



# the Dashpot

April 2022 Edition



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

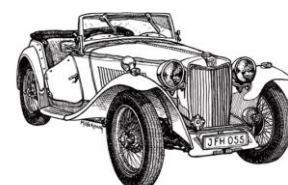




## Table of Contents

April Monthly Meeting.....	2
Menu.....	2
March Meeting's Highlights .....	2
OMGC Executive Team and their MGs .....	3
The Ottawa MG Club Driving Season Kick-Off Event.....	4
Year 2022 Planned Club Events .....	5
Other Ottawa Area Classic Car Events Worth Considering.....	6
MG 2022 Update .....	8
SU Carburetor Dating on MGA (1955 - 1962) .....	9
Carb Bodies .....	10
Float Bowls .....	11
Float Bowl Covers .....	11
Pistons and Suction Chambers (Dash Pots) .....	13
Other bits of interest .....	14
Conclusion .....	15
Tidbits.....	15
Member's Profile .....	16
Jim Kowbel .....	16
Len and Deb Fortin .....	18
Lessons Learned.....	20
Click, Click, &bleep#! No More!.....	20
Earth-friendly MGB .....	21
Confessions of an MGB Enthusiast .....	22
Octagonal Air Filter Housings .....	25
A Tiny Winter Project – OMGC Badge .....	25
Youtube Find for April 2022 .....	27
Mud anyone? .....	27
MG Picnic Blanket .....	27
Dashpot Survey Results.....	28
Club Bumper Stickers .....	34
Days Gone By .....	35

- **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
  - [Click Here for Details](#)
- **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](#)



## April Monthly Meeting

Place: CoBrie Restaurant 2121 Carling Avenue (Inside Carlingwood Mall)  
Date: April 21<sup>st</sup>, 2022  
Time: Members wishing to order food may do so anytime after 5:00 PM  
Meeting: Official Meeting Starts at 7:00 PM



### Menu

#### **HOMEMADE FISH & CHIPS**

With tartar sauce and coleslaw - \$ 17.95

#### **SIZZLING ATLANTIC SALMON**

tomato salsa served with baby potatoes,  
mixed vegetables and lemon - \$ 22.95

#### **INDIAN BUTTER CHICKEN**

with basmati rice, naan bread and tzatziki - \$ 19.95

#### **10oz STRIPLOIN**

With mash potato, vegetables, and mushroom sauce - \$ 32.95

#### **HOT TURKEY SANDWICH**

Home roasted turkey with mash potatoes and natural gravy - \$ 18.95

#### **BUTTERNUT SQUASH RAVIOLI**

in a sage, pecan, and brown butter sauce - \$ 16.95

It is essential that you confirm your attendance by end of day Mon. April 18 so we can give timely notice to the restaurant of how many to expect, and they can plan their supplies, seating and staffing accordingly to give us the best service. [Click here to Confirm Attendance](#) or scan the QR Code (top right) on your phone.

## March Meeting's Highlights

If you were not able to attend the meeting in March, we recorded it so you can catch up on what you missed 😊



## 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”.

	<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.
<b>TBA</b>	<b>Position Vacant</b> <b>Technical Director</b> JP Lacroix is acting as <b>Technical Director</b>	<b>TBA</b>	Coordinates meetings/sessions with facilities and capable members to address MG issues of a technical nature. Liaises with related businesses/skilled resources.

# The Ottawa MG Club Driving Season Kick-Off Event

By Len Fortin

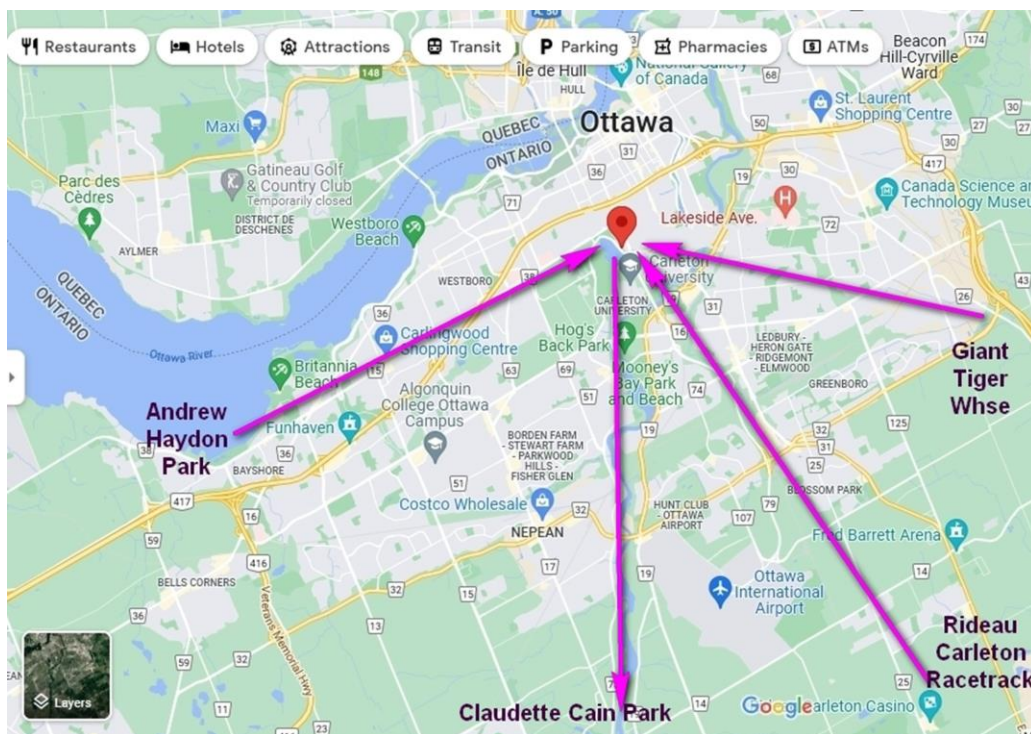
You Are Invited to Participate In

## The Ottawa MG Club Driving Season Kick-Off Event

On The Afternoon of Saturday, April 30<sup>th</sup>, 2022

[ this event was set to run in 2020, our 30<sup>th</sup> anniversary, but was postponed due to the Covid-19 situation]

By participating in this event, you will be '**driving through history**'. The three gathering points, and the driving routes, closely match those used by the original Ottawa MG Club members a long time ago, as the Club was being formed. There is a "**drive-by**" at the exact spot where Hugo Leech met Jim Nunn, and they made plans to create an MG club for Ottawa. You will receive a unique participant gift. And the final destination for the event will be a pleasant, grassy gathering spot in a City of Ottawa park for some snacks and chit-chat (Bring a lawn chair).



It's your choice of three gathering spots, each with driving routes to Lakeside Avenue at Dow's Lake.  
[Andrew Haydon Park in the West, Giant Tiger Whse in the East, Rideau Carleton Racetrack in the South]  
Then on to Claudette Cain Park at the east side of the Vimy Memorial Bridge for a gathering and snacks.  
Start time is approx. 1 o'clock, with arrival at the park set for 3PM, and we're all done by 5PM.

