



the Dashpot

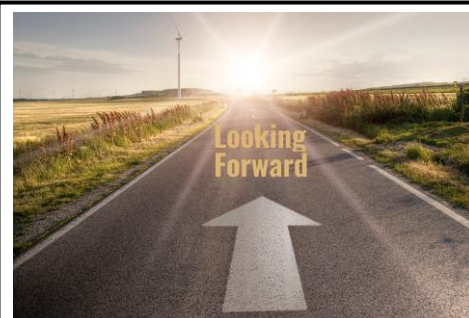
May 2022 Edition



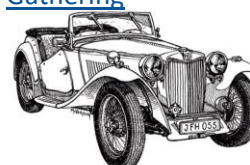
The Official Newsletter of the Ottawa MG Club

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- **May 7th, 2022**
 - [Drive Your MG-eh! Day](#)
- **May 14th, 2022**
 - [Boot'n'Bonnet](#)
- **May 19th, 2022**
 - [OMGC Monthly Meeting](#)
 - [Garden Terrace Event](#)
- **May 22nd, 2022**
 - [Merrickville Automotive Swap Meet](#)
- **May 28th, 2022 – May 29th, 2022**
 - [The Paul Williams Memorial Run to Gananoque Inn](#)
- **May 28th, 2022 – June 5th, 2022**
 - [British Car Week](#)
- **June 12th, 2022**
 - [Rockland Manoir Seniors Residence](#)
- **June 19th, 2022**
 - [MG 2022 – Peterborough](#)
- **July 9th, 2022**
 - [Club Summer Picnic Day](#)
- **July 16th, 2022**
 - [Ottawa All British Car Day](#)
- **July 17, 2022**
 - [Brits-In-The-Park Annual Gathering](#)



May Monthly Meeting – May 19th, 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 Starts at 7:00 PM

Menu

GNOCCHI

with sundried tomato, artichokes and rose sauce - \$17.95

SEAFOOD LINGUINE

with shrimp, salmon, calamari, and mussels in a white wine tomato broth - \$18.95

CHICKEN POT PIE

Homemade & Chef's favorite, served with salad - \$18.95

SMOKED MEAT ON RYE

with pickles and Coleslaw and fries - \$16.95

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

RACK OF LAMB

with daily vegetables, mash potatoes and homemade mint sauce - \$44.95

FRIED GOAT CHEESE

Herbed crusted with mixed greens, sundried tomatoes and olives and extra virgin Olive oil and balsamic vinaigrette - \$15.95

Please confirm your attendance by e-mailing vicepresident@omgc.info.

New Members

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

- Joe McCaig, Gatineau
- Paul Waite, Navan
- David Sinclair, Balderson
- Roy McCrae, Manotick

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
5. Roadside Repairs Booklet to keep in your trunk (inc. recommended tools/equipment) – [click here](#)
6. Interested in OMGC Regalia? [Click Here](#)

OMGC Executive Team and their MGs

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

	Mike Westland OMGC President president@omgc.info Member Since 2010	1974 MGB 1970 MGB0-GT 1967 MGB-GT-Special	Acts as CEO of the Club. Presides over all meetings. Ensures relationships are maintained with other clubs, national and international MG Registers, groups, and resources.
	J-P Lacroix Vice-President vicepresident@omgc.info	1969 MGB-GT 1969 MG Midget	Assumes responsibilities of the President in his/her absence. Arranges monthly meeting locations. Posts driving routes on the website.
	Len Fortin Webmaster webbie@omgc.info Member Since 1990	1960 MGA 1977 MGB 1973 MGB	Maintains the website and ensures the Club calendar is up to date. Dispatches broadcasts as necessary, in conjunction with the Comms Director.
	Trish Adams Club Regalia regalia@omgc.info Member Since 2008	1970 MGB 1973 MGB-GT	Manages the sale, ordering and delivery of Club regalia items.
	Jeff Cohen Treasurer treasurer@omgc.info Member Since 2014	1970 MGB 1977 MG Midget	Manages/maintains the Club's financial records. Posts quarterly reports on the website.
	Julie Westland Membership membership@omgc.info Member Since 2010	1974 MGB 1970 MGB0-GT 1967 MGB-GT-Special	Manages/maintains the Club's Membership database. Provides new members with welcome/orientation package. Coordinates distribution of Club calendar to renewing and new members.
	Peter Sanderson Communications newsletter@omgc.info Member Since 2021	1980 MGB	Edits and publishes “The Dashpot”, the Club's monthly newsletter. Dispatches broadcasts as necessary, in conjunction with the Webmaster.
	Mike Price Technical Director technical@omgc.info Member Since 1987	1969 MGC-GT and a 1974 MGB	Coordinates meetings/sessions with facilities and capable members to address MG issues of a technical nature. Liaises with related businesses/skilled resources.

