGB owners when their six-monthly oil and filter change comes around next time. I also hope that I've managed to write a reasonably interesting article on what is going to be a mundane subject for most people.



## About Nick Phillips

MGB-Register Secretary – MG Car Club of South Australia



I bought my first MGB (which I still drive) when I was 23 years old, way back in 1984 and I currently have four MGBs including a V8 project that I'm building into a new British Motor Heritage bodysell. I have always performed all maintenance and repairs on all my cars.

I competed successfully in local, club level motorsport and usual won my class at MGCC National Meetings at various venues around Australia.

Australia is roughly a similar size to MAINLAND Canada, so you guys can appreciate the distances that we have to drive our MGs to National Meetings.

Adelaide west to Perth in Western Australia is about the same distance as Ottawa to Calgary, and Adelaide north-east to Brisbane in Queensland is about the same distance by road from Ottawa to St. John's, with Adelaide north to Darwin in the Northern Territory about the same road distance as Ottawa to Churchill.



*My Australian MGB crossing the Pyrenees through Andorra, from France into Spain*

I had the opportunity to take my MGB to England to go racing over there.

I only wanted the experience of competing on circuits such as Silverstone and Brands Hatch etc., but to my surprise, my highly tuned but still road-going MGB performed extremely well, allowing me to return with the car back to Adelaide with many trophies from the UK.

While based in England, I made several trips to continental Europe, including one four-week trip of 4,500 miles through twelve countries.



*The day before my race at Spa-Francorchamps, in Belgium.*



*Parked next to termite mounds in the Northern Territory*



Submitted by Len Fortin – March 2022

### MG Q-Type

From Wikipedia:

The **MG Q-type** (sometimes referred to as the **MG QA**) is a racing car that was produced by MG in 1934. The chassis was based on the one used on the MG K3 but was narrower and used N-type axles. The engine used the cylinder block from the P-type but with a special crankshaft to bring the capacity down to 746 cc by reducing the stroke from 83 mm (3.3 in) to 71 mm (2.8 in). A high-pressure Zoller supercharger was fitted giving a boost to 2.5 atmospheres (1.8 kg/cc) and allowing the engine to produce 113 bhp (84 kW) at 7200 rpm. A sprint version was also made with



output increased to 146 bhp (109 kW) which at nearly 200 bhp (150 kW) per litre was the highest specific output of any engine in the world at the time. Probably only eight were made as the car was expensive at £550–£650, and the rigid-axle chassis had difficulty in dealing with the power of the engine. The single-seat version achieved a lap speed of 122 mph (196 km/h) at Brooklands racetrack driven by George Harvey-Noble, and the two-seater was capable of 120 mph (190 km/h).

- [From the MG Owners Club in the UK](#) | [From Classic Cars](#)
- 

Submitted by Len Fortin – March 2022

This grand item of furniture was received as a birthday gift recently by a chap I know; received from a very talented friend of his. The talented friend knows about MGs, as he drove an MGA during his youth years, so he is familiar with the marque. I understand he has quite a collection of equipment in his workshop.

The table is obviously very MGish in nature and certainly functional. The top of the table is made of Maple & Black Walnut wood. The octagonally shaped pillar is made of Poplar. It is about 24 inches high and about 15 inches across. It shows very well, as it displays the MG colours of brown & tan (some folks call that cream & crackers). The finish is a satin varathane. It is, indeed, a conversation starter..... and a great spot to place a nice glass of wine while sitting on a favourite, nearby easy chair, thinking about MGs!



## More Than 70 Years of the A-Series Engine

Apparently, there is a new Facebook group being formed; an international organization for owners and enthusiasts of A-Series powered cars called:

### The A-Series Society

The A-Series engine was the Austin Motor Company's small straight-4 automobile engine. It was one of the most common engines in the world. Launched in 1951 with the Austin A30, production lasted until 2000 in the Mini.

The Facebook Group is managed jointly by the BURLWOOD Motorsport Club and Glory Days Classic Motorsport.