Registration and more details about this historic event will be available soon.



## 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



## Other Ottawa Area Classic Car Events Worth Considering

### June 11<sup>th</sup>, 2022

- **Osgoode Porchfest – Block Party Edition**  
Submitted by Lynne Whitehead, Club Member

Osgoode Porchfest is taking place on Saturday, June 11. It is an open-air music event with a variety of family friendly events planned from 10AM-6PM. This year, they are introducing a new car show/display to the list of activities. The car show will take place from 3-4pm at the Osgoode Foodland parking lot. Club members are welcome to make a day of it by attending the other activities or perhaps dropping by The Red Dot Cafe for lunch.

For more information, please visit the Facebook page [www.facebook.com/osgoodeporchfest](https://www.facebook.com/osgoodeporchfest) or by email at [osgoodeporchfest@gmail.com](mailto:osgoodeporchfest@gmail.com).

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### June 18<sup>th</sup> and 19<sup>th</sup>, 2022

- **Rideau Lakes ACCCC Flea Market & Car Show**

Lombardy Fairgrounds on Hwy 15 – 4 miles S.W. of Smiths Falls, Ontario

Car Show is on June 19<sup>th</sup>, 2022

For more info check the website: [Click Here](#)

Call Keitha Black at 613-253-1424 for general information.

For Car Show on Sunday, call Henry Schur at 613-285-9930 (Cell).

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### August 4<sup>th</sup>, 2022 – 9 A.M. to 3:00 P.M. (Weather Permitting)

#### **Barrhaven 4th Annual Classic Car Show**

Location: Clarke Fields, 93 Houlahan St, Barrhaven, ON K2J 3Y7

\$10 per Show Car, Dash Plaques for first 150 vehicles

Food Trucks, Vendors & Live Music - Complete our Car Quiz for a chance to win a prize.

50/50 Draw - Kids Fun Area

For more info contact Keith @ 613-825-4736 or email [r.k.goebel@outlook.com](mailto:r.k.goebel@outlook.com)

Check Facebook for updates: Barrhaven-Classic-Car-Show - Proceeds to CHEO Foundation

### June 26, 2022, Starting at 9:00 AM

- **Wheels on the Mississippi Car Show**

Riverside Park & Beach, 175 John Street, Carleton Place

Check Facebook event for updates: Wheels on the Mississippi

The annual Wheels on the Mississippi is a grand classic car show along the Mississippi River in Riverside Park in the beautiful town of Carleton Place. Break out the polish and show off your pride and joy. This is a great family event. Cross your fingers for a sunny day with a light breeze.

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**July 17<sup>th</sup>, 2022 - 9:00 A.M to 3:00 P.M.**

- **Merrickville Classic Car Show**

At the Fairgrounds – 106 Read St., Merrickville, ON K0G 1N0

Show car adm: \$10 - Public FREE

Music, food, door prizes, 50/50 draw, group parking

Email Doug: [classic@magma.ca](mailto:classic@magma.ca)

Website info at: [www.antique-shows.ca](http://www.antique-shows.ca)

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**Every Monday Starting May 23, 2022 - 4 P.M. to 8 P.M.**

- **Cruise Night – Sponsored by Hagerty Business Insurance (check - only 1 g)**

Antrim Truck Stop, 580 White Lake Rd, Arnprior, ON K7S 3G9

50/50 draw—Door Prizes.

All proceeds to Seniors at Home - Restaurant open—Restrooms available

For more info, please contact Brian at 613-355-5878 or e-mail [grandpagunn@gmail.com](mailto:grandpagunn@gmail.com)

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**Every Wednesday Starting May 4<sup>th</sup>, 2022, until September 14<sup>th</sup>, 2022 - 5:30 P.M. to Dusk**

- **Carleton Place Cruise Night**

Independent Grocer/Canadian Tire Parking Lot, 455 McNeely Avenue, Carleton Place, Ontario.

Classic Cars/Trucks/Motorcycles – All Welcome

50/50 Draw, Music, Door Prizes, FUN.

For Info, contact Jeff Shoots at 613-222-3778 or [my68lark@rogers.com](mailto:my68lark@rogers.com)

Check Facebook for updates: CarletonPlaceCruiseNight

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**Every Thursday Starting May 5<sup>th</sup>, 2022, until Fall – 5:30 P.M. to 8:00 P.M.**

- **Smith Falls Cruise In**

Settlers Ridge Mall, 275 Brockville Street (County Rd 29), Smiths Falls, ON K7A 4Z6

Door Prizes – 50/50 Draw

Contact: Greg Aspeck at [gregoryaspeck@gmail.com](mailto:gregoryaspeck@gmail.com) or 613-430-0023.

Check Facebook for updates: [Smiths Falls Cruise In](#)

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**Every Friday Starting May 6<sup>th</sup>, 2022, until September 30<sup>th</sup>, 2022 – 6:00 P.M. until Dusk**

- **Kemptville Cruise Nights (Hwy43 Club)**

Food Basics Parking Lot – 2615 County Rd 43, Kemptville, ON K0G 1J0

For more info contact Mike Lecuyer: Phone 613-774-5415 or email [Mike@Hwy43CarClub.com](mailto:Mike@Hwy43CarClub.com)

You can also contact Kevan Whittaker: Phone 613-258-7538 or email [Kevan@Hwy43CarClub.com](mailto:Kevan@Hwy43CarClub.com)

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## MG 2022 Update

The organizing committee of MG2022 is pleased at the overwhelming response we have received thus far. As of now, we have roughly 200 participants registered. Our discounted rooms at the Holiday Inn have all sold out and we are down to less than 5 at the Best Western. We have provided a list of other accommodations on the online MG2022 registration form. If you haven't already registered, we encourage you to do so as soon as possible, some of our activities are capacity limited on a first come, first served basis and they have started to sell out. This includes our awards banquet. The main banquet room is now fully sold out; however we have just secured access to another room offering an additional 35 seats. We hope to be able to hook up a live video feed to this room, so you don't miss any of the action, including our special guest speaker, former MG employee Dr. Ian Pogson. If you want to ensure access to the activities of your choice, don't keep waiting and miss out! Register now at [www.MG2022.org](http://www.MG2022.org).



Since our last update was released, we have launched our online regalia and commemorative MGB60 beer sales. Those can be found by visiting the MG2022 website. We are very excited to feature the ability to have an MG of your choice, in the colour of your choice, stitched onto your MG2022 shirts. There is a wide array of MGs to choose from and the colour possibilities are endless. Perfect for those unique 1970s MGB colours like Limeflower or Aconite. Our MGB60 commemorative beer cans are also sure to be a hit. We have partnered with Henderson Brewing Co in Toronto to come up with a very limited edition 8 pack of MGB themed tall cans. Each can represent an iconic MGB variant and inside you will find Henderson's easy drinking Food Truck Lagered Blonde, perfect for those June temps in Southern Ontario.