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

May 2022

- 7 NAMGAR Drive Your MG-eh? 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 & Sheila Silver
- 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 11th, 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 or book a spot by emailing lynne.whitehead@rogers.com

June 18th and 19th, 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 19th, 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).

August 4th, 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

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.

July 17th, 2022 - 9:00 A.M to 3:00 P.M.

- **Merrickville Classic Car Show (Not to be confused with Merrickville European in September)**

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

Website info at: www.antique-shows.ca

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

- **Cruise Night – Sponsored by Hagerty Business Insurance**

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

Every Wednesday Starting May 4th, 2022, until September 14th, 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

Check Facebook for updates: CarletonPlaceCruiseNight

Every Thursday Starting May 5th, 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 or 613-430-0023.

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

Every Friday Starting May 6th, 2022, until September 30th, 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

You can also contact Kevan Whittaker: Phone 613-258-7538 or email Kevan@Hwy43CarClub.com

Toronto Triumph Club and MG Car Club of Toronto – Spring Fling 2022

Dave Sims, President of The Toronto Triumph Club is inviting OMGC members to attend their Spring Fling in Cambridge May 27 to 29. This is a joint event with the Toronto MG club and a great deal of fun. I have attended several of these events over the years and will be attending this year as well and would be happy to join other OMGC and OVTC members for the 'short' drive to Cambridge.



LADIES & GENTLEMEN, START YOUR ENGINES!

The Toronto Triumph Club is delighted to host SPRING FLING 2022, from Friday May 27th to Sunday May 29th, 2022. This year's event will be held at the Hilton Garden Inn in Cambridge.

Booking your Spring Fling weekend is an easy two step process as described below. Space is limited, so please register as soon as possible.

Step 1: Hilton Garden Inn Room Reservations

Rooms are \$119.00 (+13% HST and 4% MAT) for a King Standard or Double Queen Beds, on a first come, first served basis. Rooms are limited and group pricing is available until April 28th.

You may reserve via your unique direct booking link or email reservations to or yyzcm_rs@hilton.com book online at www.kitchenercambridge.hgi.com + enter the date and select Add Special Rate Code + enter Group Code TTC and click search. Identify yourself by Toronto Triumph Club or Group Code TTC when making the reservation to ensure you receive the group rate. Individual cancellations accepted up to 48 hours prior to arrival without penalty. Cancellations made within 48 hours of the day of arrival as well as no shows are subject to one night accommodation charge plus tax.

Note: Remember to save your receipt in order to claim your Ontario Staycation Tax credit, see info at <https://www.ontario.ca/page/ontario-staycation-tax-credit>

Step 2: Registration and Payment

Registration is now available online at: <https://torontotriumph.com/springfling> at a cost of \$95.00 per person and \$120.00 per car, which includes a welcome gift bag, door magnet, Friday night get together, fun drives, Saturday car show in Orangeville, and Saturday night Banquet with awards, door prizes and more!

A preliminary itinerary is shown below, and full details will be provided in your registration package upon arrival. A full waiver including COVID protocols will be sent to those who register. Depending upon hotel, municipality, and provincial regulations this could include masking, proof of vaccination, etc. Come prepared!

After all this time, we are looking forward to getting our LBCs out and gathering with friends. Any questions please contact us; our e-mails are below.

Your Spring Fling organizing team:

Dianne & Andre Fleury adsfleury@gmail.com

Dianne & Barry O'Rourke spikeorourke@gmail.com

Brits-in-the-Park is Just Around the Corner

Less than three months until Brits-in-the-Park on July 17th. Organization for this all-British car show in Lindsay Ontario is well underway and we are looking forward to a great day of cars and enthusiasts. This year it's a Brits Triple Play as we get back to a live car show and celebrate three marques: Triumph Spitfire, MG Midget and Lotus Elan. We hope to see a good contingent of each. The field at Victoria Park opens at 9:00 a.m. Sunday morning. There is no pre-registration; just drive into the park, pay the entrance fee of \$20, park your car and enjoy the day.