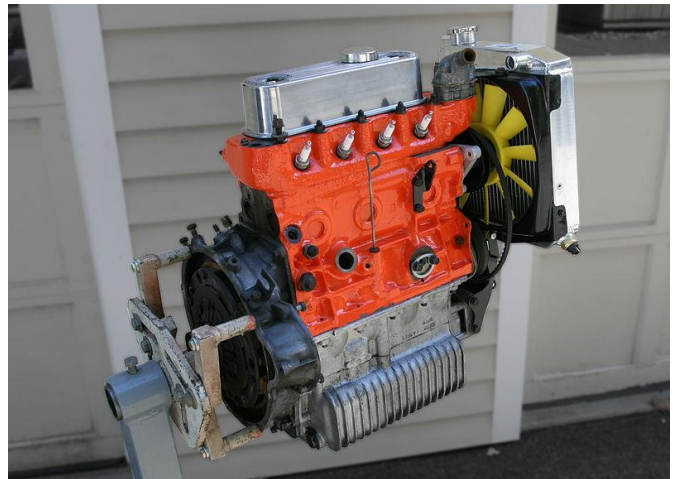
<https://www.facebook.com/groups/1140812813025969>

Here is some information about the A-Series engine from Wikipedia:

[https://en.wikipedia.org/wiki/BMC\\_A-series\\_engine](https://en.wikipedia.org/wiki/BMC_A-series_engine)

And here is a link to some info from Classic and Sports car magazine:

<https://www.classicandsportscar.com/gallery/70-years-series-engine>



**ANNOUNCING A NEW  
ANNUAL DAY OF CELEBRATION**

GLORY DAYS CLASSIC  
MOTORSPORTS  
and  
BURLWOOD  
MOTORSPORT CLUB  
*declare*

**OCTOBER 17TH  
INTERNATIONAL  
A-SERIES DAY**

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**Mark your Calendars and watch this  
spot for details on A-SERIES DAY  
celebrations!**



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## 21 Parts You Find When Working on an MG Transmission

1. HRWASE \_\_\_\_\_
2. BAGIREN \_\_\_\_\_
3. NTU \_\_\_\_\_
4. GEASTK \_\_\_\_\_
5. FLYHASTA \_\_\_\_\_
6. GRAAYLE \_\_\_\_\_
7. SGNIRP \_\_\_\_\_
8. ALBL \_\_\_\_\_
9. RNIG \_\_\_\_\_
10. FKRO \_\_\_\_\_
11. AHTFS \_\_\_\_\_
12. OTRESCLE \_\_\_\_\_
13. EERLV \_\_\_\_\_
14. EITNRAER \_\_\_\_\_
15. OTOB \_\_\_\_\_
16. ICPR LIC \_\_\_\_\_
17. HISWTC \_\_\_\_\_
18. GRELPNU \_\_\_\_\_
19. BONK \_\_\_\_\_
20. EYK \_\_\_\_\_
21. ISRSSOAMNITN \_\_\_\_\_

## Youtube Find for March 2022

March very quickly leads into spring, which is a time for singing and rejoicing, especially for MG owners who have not driven their MG(s) since late fall 2021. So, today's Youtube finds are about singing, specifically about singing the MGB GT Songs. Yes, songs in plural because there are more than one. So, click the [green play arrow](#) and watch the Youtube videos and sing along! Thanks, Len, for the heads up on this one 😊.