Our activities calendar is jammed full of events that should satisfy MG enthusiasts of all ages and backgrounds. Whilst there are several activities that are ticketed and require an additional fee, your MG2022 registration allows you access to many non-ticketed activities such as the Meet & Greet, Tech Sessions, Rallye & Funkhana, Hagerty Driving Experience, Parking Lot Party, Car Show and more. Our ticketed activities include bus trips to local sites of interest such as Petroglyphs Provincial Park and Bobcaygeon, Lift Lock Cruises, Scottish Afternoon Teas and an off-site Barbecue dinner at Lang Pioneer Village. We really do hope that there will be something for everyone who attends MG2022.

Finally, it has now been a few years of planning and organizing but to see everything coming to fruition makes the effort all worthwhile. We are still dealing with some restrictions from COVID, but it looks like things are indeed opening back up. For our American friends, please make sure your passports are up to date and review the latest Government of Canada Travel Guidelines at (<http://travel.gc.ca/travel-covid>). Please check these requirements often as they are constantly changing.

Registration for MG2022 closes May 31st and you will not want to miss out so do not delay, register today!

Safety Fast!  
Jeremy Holdsworth  
MG2022 Vice Chair

## SU Carburetor Dating on MGA (1955- 1962)

Including sorting out the bits for correct assembly

Article re-published with permission from the Bay State MGA Club, Westford, MA

Rev. 1.4 April 17, 2019

By: Fred (Jack) Horner



Many thanks to Roger Payne from the Jag-lovers Forum where I found much of this information on year and date code and derived other MGA information from deduction. I also want to thank Don Tremblay for getting me started down this path as I did not have a clue where to start and he pointed me to the Jag-lovers Forum. My interest started when I decided to go through the various pairs of SU H4 carbs I have collected over the years, and then figuring out when production changes occurred to ensure all the parts matched for that particular car.

The SU H2, H4, H6, and H8 have a stamping on the casting of the carb body where the throttle plate flange meets the intake manifold at the top of the casting (See figure 1). There is an alphabetic character followed by a number. The alphabetic characters start at "A" and go to "Z" but some letters are not used. The numbers are from 1 to 12 representing the month in which the carburetor was built. I have seen at least two exceptions where the number was 13 for a 1956 and for a 1961, so, this needs further study. Also note that although the date stamp is put on the carb by SU, it may have taken a bit of time before it was actually installed on a car on the production line. Also remember that the model year of the cars on the production line often started in the year before the model year and went into the model year dates. So, the carb date code may not match the model year of the car exactly and the month of production may or may not match the month of production of the car.

As an example, the letter and number on my 1955 MG TF carbs is L7. They both match. L represents a production date of 1954 and the 7th month (July). The first TF 1500 was built in July of 1954. My TF is an early production 1500 number TF/6545, (first is TF/ 6501). So, in this case the SU carb dates match the production date of my TF.

Table 1 shows the letter corresponding to the year. Notice that I, J, and O are not used. I don't know why except that perhaps because of the stampings they may not fully impress and could be confused with other letters.

Also, V, W, Y, and Z are not used, nobody knows why. Roger Payne says that only the X is specifically mentioned in any SU documentation and is definitely used for 1962. I have included Rogers' extension of lettering for the SU HS series as far as he went with it.



Figure 1

I have not seen many cars with the correct date stampings matching the production month of the car, but I am still looking for matching examples. In many cases, unless one has the Heritage certificate one may not know what month their car was manufactured. There are some sources such as the "Original" books by Clausager which provide some information about production dates.

The MGA carburetors for pushrod engines have two different part numbers based on the 1500 (part number AUC784) and 1600 including the MKII (part number AUC943). These numbers are found on aluminum tags attached to the float bowl cover nuts.

There were two companies making the castings (I think both located in Birmingham,

England). There is P.D.C. (Precision Die Casting) which appears to have made all of the carburetor body castings for the MGA (and other castings). This company is still in business and is Avon PDC part of the Rical Group. There is also MCL. I don't have a current reference for them, so, I don't know if they are still in business or have been taken over by another company (and I cannot define the initials). I will try to reference any differences I found between the castings of the two companies.

### Carb Bodies

Regarding the bits that make up the carburetor I will focus on the SU H4 used in the MGA push rod engines. The carburetor body has part number AUC6020 cast into the lower right side of the casting (See Figure 2) on those cast by PDC. At the end of this number is a circle which is used to indicate a particular revision to the casting. If there is a letter in this circle it is usually a modification to the casting which does not affect the part number. After this is an oval flat area to engrave a specific part number depending on machining of the part.

The MGA front carb has 6031 etched into the oval. The rear carb has 6033. The front carburetor has several machining processes performed on it which are unique to the front carb. First, I will mention that on the top of the carb body near the rear throttle damper housing screw mounting is an additional flange and hole that has been removed to allow for the function of the choke fast idle cam. Also on this same right side of the carb is a boss that is drilled and tapped for the pivot screw of the choke cam. If no screw is present, then there is a hole all the way through the casting wall into the throat of the carb in front of the throttle plate. Opposite this drilled boss is another boss that has been machined down almost flush and is not used.

The rear carburetor has none of these machining changes, but differs in that the angle casting at the rear left near the mounting flange at the bottom, is drilled and tapped for the vacuum advance tube. The front carb does not have this drilling. This same casting part number is used in other British cars of the same period (such as Austin Healey 100s and Triumph TR2) and the etched in number changes based on different machining changes done.

**Table 1**

<b>A</b>	1945	<b>N</b>	1956
<b>B</b>	1946	<b>O</b>	not used
<b>C</b>	1947	<b>P</b>	1957
<b>D</b>	1948	<b>Q</b>	1958?
<b>E</b>	1949	<b>R</b>	1958
<b>F</b>	1950	<b>S</b>	1959
<b>G</b>	1951	<b>T</b>	1960
<b>H</b>	1952	<b>U</b>	1961
<b>I</b>	not used	<b>V</b>	not used
<b>J</b>	not used	<b>W</b>	not used
<b>K</b>	1953	<b>X</b>	1962
<b>L</b>	1954	<b>Y</b>	not used
<b>M</b>	1955	<b>Z</b>	not used



In the picture below, this is a late production carb body (1959 and later) as indicated by the 2 in the circle. Earlier bodies had a Z in the mod circle. I have also seen AC, but I am not sure these were on MGAs. MCL also cast carb bodies but the AUC6020 was cast along the top of the right side of the body just below the suction chamber seat. No modification number present after the part number.

As far as I know, all the carburetor bodies are the same throughout the MGA pushrod engine production. Where differences are found are in some of the other bits that are assembled onto the body of the carb. I will start out with the float bowls.