We encourage you to come the day before the car show (Saturday, July 16th) to enjoy Lindsay and the Kawarthas. Accommodation is available at Ramada 705-328-1743 or Days Inn 705-328-0100 or several other hotels/motels. Join us for a leisurely drive around the lakes. Our drive starts at 4:30 from A&W beside Canadian Tire on Kent Street West. Please let us know if you will be with us for this car run. It helps organizing if we know numbers.

A flyer on Brits is attached. If you need more information or have a question, contact britsinthepark@gmail.com

See you July 17th (or hopefully July 16th).

Ian Macnab for Brits-in-the-Park

Victoria British Car Club

You are Invited to the 28th
Brits-in-the-Park
Triple Play
(2020/2021/2022)

July 17th 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

1st and 2nd 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 for more information

MG 2022 Update



Spring has arrived and your MG2022 organizing committee is now putting the final touches on what promises to be a very exciting week celebrating all things MG. After 2 years of COVID restrictions, it looks like we are finally seeing these restrictions being lifted by our local, provincial and federal governments.

Mask and vaccine mandates are no longer in force within the province of Ontario. We understand that some of you will be hesitant to see these restrictions lifted and we recognize everyone's right to continue wearing masks at their own discretion.

Furthermore, the federal government has now lifted all COVID testing requirements to enter Canada. You still must show proof of vaccination but will not need to produce a negative COVID test when crossing the border. We are excited by this development and hope it encourages more of our American friends to consider joining us in Peterborough.

Registration continues at a steady pace. We are now up to nearly 210 registrations. Can we make it to 300? We need your help! Our NAMGBR member early bird discount ends at 12:01AM on May 1. This is also the cutoff date for cancellation refunds. Registration will continue through until the end of May and cuts off at 12:01AM on June 1. As always, we encourage you to register as soon as possible to avoid missing out on some of our capacity limited activities.

If you are on the fence or have never attended a large MG gathering, we encourage you to join us. MG people are some of the friendliest on earth and you will make new friends. It's often said that it's the cars that bring people together but it's the people who keep them coming back. We have an absolutely jam packed schedule of activities. We have several high profile technical presenters. Of note, we will have John Twist in attendance doing an indoor tech session on Monday discussing engine rebuilds followed on Tuesday with his legendary outdoor rolling tech session. If you want your MG examined by one of North America's MG experts, this is your chance. There is no better way to kick off what promises to be an excellent week of MG fun than by attending the VARAC Vintage Grand Prix, taking place just a half hour drive from Peterborough from June 17-19. Their theme this year is MG Against the World as this is the 2022 Focus Event for the MG Vintage Racers group. There will be a lot of MGs and other historic race cars battling it out on one of Canada's most legendary race tracks, Canadian Tire Motorsport Park aka Mosport.

We will open our registration desk at the Holiday Inn on the afternoon of June 19. This is followed in the evening by our Meet & Greet where you will have the opportunity to snack on some complementary hors d'oeuvres while

socializing with fellow MG2022 participants. NAMGBR officers and registrars will be in attendance and this promises to be a fun filled evening and a great way to open up our convention.

Monday's schedule is packed full of activities. We will have several indoor tech sessions, our Navigators program gets started with a guided tour of Petroglyphs Provincial Park. We are also planning a Lift Lock lunch cruise on both Monday and Tuesday. Our rallye and funkhana takes place over at Fleming College. The Ottawa MG Club is promising a Canadian themed funkhana that should educate our American friends on some of the things that make Canada unique. Once the evening rolls around we are planning a Parking Lot Party at the Holiday Inn with both veggie and beef burgers, sausages and soft drinks. One meal ticket per participant will be issued. We will also have a DJ on hand to play some British Invasion tunes to keep the festive mood going.