### Richard Thompson's MGB-GT from the album Mirror Blue

I've got a little car and she might go far  
She's the mistress of my heart now  
She's a '65 with an overdrive  
I fixed her in every part now  
2 in the front and 2 in the back  
110 on the old Hogs back  
She's my MGB GT she's a runner now  
MGB GT

Welded the sills and the old floor pan  
Cut the rust with the torch and the hacksaw  
Took the Rostyles off, put the spoke wheels on  
Got a brand new Salisbury axle  
When I drive through town the girls all smile  
They say, "There's a man with retro-style"  
MGB GT

Lockheed discs and twin SU's  
Original chrome on the grille now  
Looks like a dream in racing green  
Competition's standing still now  
I sprayed her body and strengthened her frame  
I stripped her right down, built her up again  
MGB GT she's a runner now

An Alpine's fine if you've got the time  
And a Healey'll set you back some  
TR4 cost a little bit more  
But it don't have the same attraction  
Hard top handy, case of the weather  
I don't care if it rains forever  
MGB GT she's a runner now  
MGB GT



## Peter Tork singing MGBGT with the Monkees during the reunion shows

Lately, my mind is driftin' back to former days that used to be  
I think about some folks I knew and of my MGB-GT  
People, let me tell you that if I had to make a recipe  
For fun in driving, I would have to spell it MGB-GT

Cruising, choosing, using  
And amusing myself, not a care  
Striving, thriving, hot rod driving  
Not arriving anywhere

Folks, this little car of mine was like a kitten purring  
throatily  
Sometimes, it even seemed to soar into the heavens,  
my red MGB-GT

Tooling, fueling my good feeling  
Schooling me in ways to know  
Soaring, flooring it, adoring it  
My little way to go

Folks, this little car of mine was like a kitten purring throatily  
Sometimes, it even seemed to soar into the heavens, my red  
MGB-GT

(But I) I learned you have to lose some things  
Before you treasure them, that's how it goes  
(And I) I didn't give time to my car  
And lost my car to time, what did I know?  
And so, life carries on, and lots of things are better now for me  
And yet, I think back on those golden times when I had my red MGB-GT  
Yeah  
(But I)  
(And I)  
And so, life carries on, and lots of things are better now for me  
And yet, I think back on those golden times when I had my red MGB-GT  
My B-GT  
My little red MG  
My MGB-GT, MGB, B-GT





## Club Bumper Stickers

In addition to bringing you MG related articles from around the globe for our “Dashpot”, wouldn’t you like to read about our own members and their projects, adventures, and road trips? Our Club is full of resourceful and talented members, and we want to hear from you. We want feel-good articles, humorous stories about MGs, technical tricks of the trade, amazing MG road trips and anything else MG related, including pictures, photographs, and diagrams. But most of all, we want some local stories written by our members.

If you have an idea for an article but writing is just not your strongest point, contact us and we can arrange to help you write and format the article, with or without photos or diagrams, or write it for you. You will, of course, have the opportunity to review and approve it before it goes to print.

For every article you submit that is published in “The Dashpot”, we will reward you with one of our unique bumper stickers. We will also give one bumper sticker to anyone who sends in five great tidbits for the “Tidbits” section. You could send one a month for five months, or five all at once.

Stick them on your other car or truck’s bumper, in your garage or on your toolbox! Just because its winter does not mean that you can’t have the “MG” logo on your current means of transportation – and promote our Club at the same time.

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](mailto:newsletter@omgc.info).



### Bumper Sticker Details

**11" Long x 3" High**



**Congratulations to Len Fortin who received the FIRST Bumper Sticker  
in the mail last week for submitting five tidbits**

## From Vespa to the Perfect MGB Picnic

By Peter Sanderson

After travelling over 200 days each year around the United States and Mexico for my company, I decided to change my business model to travel less. In 2012 I purchased my first recreational vehicle. It was a brand new 2012 Vespa GTV-300, Espresso Brown. This was the beginning of an adventure that has led to me becoming your Dashpot editor for 2022. The Vespa forced me to learn mechanics and maintenance because there are no dealers locally.

One day while replacing a spark plug, my Lunate bone cracked in half (one of seven small bones in the wrist) and that forced me to have a proximal row carpectomy operation. Of course,

I started a blog on that subject as well called [Proximal Row Carpectomy, From a Patients Point of View](#). It took a year to heal during which I just could not handle lifting, shocks, or vibrations to my wrist. This began the search



for the perfect motorcycle that would not cause swelling and pain in my right hand, fingers, and wrist. It led me to a Honda CTX-700, then to a BMW F-700 and finally to BMW's Flag Ship R 1200R. The R1200R had

cruise control which was my final attempt to reduce the stress from my right hand. Unfortunately, after 12,000 Kilometres, I decided to give up riding. But my wife on the other hand just loves her BMW F-700.