### Float Bowls

The float bowl part numbers are rear: 3495 and front: 3496. Later production float bowls are AUC3495 and AUC3496. The PDC early float bowls had a part number followed by a modification letter such as M or K (from observation) in the round blank after the part number followed by PDC but when they started producing the float bowls with an AUC prefix then the PDC appeared on the opposite side of the float bowl (AUC3495 and AUC3496). (See Figure 4) PDC float bowls had the number on the front of the front float bowl and the back of the rear float bowl.

On the float bowls produced by MCL there was an MCL cast in after the part numbers of 3495 and 3496 (with a blank circle after the number). I have only been able to find one style float bowls produced by MCL. MCL float bowls had the part numbers on the front of the carb on front and rear carb float bowls. (See Figure 3)

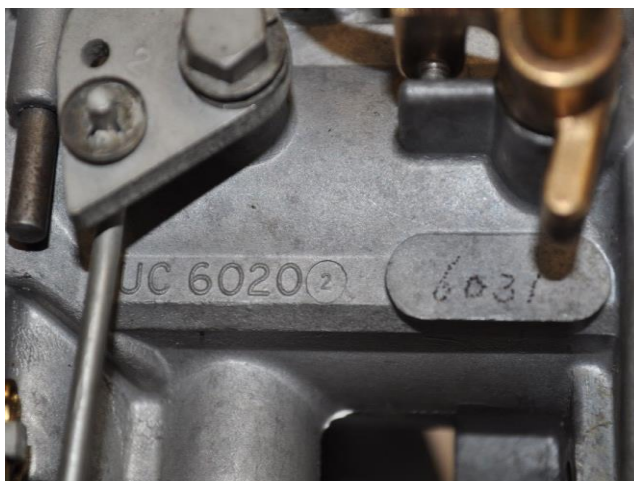


Figure 2



Figure 3



Figure 4

### Float Bowl Covers

The float bowl covers were made by both companies and started out with a single boss which in pre-MGA carbs was drilled through and contained a tickler pin (in order to prime the engine. By pushing down on the pin the float was depressed causing the fuel level to rise about the needle seat and allowing fuel to go into the carb. Some

early MGAs may have had a tickler pin, but I have not verified this. The MG TF and AH 100 from 1955 and most earlier MGs had the tickler pin. All of these tickler pins were brass. (See Figure 5)

The early float bowl covers have the casting number 1160 (rear) and 1161 (front) cast into the top of the inlet housing. Those from MCL had no casting modification letter but PCL casting have an L before the number or after the number. I think the castings with the letter following the number are the later version. (See Figure 6)



Figure 5



Figure 6

MCL castings have three bosses that were not drilled through (see Figure 7). Don Tremblay (a die cast expert) says that these are ejection pins and the difference is the mold style (different from how PDC did their molds). The casting number did not change. All that I have seen with the three bosses were made by MCL. In late 1959 MCL started using castings with the part number rather than the casting number. The front cover had AUC4261 and the rear cover only 4260 (notice no AUC before the number). I have found these on carbs stamped with the S and T (see Figure 8)



Figure 7



Figure 8

Starting also in late 1959 PDC castings have an unmarked blank area raised on the inlet of the cover. On the underside it is marked AUC4260 or AUC4261. Don's MGA 1600 built in early 1960 has this style. This was also used on Jaguars around 1960. I also saw these on another 1960 MGAs. (See Figure 9 and Figure 10) All MGA MKII carbs I have seen have the MCL covers with three bosses and the part number.



Figure 9



Figure 10

The early MGA carbs had a brass float bowl cover retaining nut. The later cars had steel nuts. I have seen the brass nuts on 1957 and earlier but 1958 and later should all be steel. These were always the "long" style to accommodate the overflow/breather pipe. (See Figure 11)

There are also two styles of mounting the float bowl to the carb body. All the MGAs had the single banjo bolt and a single cupped washer up to somewhere in 1959 at which point the banjo bolt was replaced by a drilled stud bolt with two flat washers of different internal diameters and a nut to secure the washers, seals, and float bowl onto the carb body. It appears from observation that all MGA 1600 and later carbs starting with an S for the year were of the drilled stud type. (See Figure 12)



Figure 11



Figure 12

### Pistons and Suction Chambers (Dash Pots)

The suction chambers for the H4 have three securing tabs. There is a damper rod at the top of the chamber. The early chambers were drilled through the gusset at the top to allow the vacuum to work on the piston. The damper rod cap was not drilled. It was marked "Oil Reservoir". The suction chamber had a Z stamped near the damper rod tower at its base. Sometimes there were other letters stamped as well. I don't know what these letters mean. Later damper rod cover was unmarked. This damper rod was longer than those marked "Oil Reservoir" (See Figure 13). In 1959, for the MGA 1600, the suction chamber was changed to not have the drilled through gusset and



the damper rod cap was drilled though and a 0 (zero) stamped in the cap (to indicate a slightly longer length to the damper rod). (See Figure 14) These suction chambers had no markings on top. Do not mix the two types of damper rod and suction chamber as the carburetor will not function correctly!



Figure 13



Figure 14

The pistons all remained the same with a guide slot on the left side of the piston and the needle secured with a set screw opposite the guide slot. There are two air inlets cut into the back side of the piston. There is an earlier style piston which is functionally the same used on the MG TF 1500 and AH 100, but the air inlets come straight down in the piston bottom whereas the MGA has a notch toward the back. I don't know if this was for better control of the airflow, but there is a small difference. In any case, very early MGAs may have this type of piston.

A lifting pin is assembled in the carb body to lift the piston for making adjustments. By lifting the piston by the pin, the revs of the engine will change and one can determine the mixture adjustment of the needle. In 1955 the lifting pin was made of brass. Some of the early MGA carbs have this brass lifting pin. By 1957 the pin was a steel pin with a needle end toward the piston. (See Figure 15) 1958 changed to a larger end steel lift pin. (See Figure 16)



Figure 15



Figure 16

### Other bits of interest

The early carbs on MGAs had brass cheese head screws securing the Suction Chamber whereas all later cars had steel (probably starting in 1956). These screws had an internal toothed lock washer beneath the head although some rebuilders say there should not be washers there.

The idle adjustment screws on early carbs up through 1957 had knurled standard (flat blade) screws. All later cars had a small cheese head screw.

The early carbs up through 1958 had brass cotter pins for all of the pivot point clevis pins and the choke fast idle rod. I think most rebuild kits now come with steel cotter pins. Later carbs had a "starlock" washer. According to Moss Motors the official start of use of this washer is engine number 16GAU/31660 but I have seen these on earlier carbs in 1959 and they may go as far back as 1958. I am not sure how this engine number was determined as it is the last of the MGA 1600 engines before the MKII in March 1961. These "starlock" washers are used on either end of the choke fast idle cam actuating rod and on the pin that connects it to the choke actuating lever. These are also seen on the clevis pin for the jet lever as well. Up until sometime in 1958 the carbs only had cotter pins. Note that the clevis pins with a hole and cotter pin are interchangeable with the cotter pin and "starlock" (with no hole for the cotter pin), so, some carbs may have been rebuilt with the incorrect pins in the past.