Tuesday brings us more indoor tech sessions plus John Twist's rolling tech session as previously mentioned. Our Navigators will be off on a bus tour to the pretty little town of Bobcaygeon, immortalized in a song by Canadian rock legend's The Tragically Hip. The lift lock lunch cruise goes again for those who couldn't attend on Monday. Fleming College switches to the Hagerty Driving Experience. Do you know someone who wants to learn how to drive a manual transmission car? This is their opportunity to do it in an MG under the guidance of Hagerty trained instructors. We hope this encourages some younger MG enthusiasts to attend. There will also be an afternoon tea taking place for our Navigators at the Hutchison House Museum in downtown Peterborough. Tuesday evening we will have a group dinner at the historic Lang Pioneer Village with private guided tours taking place. This is followed later in the evening by our Pub Night at the Maple Moose Pub in downtown Peterborough. We will have MG and British related trivia taking place and this promises to be a really fun and memorable evening.

On Wednesday we will have the MG2022 car show. This is the highlight of the convention. Picture hundreds of MGs of every colour imaginable all lined up and organized into their respective classes. The setting for the Car Show is Nicholls Oval Park which is a 5 minute drive from both of our host hotels. Nicholls Oval Park offers plenty of shade and in case of rain we have access to a covered pavilion. The Port Perry Smokehouse will bring their smoker truck to the show and will be offering a menu of delicious food. We also have an ice cream truck coming for those who want a nice refreshing treat. Our British Invasion DJ will be back playing more tunes and we will have several MG related vendors set up in an MG themed flea market. Another afternoon tea takes place on Wednesday at the Hutchison House Museum followed in the evening by our Awards Banquet hosted by NAMGBR founding member Keith Holdsworth. Our special guest speaker, Dr. Ian Pogson will be on hand to share some of his stories from his time spend working for MG at Longbridge. Dr. Pogson first started working in the RV8 programme and continued through to the launch of the MGF. He finished up as the Chief Engineer for the MG TF programme. Our banquet has proved so popular that unfortunately we are sold out of the main room and are now offering a second room adjacent to the banquet hall where we will have a live feed of the speeches and award presentations. This promises to be a very memorable awards banquet and a fine way to cap another exciting day.

Thursday morning we are planning to do a Pancake Breakfast hosted by the Calgary MG Club at the Holiday Inn. They will be on hand to promote MG2023 taking place in Calgary during July 2023. We hope you will consider attending MG2023 which takes place in one of the most beautiful cities in Canada.

After some consideration, we have selected our chosen charity to receive some of the proceeds from the convention. The Peterborough Regional Health Centre foundation assists the hospital with funding for all sorts of equipment and programming. We chose this charity in light of the COVID pandemic and hope that MG2022 will provide a lasting benefit to our wonderful hosts in the Peterborough region.

Finally, regalia and MGB60 commemorative beer is now available to be ordered on the MG2022 website (www.mg2022.org). Please note that shipping is not an option and these items are only available for purchase by

those with MG2022 registration numbers. We are very excited about our MGB60 beer. We have a set of 8 collector cans featuring important variants of the MGB. We are thrilled to be partnered with Henderson Brewing Co. for this endeavour and thank them for their generous donation.

Once again folks, time is drawing near and the excitement is very real at this point. Keep those registration cutoff dates in mind and start making your plans now if you haven't already. We are really looking forward to seeing our MG friends from across North America once again. COVID was a real drag for all of us and we are very happy to finally see the worst of it in the rear view mirror.

Safety Fast!

Jeremy Holdsworth
MG2022 Vice ChairMG2022 Vice Chair

OMGC – The Paul Williams Memorial Run [to the Gananoque Inn]

By Len Fortin

Arrangements have been made with the Gananoque Inn.

Preliminary Information:

Club member Terry Haines is managing this 2022 edition of the Paul Williams Memorial Run. In past years, this event has been conducted in August - however, in 2022, this event will be conducted Saturday/Sunday May 28/29, 2022.

The departure point will be announced later, and the plan is to have all participants arrive at the Inn prior to 12:00 noon. Lunch will be at the Inn. A "Heart of the Islands" cruise will be arranged for the afternoon. Dinner will be at six-thirty in the Watermark Restaurant which overlooks the water.

Costs:

- Rooms are \$267.60 for single and \$330.20 double, both plus taxes.
 - These costs include Saturday dinner, overnight accommodation, and Sunday breakfast.
 - Lunch on the 28th is not included in the cost, nor are alcoholic beverages
-



SEND YOUR ARTICLE TO
newsletter@omgc.info

OMGC – Boat Cruise Information for the Paul Williams Memorial Run to Gananoque

By Len Fortin

For those who may be interested in the Thousand Islands Cruise on Saturday afternoon, May 28th, the following information will allow you to reserve your seat. The cruise time we are looking at is the 4:30pm departure which returns at 5:30pm and allows for those staying overnight at the Inn to get ready for dinner which starts at 6:30pm.