Last year I decided I would look for a classic British car so I could drive with the top down with my wife riding the BMW. My hope was to continue our adventures together, but I would be on four wheels instead of two. Now that I have my MGB, life may just be perfect. When we both rode together, we had many challenges when we stopped for overnight stays. For example, to go to the beach on a hot summer's day, we would need to gear-up and ride. It took forever to gear down and fit all our gear into the panniers and top box. Another example: if we wanted to go out for a nice dinner, the same problems would arise, and rain would make it even worse. Finally, we always had to leave the dog with a sitter, but now, he can fit in the MGB. I see the light!





We can travel together, and I can even take a turn occasionally to ride her F-700. Now we arrive at these quaint little bed and breakfast inns, we can tour around in the MGB, wearing nothing but shorts and sandals. This will be delightful! We can also plan a picnic, since I can fit all of what we need in the MGB Trunk and behind the seat.



As winter crosses its bitter half, I start to look forward to riding and driving. One of our first trips will be to take our Cavalier King Charles and ride/drive somewhere for a picnic, since I have room for everything we need, especially our special British picnic basket to go with my Little British Sports Car. I have planned the menu and today I will share my secret recipes with all OMGC Members (yet another member benefit 😊)

My perfect picnic requires planning, commitment, and cooking, baking and barbequing skills. Once mastered, there is nothing else like it. However, I must admit it is plenty of food, lots of leftovers for the week ahead and it is a menu that I do not whip up often. However, feel free to try one or more of these recipes for your next picnic.

## The Dream Picnic Menu

- Sliced Texas Brisket and sauce
- My Award-Winning Potato Salad (got a ribbon at a country fair once)
- Southern Biscuits
- 1946 Baked Beans
- Pineapple Rice and Ham Salad
- Caesar Salad (I mix it together at the Picnic, never in advance)
- Mexican Flan Cake

I usually pack a Coleman stove to re-heat the beans and sometimes the Brisket. Although I have often just enjoyed everything cold from the cooler.

## THE RECIPES

### BRAGGIN' RIGHTS BRISKET

The medieval alchemist, who sought to turn base metals into gold, should have tried barbecuing a brisket on a wood-burning pit. The transformation of the meat is on the same magnitude of magic and much more successful.

### WILD WILLY'S NUMBER ONE-DERFUL RUB

- 3/4 cup paprika
- 1/4 cup freshly ground black pepper
- 1/4 cup coarse salt, either kosher or sea salt
- 1/4 cup sugar
- 2 t chili powder
- 2 t garlic powder
- 2 t onion powder
- 2 t cayenne

**Meat: 8-pound to 12-pound packer-trimmed beef brisket (at least ¼" fat layer on top)**



## BASIC BEER MOP

- 12 ounces beer
- 1/2 cup cider vinegar
- 1/4 cup vegetable oil
- 1/2 medium onion, chopped
- 2 garlic cloves, minced
- 1 T Worcestershire sauce
- 1 T Wild Willy's Number One-Derful Rub

1. The night before you plan to barbecue, combine the rub ingredients in a small bowl. Apply the rub evenly to the brisket, massaging it into every little pore, reserving at least T of the rub. Place the brisket in a plastic bag and refrigerate it overnight.
2. Before you begin to barbecue, remove the brisket from the refrigerator. Let the brisket sit at room temperature for 45 minutes.
3. Prepare the smoker for barbecuing, bringing the temperature to 200 to 220 degrees Fahrenheit. It should maintain that temperature through out the smoking process.
4. In a saucepan, mix the mop ingredients with 1/2 cup water and warm it over low heat
5. Transfer the brisket to the coolest part of the smoker, fat side up, so the juices will help baste the meat. Cook the brisket until well done and tender, 1 to 1 ¼ hours per pound. Every hour or so, baste the blackened hunk with the mop). If it is a large brisket, you may have to start very early in the morning 😊.
6. When the meat is cooked, (203 Degrees Fahrenheit) remove it from the smoker, wrap it in tin foil and let it sit for 30 minutes. Then cut the excess fatty section off away from the leaner meat and start carving the brisket. Slice them thinly against the grain. Watch what you're doing because the grain changes direction. If you wish, serve with Bar-BQ Ranch Sauce, or your favorite tomato-based barbecue sauce on the side.