### Conclusion

That covers the changes which I have identified between the beginning and end of production of the MGA. Peter Thornley (son of John Thornley, the General Manager of MG from 1952 to 1969), states that the SU factory in Birmingham, England sent the finished carbs to the engine plant in Cowley and then the engines were sent completed to Abingdon for installation into the MGAs (and other marques). This was a "just in time" inventory method and may explain why there is often a difference of several months between the date on the carburetors and the production date of the MGA. If the SU date stamp is after the production date of the MGA, then they are not the correct carbs for the car (or are a replacement set). I will revise this document as verified differences can be determined from "unmolested" MGAs with original carburetors. Again, many thanks to Roger Payne and his analysis of the Jaguar carburetors which got me started down this path. I will expand this analysis to include earlier MGs and later MGs as information becomes available.

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### Tidbits

Submitted by Daryl Wade with a comment  
- "Best one I have seen!"

Thank you, Daryl, the windshield is on my radar of things to replace because my glass could use a replacement due to tiny little pits everywhere when you look closely 😊.





# Ottawa MG Club

## Member's Profile

<b>Name:</b>	Jim Kowbel
<b>Current MG Model and Year:</b>	MGB - 1977
<b>Find me online:</b>	<a href="mailto:morecowbell@hotmail.ca">morecowbell@hotmail.ca</a>
<b>Find me on the map:</b>	
<b>Date Completed:</b>	March 2022

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

24 years of age. Driving to work at CJOH TV and saw a 1959 MGA for sale. Owner's father wanted to sell as his son was at Carleton University and broke. It came with an aluminum hardtop, a spare 1500cc engine and wire wheels.

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

1959 MGA 1500cc / 1977 MGB 1800cc (with overdrive)

**3. Which MG was your favorite?**

Without question, the "A". Spent three years (1974-1977) restoring it. My (then) wife gave me an ultimatum – her or the MG. Made the wrong choice! LOL

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

The "A" had brake pads installed the wrong way around at (then) British Motors, Manotick. Noticed right away and had new rotors installed (no cost).  
The "B" – changing a clutch out. Total engine and transmission out of car.

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

My wife, Wendy, and I tour, not far. Top-down fair-weather driver.

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

Wendy loves driving in the "B" as passenger/navigator. She sometimes drives (see below).





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

I let Wendy back out of Adrian Sawyer's driveway and she ground the gears twice. The look on Adrian's face ..... priceless!

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

Wendy and I love going out for day trips and picnics, driving the St. Lawrence Seaway, around the Ottawa area, Kemptville, Peterborough. Visiting Mt. Tremblant and other places in the province of Quebec.

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

The absolute joy of driving a car that responds to you, and is a joy to restore. A car that "returns the pleasure" every time!

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

A supercharger with a rebuilt engine.





# Ottawa MG Club Member's Profile

<b>Name:</b>	Len and Deb Fortin
<b>Current MG Model and Year:</b>	1973 MGB; 1977 MGB; 1960 MGA
<b>Find me online:</b>	
<b>Find me on the map:</b>	Kilmarnock, Ontario
<b>Date Completed:</b>	February 17, 2022



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

We bought our '73 B in 1983 – our first experience with MGs! We were both in our very early 30's. Deb needed transportation from our home in the Blossom Park area of Ottawa to Algonquin College where she was studying Interior Architecture & Design. Both our children were still quite young but were able to sit in the small compartment behind the seats, on the battery box cover (something that would be frowned upon these days).

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

1973 MGB: colour= kind of red (red like the leather jacket Deb owned at the time);

1977 MGB: colour= Tahiti Blue;

1960 MGA: colour= British Racing Green (I think it was a Friday British Racing Green)

## 3. Which MG was your favorite?

The '73 was my favourite till we got the MGA. However, our daughter, Andrea, owns a '74 MG Midget and since it spends a lot of time in Kilmarnock at our house, it has become my favourite to drive.

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

As we have owned MGs for several years now, we have more than just one "most challenging repair or break



down". A big challenge was an engine overhaul on the '73B after we came back from a NAMGBR Convention in Saint Louis in 1993. With the help of a neighbour, and very close attention to the Haines manual, we rebuilt the engine over 9 weekends for about \$900 in parts. A second big challenge occurred while returning from another NAMGBR Convention in the California/Nevada area in 1995. The '73B fan suffered metal fatigue and put a big hole in the radiator – at the western edge of the notorious White Salt Flats Desert, in a tiny place known as Wells, Nevada. With some replacement

parts flown in from Moss Motors in California to the airport in Brigham City, Utah, and overcoming a series of



troublesome incidents, we replaced all the necessary parts in the middle of a parking lot outside the town convenience store. I have a multi-page story/report on the entire trip, including every detail of the breakdown fiasco, available upon request. And I made the twisted & broken fan into a trophy/memento, so I'd never forget the situation.

Our 1977 MGB and our 1960 MGA have also experienced "challenging break downs and repairs", but not to the scale of the '73B. The '77 MGB had the engine replaced by a team of '3-Stooges' and I have the photographic evidence to prove it. The MGA experienced a serious problem with fuel delivery – and you'll never guess what the problem was finally tracked down to be.

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

We drive our MGs!! Daily if possible. Fair weather is preferred, but not a requirement. For years we went on long tours to attend MG Conventions all over North America:

Vancouver; Texas; California; Minnesota; Indiana; Virginia; New York; Missouri; Illinois; Peterborough in 1992; Washington DC; Niagara Falls. Now local touring is probably our favourite aspect of MG driving – out and about for the day, with a lunch stop, and back home for the evening. I like to get each of the cars out for a 20-mile run around our township on as many days as possible.

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

Deb is the Navigator in our 'team'. I'm generally hopeless

when it comes to navigating. I don't have a GPS device, and when I use a map, you can bet we'll be in the wrong county within minutes. [ Some day I'll tell you the story of the Upper Oak Leaf Road and the Lower Oak Leaf Road]

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

The list of awkward or embarrassing MG moments is far too long to list in this edition of The Dashpot. I'll schedule a ZOOM technology meeting to review them with all who might be interested.

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

It's a close tie for first place on this topic. A)... To Stowe, VT for the annual British Invasion. Lots of British vehicles and great sights to see. Fabulous roads to drive on. Shops and restaurants. And, September in Vermont is hard to beat! We even won a few prizes at that show over the years. And... B) To Prince Edward County, on a variety of occasions, including the Discover Waupous Weekend events. Deb's mom was from the area; there are lots of great roads to experience; and, of course, there are a couple of wineries in the area.

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

I like the look of the vehicle. I like the feel of the drive. I like the way they are conversation initiators. I like the way other MGers connect with each other. I like the simplicity of the mechanicals (not so much the electrical, however – but I'm learning!

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

To drive an MG T-type around Eastern Ontario and Western Quebec for a couple of weeks of lazy touring, with overnight stays at great places, meals in restaurants, shops to browse around and no breakdowns!