Booking Methods:

Online: This is the recommended method

<https://www.cityexperiences.com/gananoque/city-cruises/cruises-schedules/sightseeing-cruises/original-heart-of-the-1000-islands-cruise/>

or

if unable to use the internet:

Call the toll-free reservation line at: 1.888.717.4837

Booking Date: Saturday, May 28

Booking Time: 4:30PM – 5:30PM

NOTE: there is a discounted rate for seniors (55+) so be sure to select the correct Ticket Type

The cost for this Boat Cruise is \$47 for 2 Seniors [+HST]

Where to Meet: Gananoque's Main Docking Location 280 Main St, Gananoque, ON

Garden Terrace Residence Event

By Mike Westland

Date: May 19th, 2022

Time: 1:00 – 3:00 PM

Address: 100 Aird Pl., Kanata, On, K2L 4H8

Maximum Cars: 6

Mike asks for members with a variety of MG models to attend to a maximum of 6. Mike is attending so actually there is only five slots left.

Please contact Mike to confirm your attendance at president@omgc.info.

MGB Tips: Lever Arm Dampers



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

Let's get the vocabulary correct, even if I doubt that I can get anyone to change the habit of a life time, it's important to know the correct terminology to better understand the basics of how a car's suspension works. The coil and/or leaf springs on your car's suspension are shock absorbers, try to ignore the, generally accepted but incorrect terminology. What is usually called a "shocker" is actually a damper.

The springs in a vehicle's suspension absorb the shock of a wheel hitting a bump or pot-hole in the road, so that the shock isn't transmitted to the vehicle's body. On its own, when the spring experiences such a rapid extension or compression, it tries to return to its original position but it over-shoots, and so on, in ever decreasing movements until it finally settles back into its natural state. When this happens, the car's tyres are unable to follow the undulations in the road, which causes dangerous handling characteristics.

This situation can be even worse when the spring has been compressed over a bump, then retracts past its stationary length, and compresses again because it isn't damped properly, and if by coincidence the spring is already compressed as the car travels along a road, and the tyre hits another bump in the road, the shock of the impact is felt heavily by the passengers and could cause physical damage to the car's suspension and its mounting points on the chassis. To prevent this from happening, a device is used to "damp" the excess travel of the spring's oscillations so that it returns to its natural state more quickly and is ready for the spring to absorb the next bump or pot hole. This is the reason why it's so important to have the MGB's (any car's) dampers working correctly.

The Lever Arm Dampers on MGBs are the same style of device used on cars from the 1930s until the cessation of MGB production in 1980, and have been fitted to Aston Martin and Rolls Royce models, through to Chevrolets. The Lever Arms Damper's compact dimensions are perfectly sized for low-slung sportscars like MGBs, without the need for telescopic strut towers intruding into the car's engine bay. Performance cars frequently have factory fitted or aftermarket "strut braces" across the engine bay to stiffen the car's chassis when telescopic damper strut assemblies are fitted.

The Lever Arm Dampers on MGBs are extremely robust, the front pair are bolted to the massively strong suspension crossmember (no strut braces needed here) and they also simplify the MGB's suspension arrangement by acting as the top suspension mounting point. At the rear, they're bolted to the car, under the wheel arches in an extremely strong area of the monocoque chassis. It's almost as if the MGB was designed around the Lever Arms.

As ideal a form of suspension damping that the Lever Arms are for MGBs, they have two downsides. Over a period of time, they tend to leak oil past the seals, just like telescopic dampers can, or worse still, if not maintained or treated poorly they can strip splines or even break internal valve components. Then again, 60 year old telescopic dampers will have similar issues.

The other downside is that, as the pistons inside the damper unit force the hydraulic fluid through a tiny hole in the valve, the fluid gets compressed and therefore heated and possibly aerated. When the hydraulic fluid is

aerated or heated, it becomes less viscous and passes through the valve too easily which reduces the damping effect on the springs. Telescopic dampers dissipate any heat build-up more readily than Lever Arms. My advice to MGB owners would be to avoid travelling on extended forest rally-stages or corrugated farm tracks for too long, and this heat build-up won't be an issue for you, not that you'd probably even notice it anyway. The better off-road cars have pneumatic dampers instead of hydraulic dampers to avoid this happening.