## 1946 BAKED BEANS

- 2 cup Dried navy beans, picked over and rinsed
- 3/4 lb Salt pork
- 3 T brown sugar or raw coconut sugar
- 1/2 cup Molasses
- 1/2 t Dry mustard (English style)
- 1/4 t Paprika
- 1 t Onion, grated

1. In a bowl, combine the beans with 4 cups cold water and let them soak overnight.
2. In a Dutch Oven or Bean Pot, combine the beans and all the soaking water with all the above ingredients. Stir well to mix and combine with the water with the sugars and molasses.
3. Bake the beans, covered, in the middle of a preheated 300f oven for 7 hours. Check and stir after five hours. Every hour after that check, stir and add extra water if necessary. Remove lid and cook
4. uncovered for 1 more hour but make sure the consistency is not too thick. If too thick add some more water.

## AWARD WINNING POTATO SALAD

- 6 medium potatoes peeled and cut into quarters (2 pounds baking potatoes)
- 1 cup thinly sliced celery
- 1/2 cup finely chopped onion
- 1/3 cup chopped sweet pickle
- 1 ¼ cups real mayonnaise (no diet stuff)
- 2 t sugar
- 3 t celery seed
- 2 t vinegar
- 2 t prepared mustard
- 1 ½ t salt
- 6 hard-cooked eggs, coarsely chopped or sliced in an egg slicer
- Hungarian Sweet Paprika

In a covered saucepan cook potatoes in boiling salted water for 25 to 30 minutes or till very tender; drain well. Mash the potatoes with a masher. Transfer to a large bowl and add the balance of ingredients. Mix well with a fork. Often it may require a bit more mayonnaise if it is not creamy enough. Put into a Tupperware and sprinkle the top with the Hungarian Sweet Paprika. Cover and chill.

## SOUTHERN BISCUITS

Believe it or not, the only way to make proper southern biscuits is to acquire some White Lilly Flour all purpose flour. This ingredient separates the ordinary to the extraordinary biscuits. White Lilly is Milled from only 100% soft red winter wheat which makes the perfect fluffy biscuits.

- 2 ½ cups White Lily All Purpose flour
  - 1 T baking powder
  - ½ t baking soda
  - 1 t salt
  - 2 Ts vegetable shortening, chilled and cut into ½-inch chunks
  - 8 Ts (1 stick) unsalted butter, chilled and cut into very thin slices
  - 1 ¾ cup chilled buttermilk
1. Adjust the oven rack to middle position and heat oven to 450°F.
  2. In a large bowl, whisk together flour, baking powder, baking soda, and salt.
  3. Add shortening into the flour mixture by breaking chunks with your fingertips until only pea sized pieces remain. Work the butter slices in the same way until butter is incorporated. Place the mixture into the freezer for about 15 minutes.
  4. Add buttermilk to chilled flour mixture. Stir with a fork until dough forms into a ball and no dry bits of flour are visible. (The dough will be shaggy and sticky)
  5. Turn dough out onto a floured surface and dust dough lightly with more flour. With floured hands pat dough to about ¼ inch thick rectangle. Fold the dough into thirds, dusting lightly with flour as needed. Lift the short end of the folded dough and fold into thirds again, forming a rectangle.