## Lessons Learned

Click, Click, &bleep#%! No More!

By Todd Steeves, Dashpot – Spring & Summer 2011

Lesson Learned!



If you own a later model MGB then no doubt your seatbelts and you make this noise when you are trying to pull them out. Before you go out and buy new ones, try this:

In half an hour you can fix up those ratcheting mechanisms, so they operate properly; the outcome is remarkable. And it can be done while the seatbelts are still in the car. All you will need is a Philips head screwdriver, a can of WD-40, a can of air, some silicone lubricant, and a small touch up paint brush.



The problem with these mechanisms (see photo below) is the lubricant has dried up between the pink fibre washer and the plastic part that causes the seatbelt to latch. Clean this up and apply new lubricant.



Plastic  
ratchet

Old dried up  
lube

Fiber  
Washer

Figure 1 - Fibre Washer and Plastic Ratchet

The first step is to remove the cover to gain access to the parts in the photo. Be sure to open the correct side or bad things will happen! Next wash out the old lubricant with the WD-40 and wipe off the old gunk especially under the washer; you can use the paint brush for this. Blow out as much of the WD-40 as you can with the air and apply the silicone lubricant under the washer with the brush. Turn the plastic part back and forth by hand a few times and reinstall the cover.



**Figure 2 – Open this side**



**Figure 3 – Don't open this side**

Previously I tried white spray lubricant but after a year it became stiff and lost its lubrication. That's all! You and your navigator will be much happier, especially the navigator which is, after all, the most important thing.

That was easy!

## Earth-friendly MGB

Introducing the new Earth-friendly 2022 MG "Stone Age" – excellent mileage, low maintenance, zero carbon emissions.

For further info contact Fred Flintstone or Barney Rubble, Bedrock Motors Inc., email: [itsarunner@yabbadabbadoo.com](mailto:itsarunner@yabbadabbadoo.com)





## Confessions of an MGB Enthusiast

By Leslie Steeves

All Photos by Leslie Steeves

Reader's  
Digest CANADA

Article re-published with permission from Leslie Steeves and Our Canada.ca

**Note:** OurCanada.ca always welcomes story submissions from everyday Canadians on a large range of topics.

Going from “Dad’s co-pilot” as a youngster to owning an MGB GT of my own in adulthood just seemed inevitable.

On a warm summer’s evening my husband and I are standing in our driveway looking at the old car before us. “You’ll never sell it,” he scoffs as he turns and walks away. He may be right, I thought to myself while smiling. The familiar chrome accents, the round glass headlights and novel hatchback style, all call to me. This is my 1971 MGB GT. The MGB or “the Poor Man’s Aston Martin” was made in England by the British Motor Corporation (BMC) from 1962 to 1980. The success of this new open-top roadster was unexpected. Car enthusiasts all over the world loved its sports car feel and affordability. In 1965, a variation of the soft-top roadster was introduced as the MGB GT. This three-door coupe was designed by the Italian firm Pininfarina, also known for designing different Ferrari models. The MGB GT had an immediate loyal following, which is present to this day.



### My Father’s MGB GT

My introduction to MGs came through my father, who owned an MGB GT for a number of years. Its uniqueness was apparent from the moment I first saw it. I recall being about ten years of age when I heard an unusual noise approaching our house. As I listened, I was certain that something had pulled into our driveway. My mother’s desperate cry of “Oh no, he didn’t!” clarified this thought. I ran outside to see my father getting out of a small, white car. Closing the door, he stood a moment, head tilted, deep in thought. Curious, I watched as my father walked around the car, pausing at certain angles to study its lines. With a serious and focused look, he examined every detail of that car. His hand occasionally touched the body, an act that gave away his pride in ownership. He eventually noticed me and, looking straight at me, he said quite simply, “It’s an MG.”

I was astonished. My father’s usual stern and disciplined engineering mind had been replaced by a free-spirited expression of absolute bliss. There was a complete abandonment of sensibility! Something I’d never seen him display before. “Want to go for a ride?” he asked, smiling, hoping to find an accomplice. That moment was the beginning of our adventures in the MG. I have two distinct memories of my father—cheering on the Montreal Canadiens and riding around in his MG or “the Bomb” as he liked to call it. Whether it was down the Don Valley Parkway in Toronto or cottage country in the Kawarthas, we were a team; both of us committing to what we considered a marvel of British engineering.



Others did not share this affection for the MG. Over the years, the hard start-ups, prolific rust and persistent electrical problems have given the MG a distressing reputation. It has been described as being finicky, unreliable and definitely a “not to buy” car. Still, my father and I loved it, while others in the family tolerated it. Perhaps it was that first drive that cemented my role as dad’s co-pilot.



*The passenger side of Leslie’s treasured ’71 MGB.*

### **Road Trips in the MGB GT**

Each of our MG adventures began with a few moments in the “cockpit.” There was a distinct routine which began with pulling out the choke, then a courageous turning of the key. We would sit in absolute silence, listening to the click, click, click of the fuel pump and then my father, taking a chance, would engage the starter. That grating “wrrr, wrrr” noise would fill the interior as we waited for the turnover. Once the engine fired up and rumbled to life, my father would relax and say, as if he never doubted the MG, “Ah... there.” We always took a moment to listen to the four-cylinder, 95-horsepower engine. Often my father would gently rev the engine, to accentuate its sporty sound. We would then share a smile and drive away.

Our [road trips](#) were exciting. Low to the road, rumbling suspension; it felt like we were on the last lap of the Indy 500. People would hear us approaching and turn to look. Other sports car enthusiasts would wave. It was all part of the ride in that magnificent car. As we drove, I was drawn to watching my father’s coordinated movements of hand and feet, as he operated the manual transmission. I was mesmerized by the sounds from the engine as he shifted up or down. Unknown to me, I was absorbing the art of driving a manual car, which would prove to be a useful skill in the years to come.

Eventually, my father stopped driving the MG and it sat. My sister took over its ownership and, in time, it was sold. I was devastated but I knew that one day I would own one. That moment came when I spotted a 1971 MGB GT for sale at a local car dealership. My husband was skeptical, but I was convinced. The fact that the shop mechanic had to fiddle with the engine so I could take it for a test drive, or that it seemed to stall and lurch for no reason, did not discourage me. I had learned from my father that these glitches were perfectly acceptable for an MG! The moment I was handed the keys, I felt immense pride at owning my own MG and could not hide my excitement as I climbed into that car.



### **An MGB GT of My Own**

Unfortunately, those happy emotions quickly faded. My first drive home was so rough that I constantly checked the rear-view mirror, expecting to see parts left behind on the road. I nervously ignored the [engine noises](#), which sounded like the rumblings of an imminent explosion, and made every attempt to erase my husband's disapproving glare from my mind. Still, I was smiling as I finally pulled into our driveway, albeit weakly. I have since become accustomed to

its idiosyncrasies and began to love my car as my dad once loved his.