Telescopic dampers are considered the more modern style, even though they've also been around since the 1930s. Manufacturers have now almost universally adopted telescopic dampers for their cars these days to dramatically reduce production costs and to simplify the assembly line process. This doesn't necessarily mean that the telescopic style is better, just cheaper.

Over the years, some MGB owners (myself included) have been swayed by all the written and word-of-mouth reviews saying how, after fitting telescopic dampers to an MGB, its handling was "transformed". I'd suggest that if anyone replaced 60 year old telescopic dampers with new or reconditioned Lever Arms then the handling transformation would also be raved about.

Most of the problems with fitting telescopic dampers to MGBs is that, at the front, a very expensive kit of metalwork has to be purchased to get telescopic dampers to fit. To make it more confusing for the consumer, the good conversion kits are not necessarily differentiated from the bad ones by their price. There are plenty of bad ones available that alter the suspension geometry in a detrimental way.

Rear telescopic damper conversions are much cheaper but they can sometimes foul the exhaust pipe. (On my MGB the exhaust knocked every time that I went over a bump. I reversed the lower mounting bolt on my car because the bolt head protruded less than the nut and thread on the other end which didn't entirely fix the exhaust contact on my MGB but it certainly made the situation better).

The telescopic dampers on the market today are generally designed for more modern cars which are heavier than MGBs and therefore aren't matched to the spring rate and the sprung and unsprung weight of an MGB. Just as you wouldn't fit the Lever Arm Dampers from a Rolls Royce to a much lighter MGB because the valve will be suited to the heavier car. Spax, say that their kits are designed for MGBs but I don't know of any others that claim this. It's usually suggested that adjustable telescopic dampers fitted to an MGB should be turned down close to their softest setting or the back end of the car can be too skittish.

When I was racing my MGB in England, just about everyone else with an MGB had Lever Arm Dampers fitted, not telescopes. As mentioned previously, I had a Spax telescopic kit fitted to the rear of my MGB and 50% uprated valves fitted in the front Lever Arms.

As a side-note, before fitting the Spax kit, I purchased an MGB telescopic damper kit from a well-known MG parts supplier and had to remove it very soon after I learned that my car "bottomed out" on bumpy roads with anything more than the spare wheel in the boot. The telescopic dampers supplied were too long for a low ride height MGB and they destroyed themselves in a very short period of time, which is another thing you should look out for.

For 2022 I'm reverting my car back to what the factory knew was best, to have Lever Arm Dampers all around, and, for the way I use this car, I have some adjustable damping-rate valves that I purchased from a racing car preparation company in the UK. I'm looking forward to getting them set-up. There's also a more convoluted

adjustable rate damper arrangement available from a well-regarded specialist in the US that I'm sure works very well. It should be noted that unless the MGB has modified suspension for racing or "spirited" street driving, there shouldn't be any real need to use adjustable dampers of any description. Wouldn't it be great to be able to use an on-car suspension dynamometer to do back-to-back comparisons of all the available variations like it seems you can do with motorbikes?

Without having access to a suspension tuning company that has the very expensive on-car testing equipment, the only option is to do some seat-of-pants testing on deserted roads and racetracks. I confess that I don't think that I'd be very good at this because I tend to just drive "around" any issues with a car, trying to get the best out of the car despite its faults. I expect to get my adjustable-rate Lever Arm valve settings fairly close to the correct setting for both wet and dry conditions and my track times will prove me right or wrong. For the average MGB owner, not using electronic suspension testing equipment, I can't imagine how they would determine the appropriate setting on adjustable dampers.