6. Repeat this process, folding and patting the dough into ½ inch thick. Cut the dough into rounds using a 2-inch biscuit cutter. Be sure to press the cutter down into the dough firmly and do not twist the biscuit cutter. Twisting it will seal off the biscuit edges, preventing the biscuits from rising. You should yield 10-12 rounds out of this batch.
7. Place biscuit rounds 1 inch apart on baking sheet. Brush the tops with melted butter (optional).
8. Bake for 15 minutes or until tops are golden brown. Remove biscuits from the oven and allow to cool slightly before serving.

#### PINEAPPLE RICE AND HAM SALAD

Although this may not sound delicious, the combined flavors are quite unique and often addictive. It was my mother's favorite.

Mix the following:

- 2 cups Cooked Rice cooled to room temperature
- 1 cup Chopped/Diced Ham (leftovers from a REAL Ham)
- 1 cup Pineapple from Can Pieces
- 1/4 cup Chopped Green Peppers
- 1/4 cup Minced Sweet Onion
- 1/2 - 1 t Curry Powder
- 1/2 cup Real Hellman's mayonnaise
- 1/t Pepper
- 1 T Lemon Juice

Mix well and let sit in sealed container in the fridge for 12-hours for the flavors to stabilize.

#### CAESAR SALAD

- 2 heads romaine lettuce
  - 2 cups diced firm white bread, preferably homemade
  - 3/4 cup olive oil
  - 3 garlic cloves, crushed
  - 1 t salt
  - 12 to 15 oil-packed flat anchovy fillets, rinsed, patted dry and finely cut
  - 2 T fresh lemon juice
  - 1 egg, raw, or coddled for 1 minute (I use raw farm fresh for the picnic)
  - 1 t freshly ground pepper
  - ¾ Cup freshly grated Parmesan cheese
1. Wash the romaine thoroughly and dry it well. Wrap it in a tea towel or paper towels and refrigerate until you are ready to serve the salad.
  2. Sauté the diced bread in 1/4 cup [50 ml.] of the olive oil with the garlic cloves. Shake the pan well and cook over medium heat until the croutons are delicately browned and crisp. Add additional oil if



necessary. Remove the garlic and drain the croutons on absorbent paper. You can chill and keep in the fridge for future use (picnic).

3. In a salad bowl, break the greens into bite-sized pieces, Add the remaining cup [125 ml.] of olive oil and toss well so that each leaf is coated. Add the croutons, salt, anchovies, pepper, and lemon juice, Break the egg into the bowl. Toss again and add the grated Parmesan cheese.

## MEXICAN FLAN CAKE

### Flan Mix:

- 1 can evaporated milk (12 oz.)
  - 1 can sweetened condensed milk (14 ounces)
  - 3 oz. package cream cheese, softened or at room temperature
  - 1 T vanilla
  - 5 eggs
1. Put all ingredients for the flan in a blender and blend.

### Cake:

- Cake (Yellow Cake Mix) - Follow directions from the box.