I recall the special moment I had when I told my dad of my purchase. The whole family was meeting in a hospital room to offer support and comfort to a relative who was scheduled for an operation. The atmosphere in the room was very solemn as reassuring words were shared. During a quiet moment, my eagerness to reveal my news took over and despite the serious nature of our visit, I announced, "I bought an MG. It's a '71."

The resulting silence was deafening. Relatives glared at me for discussing such a trivial matter and my father gave me a long look as it took a moment for my words to register. Then that smile appeared, and he said quite simply, "That's a good year."

Fortunately, the relative made a full recovery and my father, forever the MG enthusiast, has enjoyed hearing of my MG adventures. He completely understands my delight in owning such a unique car, and just like him, I have had those moments of complete abandonment of sensibility. I can't look at my MG, nor drive it, without smiling. I'm so taken by its exquisite design that I often find myself sitting alongside it on a warm summer's evening, just gazing at its fine lines. When I park it and walk away, I invariably look over my shoulder to steal another glance at its distinctive grille and reputable MG badge.

I will admit that owning a classic car is not for the faint of heart. All it takes is one [tiny scratch](#) or dent and I become a major crime scene investigator. The debate of restoration versus originality provokes an intense dialogue in my head. And I've come to accept that all repairs follow the Law of Threes—two things break as one is fixed. Nonetheless my devotion to and enjoyment of this car have never wavered. At some point though, I probably will sell it to someone else who will enjoy its finicky ways. I don't expect to get a lot of money, but I'll be looking for a promise to take care of it. And, of course, I'll need to see that smile!



## Octagonal Air Filter Housings

by Michael Price

I cut the plywood out using a skill saw.

The attaching hardware I had in stock from Ottawa Fasteners.

The filters are Moss part number 371-575.

I also use stub stacks that I got from the UK. The whole set up is for 1.75-inch SU's but can also be done for 1.5 inch.



## A Tiny Winter Project – OMGC Badge

By Peter Sanderson

When I purchased my MGB last summer, I noticed a small rectangular thing on the grill. I knew it was a grill badge, but I just assumed it was old and unreadable, especially with my aging eyes. Depending on the lighting conditions it would sometimes shine a bit but always kept its identity hidden. One day my curiosity got the best of me and while I was working on the front of the car, I gave it a gander to see exactly what it was. It was a brass Ottawa MG Club badge. When I washed the car next, I spent a little time cleaning and polishing it, but it still didn't pop out clearly in most situations. I fully understand that this Brass Badge has history with the club and is proudly equipped on many member's cars. But I wanted to do something different with it, a bit more modern. If I fail, I can always put it back the way it was, brass!



So, this winter I decided to remove the badge from the car and paint it the club's colors. Before I did, I researched how to best paint on top of brass.



After some reading, I had the following procedure:

1. Fine sandblast the surface for cleaning and to help with primer adherence
2. Prime using a surface etching primer spray. Apply two coats with 24-hour dry time between coats.
3. Spray entire surface with white rust paint for metal. Again, Apply two coats with 24-hour dry time between coats.
4. Then, using magnifying clock repair glasses, hand paint the black and red using a very fine paint brush. Two coats were required of each color.
5. Finally, spray two coats of clear enamel for protection, 24-hour dry time between coats.



I was very pleased with the results. When viewed up close and personal, you may see some slight imperfections, but from any distance other than under a close examination, it looks perfect. This complete process, after the sandblasting is completed, takes a week with the drying times. The spraying takes a few seconds, and the hand painting may take an hour each coat. Since it is such a small badge, I have most of the paint left over and I can certainly share it with any member in the club who wants to try this on their own badge. The good news is that if it does not turn out like you imagine, you can always remove the paint and polish the brass, so you are back to what you started with.

These are the products I used and there is plenty to do many other badges, so do not hesitate to contact me if you would like to borrow these cans and paint your own badge (no charge).



## Youtube Find for April 2022

Mud anyone?



## MG Picnic Blanket

By Peter Sanderson

My wife (Chantal) enjoys crochet and I had asked her to make me an MG Picnic blanket to use when we have a picnic or at OMGC Tech Sessions. Before she could start, we needed to have a custom pattern created. After a little research, we found a woman in Hawaii who does just that. She has a little company called Yarn Over, Pull Through. I purchased the pattern and told her I was intending to share it with the OMGC.

Chantal is currently working on an Alpaca Yarn sweater for my daughter and will start my picnic blanket afterwards. I plan to have mine match the colors of my MGB. Hopefully it will be completed by summer.

If any member would like to have this pattern and either crochet their own Picnic Blanket or have a friend, do it for them, here is the pattern.



[Click Here for Pattern](#)

## Dashpot Survey Results

### 1. Overall, how satisfied are you with the new-look Dashpot?

29

Responses



4.83 Average Rating

### 2. What do you like and/or dislike?

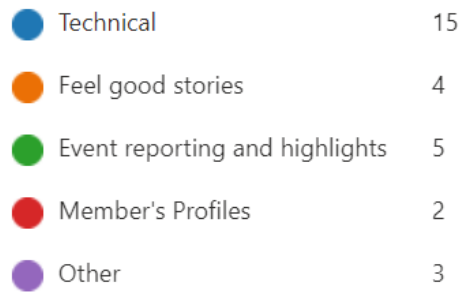
ID	Name	Responses
1	anonymous	This is an amazing edition of the Dashpot. if this keeps up, we will have to upgrade the name to a bigger component of the MG
2	anonymous	Informative and organized
3	anonymous	Format as much easier to read and has a variety of articles beyond the usual tech talk
4	anonymous	Maintenance articles. Member profiles
5	anonymous	Liked the member profiles.
6	anonymous	I like the tech tips and the pictures of the old ads for MGs and Lucas oils.
7	anonymous	colour and more content
8	anonymous	it is a fresh and colourful newsletter
9	anonymous	Variety of articles. Tech articles. Member profiles.
10	anonymous	More content, well presented
11	anonymous	Easy to navigate, great information and interesting articles.
12	anonymous	The new look is amazing !!!
13	anonymous	I love the fact that members get introduced each month.
14	anonymous	I like the fact that there is a lot of like-minded people out there that enjoy their machines!
15	anonymous	I like the easy to read format and the clean layout with the great variety of articles.
16	anonymous	Great cover , great content
17	anonymous	new colourful look, members profile & their cars., tech articles and of course the list of club events.
18	anonymous	N/C
19	anonymous	Great new set up. Nothing to dislike.
20	anonymous	Lovely layout and well researched for articles. Well done. Peter.
21	anonymous	It is perfect. Covers the many interests of members. Well Done.
22	anonymous	Much nicer.
23	anonymous	It is nice to have a refreshed newsletter. I find it a bit long for my taste.
24	anonymous	It's too long, too many pages. Cutting and pasting articles from other clubs/magazines only pad up dashpot. Should be about our club and our members and our club members projects should they want the visibility. Auzzie oil filter and Scottish Midget articles are only adding pages.
25	anonymous	No dislikes. Like everything.
26	anonymous	I enjoy all of the new bits and pieces of information, layout is great.
27	anonymous	Cleaner. easy to read. Love the colour, the old black and white was kind of boring.