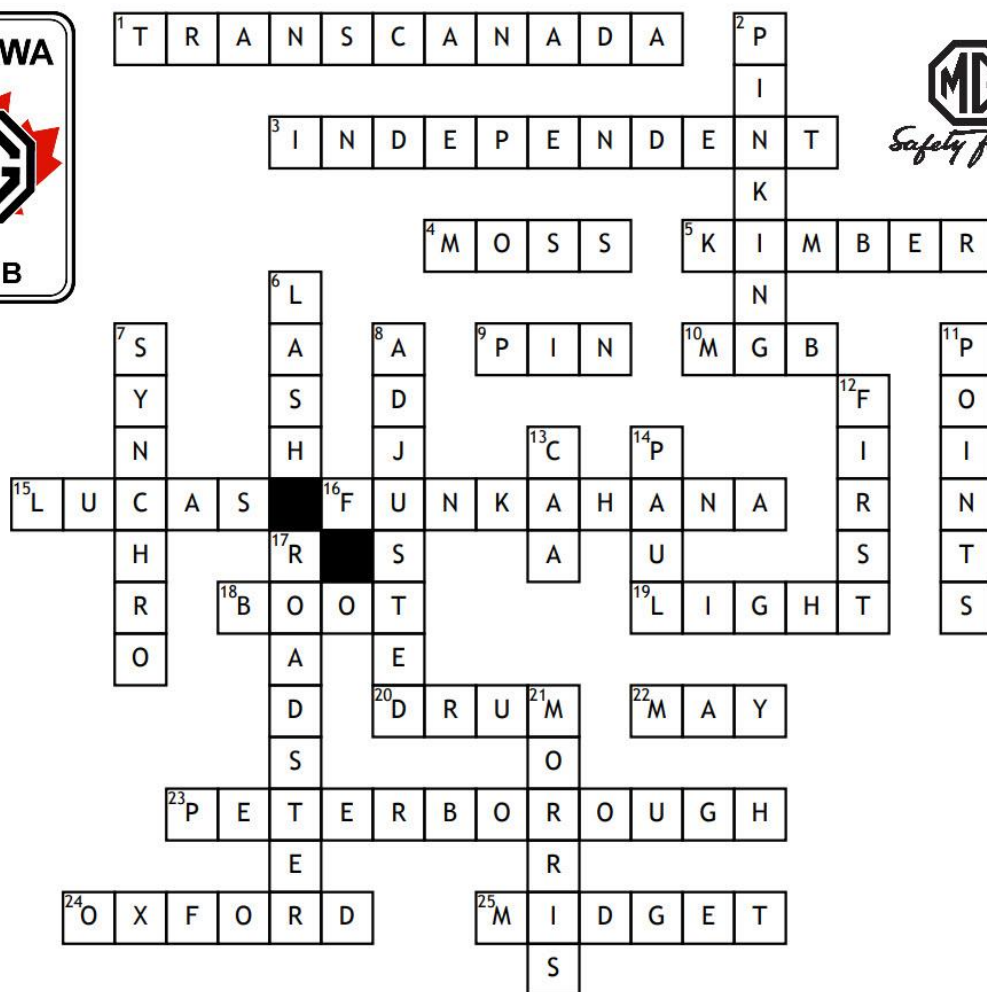
Preheat the oven to 350 degrees.

In the [Round Bunt cake pan](#) put in the ingredients in the following order:

1. Prepare the bunt cake pan by spraying with Pam butter spray. Put one jar of cajeta (Mexican caramel - in the microwave for about 45 seconds. Pour the melted cajeta into the bottom of the cake pan.
2. Add the pecans
3. Pour the flan mixture into the cake pan on top of the pecans, then pour the cake batter into the cake pan (the flan and cake will automatically separate while baking).
4. Put about an inch of water into a large roasting pan (Bain Marie). Then place the Bundt cake pan into the roasting pan.
5. Bake for at least 1 hour 10 Minutes (it sometimes can take up to 1 hour and 50 minutes)

A toothpick can be inserted and should come out clean. Remove roast pan from the oven and remove the Bundt cake pan from the Bain Marie. Cool for about 5 minutes then quickly and very carefully turn onto serving platter. Note, I usually hold the plate on top of the Bundt pan and turn simultaneously. Tap the Bundt pan well with a wrench and then gently lift the Bundt cake pan just to make sure that the cake didn't stick, but then leave it over the cake until completely cool. Remove pan and sprinkle with more chopped pecans. Refrigerate. When possible, keep cake covered to maintain the rich flavor.

# 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?

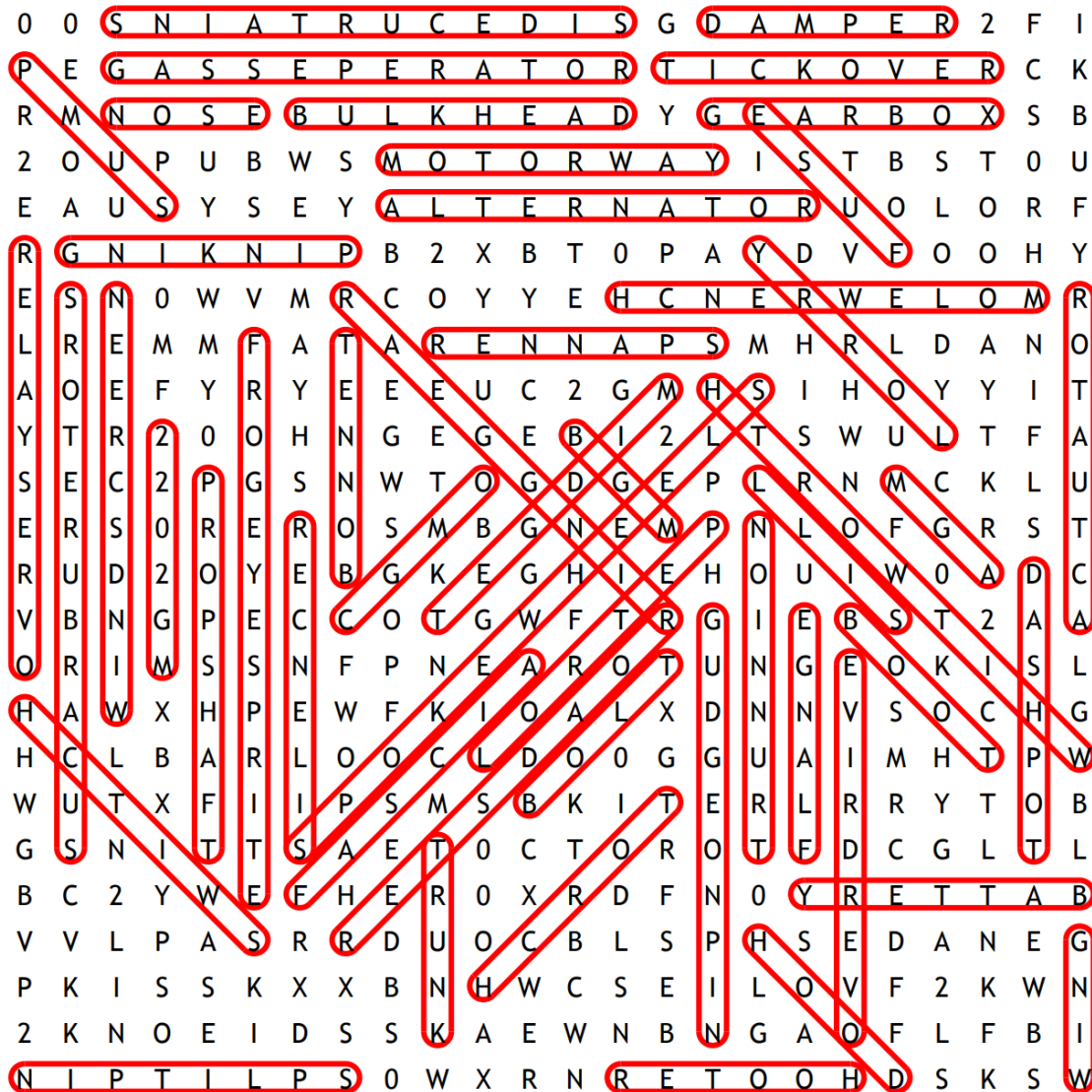
## Down

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?

# MGs



Alternator	Fuse	RelayServo	Switch	Battery	Hood
Trunk	FrogEyeSprite	GudgeonPin	MoleWrench	Pinking	PropShaft
RingGear	SideCurtains	SplitPin	Wing	Whitworth	Trunnion
Torch	Tickover	Silencer	Sump	Sill	Spanner
Roadster	Petrol	Nose	Actuator	Lorry	Gearbox
Fascia	Damper	Bulkhead	Hooter	Windscreen	Motorway
Boot	Bonnet	Bolt	Flange	Gasseperator	MG2022
SpokeWheels	Overdrive	SUCarburetors	OMGC	Dashpot	Midget
MGA	MGB				



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