### 3. What article(s) most interested you in the February Dashpot Edition?

ID	Name	Responses
1	anonymous	Carb article.
2	anonymous	Members profiles
3	anonymous	#1 Member profiles - it's amazing the folks we have in this club. #2 Jordan's tips and info!
4	anonymous	Profile of Mary Atwell
5	anonymous	member profile
6	anonymous	Carb rebuild.
7	anonymous	Peter Sanderson's SU article
8	anonymous	The column on lubricating the suspension.
9	anonymous	members profile and resources such as mechanics, etc.
10	anonymous	member profiles
11	anonymous	SU carbs
12	anonymous	MGB Tips
13	anonymous	SU Tuning
14	anonymous	All of them. Big thumbs up !
15	anonymous	New members.
16	anonymous	I enjoy the stories on the travels members undertake.
17	anonymous	Info about upcoming events and the articles about past events.
18	anonymous	Can't remember
19	anonymous	I enjoyed reading and learning about members and their cars. Also the oil article was very interesting
20	anonymous	N/A
21	anonymous	Just like the new format.
22	anonymous	Always the tech issues! as from MG Driver.
23	anonymous	Technical articles are always needed.
24	anonymous	Have not finished reading.
25	anonymous	I focus on the events calendar.
26	anonymous	This years events schedule is most useful.
27	anonymous	The SU articles
28	anonymous	The OMGC club member profile
29	anonymous	Everything, but mostly source for parts and service.

#### 4. What articles are you MOST interested in?



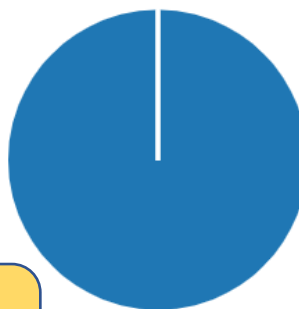
ID	Name	Responses
1	Anonymous	Technical
2	Anonymous	Member's Profiles
3	Anonymous	Feel good stories
4	Anonymous	Event reporting and highlights
5	Anonymous	Member's Profiles
6	Anonymous	Event reporting and highlights
7	Anonymous	Feel good stories
8	Anonymous	Technical
9	Anonymous	Technical
10	Anonymous	Event reporting and highlights
11	Anonymous	Technical
12	Anonymous	Technical
13	Anonymous	Technical
14	Anonymous	Technical
15	Anonymous	Technical
16	Anonymous	Feel good stories
17	Anonymous	Event reporting and highlights
18	Anonymous	Technical
19	Anonymous	Feel good stories
20	Anonymous	All the above
21	Anonymous	Technical
22	Anonymous	Technical
23	Anonymous	Technical
24	Anonymous	Event reporting and highlights
25	Anonymous	All of the above
26	Anonymous	Anything pertaining to this club and it's membership
27	Anonymous	Technical
28	Anonymous	Technical
29	Anonymous	Technical

5. Would you like to see articles written by our OMGC members about their MG experiences/road trips?

- Yes
- No
- Other

29  
0  
0

Note from Editor  
*Bring Them On!*  
[newsletter@omgc.info](mailto:newsletter@omgc.info)



6. Would you like to see a classified adverts section in the Dashpot?

- Yes
- No
- Indifferent

19  
2  
8



7. Do articles that were published in other club's newsletters around the world interest you if they are about MGs?

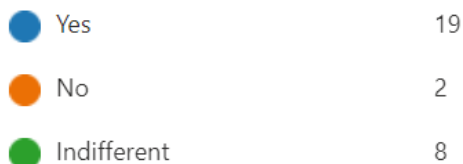
- Yes
- No
- Indifferent

19  
2  
8





8. The font for the Dashpot was changed in 2022 and added to a Dashpot Sketch. Below are the two logo samples: Old Font (Calligrapher - Sample 1) and new font (Rockwell - Sample 2). Which do you prefer?



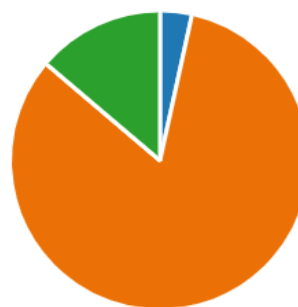
9. What else would you like to see in the Dashpot?

ID	Name	Responses
1	anonymous	More photos of events when they happen
2	anonymous	Restoration stories/experiences.
3	anonymous	Things that will courage navigators or women to be more involved
4	anonymous	Event photos when we can get together again.
5	anonymous	Nothing I can think of
6	anonymous	Project spotlights
7	anonymous	I think it has a good spread at the moment.
8	anonymous	I think it's great the way it is
9	anonymous	I do like the idea of stories about members and "what they have in their garage and what they are doing"
10	anonymous	Difficulties in getting parts into Canada
11	anonymous	It seems you have everything covered with a lot of varied topics to interest all our members. Well done!
12	anonymous	I think it would be difficult to come up with something else. The current is format is excellent.
13	anonymous	Club member current mg restorations with photos and updates

10. Would you like to have the Dashpot printed and mailed to your home?



### 11. Would you be displeased if car related businesses placed advertisements in the Dashpot?



### 12. Other Comments

ID	Name	Responses
1	anonymous	Best improvements to dashpot ever.
2	anonymous	Again, this is an amazing edition - thank you so much Peter!
3	anonymous	Thanks for your time and skill in producing an interesting Dashpot edition.
4	anonymous	brian harrison2
5	anonymous	None
6	anonymous	Regarding the car related businesses, it would be good if they were those recommended by the membership so we could have confidence in using them, rather than taking a step in the dark. Not everything is as good as businesses make it appear sometimes.....
7	anonymous	Keep up the great work — it's much appreciated
8	anonymous	I am really enjoying the new Dashpot and find with the colourful layout and pictures I enjoy it more.
9	anonymous	NATT
10	anonymous	Nicely done! These past 2 yrs. have been rough and I haven't attended any mtgs. sadly as I'm super cautious about Covid. I'm looking forward to attending some mtgs./outings this year hopefully?
11	anonymous	Come this spring I would like to gift the club an engine stand. At this time it is packed in the back of a shed.
12	anonymous	I like the new look. I think something with in the 6-10 page range would be more manageable with maybe a longer "special edition" at the start of the driving season.
13	anonymous	dashpot should be restricted to ten - twelve pages. Member profile is a nice addition but should be concise; beware of rambling on. One profile per edition is all that's needed otherwise you'll quickly run out of profiles. Remember this is a car club , culinary recipe's do not belong here in my view and only add to the pages. Doesn't have to be all things to all people, remember, car clubs are different things to different people.
14	anonymous	Very impressed with the new format
15	anonymous	Overall great newsletter, I enjoy the format
16	anonymous	Keep up the great work!

## 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**





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