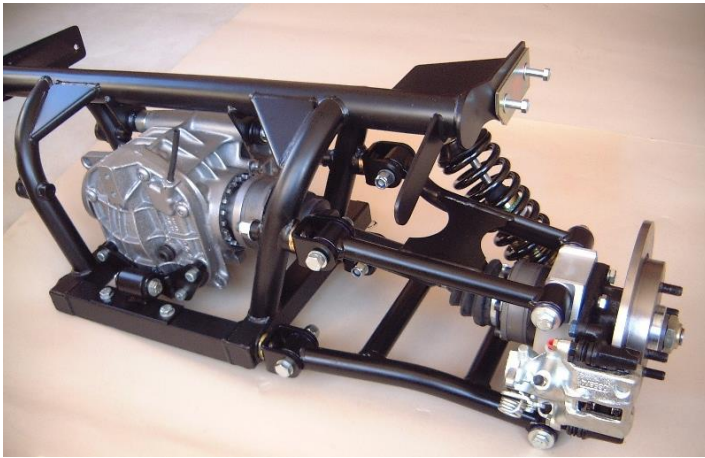
Of course there are some good, well-engineered telescopic conversions available. When I returned from England, I brought with me a new British Motor Heritage MGB bodyshell which was factory modified to accept a Rover V8 engine. I fitted a "Hoyle Suspension" MGB conversion to this V8 bodyshell, which I'll actually get on the road one of these years. The photos below show this "coil-over-shock" suspension and independent rear suspension with rear disc brakes which is fully adjustable for ride height, damper setting, toe-in, camber and caster angles.

As you might imagine, this kit isn't cheap but I can attest to the engineering quality and when I visited John Hoyle at his home I can also say that he's a very knowledgeable and friendly person. Kits from other suppliers are available using similar engineering principles but this one allows an MGB to be returned back to its original condition because no modifications need to be made to the car's structure.

Something for MGB owners to look out for is poor quality reconditioning of Lever Arm Dampers. The cheap prices of some "reconditioned" dampers being offered for sale is a clear indication that they've received no more attention than an top up with hydraulic fluid and a quick respray with some black paint.

There are many hours of labour required to strip old paint and grime from the damper bodies, more time is needed to flush out the old oil, and metal particles, again and again and again with clean damper oil only, rather than a cheap solvent of some description, then new seals and gaskets have to be fitted before finally repainting them.





Over the decades, I've accumulated two shelves at home, filled with poorly reconditioned Lever Arms that have had to be replaced after just a few years, so please make sure that you purchase ones that have been done properly, and not cheaply. I'll be reconditioning my own from now on, just to make sure.

As always with my MGB Tips, everybody can have their own views on the topic of dampers for MGBs. (The style I mean, the term "damper" is the only correct option). Some individuals may have had a

better experience with Telescopic dampers than with Lever Arm dampers, and vice versa, but remember that any comparison with old, unmaintained Lever Arms against new telescopic dampers is an invalid argument.

Now, rush outside to your MGB to check for leaking dampers and do a bounce test at each corner to get an idea of the condition of the dampers on your car(s).

OMGC Spring Tune-Up

By: Peter Sanderson

This year's Spring Tune-Up was hosted by Andrew McCue, Club Member in Chelsea Quebec. The weather was cooperative and there was an amazing turn out of club members seeking advice, telling MG stories and getting their car up on the hoist for some spring greasing and inspections. Coffee and muffins were available upon arrival and lunch was served at noon. Hamburgers, salads, and refreshments were made available to everyone.

I left early to install proper lowering blocks that I purchased from Andrew and to work on my front disk brakes and try to eliminate a squealing noise. I did eventually eliminate the squeal and that's a story for another day. However, while I was there, I paid special attention to all the grease nipples hidden throughout the MGB that requires yearly attention. There were a few that I am certain I would not have found on my own.

Before I left, Len was under his car performing an oil change while another MGB was getting greased on the hoist.

Click the video to see some of the pictures from the morning.

Andrew made his hoist available up to 3 PM in the afternoon.

[A Big Thank you to Andrew on behalf of all the club members for hosting this event!](#)

Len Fortin also posted some pictures on the website. [Click here.](#)



Tidbits

Submitted by Club Member Bruce Hygh

- This stock-looking MGB hides modern Honda power
- [Click Here to Learn More](#)



Member's Profiles Wanted

As a result of the Dashpot survey earlier this year, the Member's Profile ranked very high on the list of interesting reads. We are actively looking for new Member's Profiles for our up-and-coming Dashpot editions. If you would like to be featured in the Dashpot, please download the Member's Profile Questions, and send it completed with a profile picture (if possible) and a few pictures of your car(s) to peter.sanderson@outlook.com.

[Click here to download the Profile](#)

The OMGC is Invited to a Get Together in June!

SATURDAY - JUNE 4TH, 2022 BETWEEN 10:00 AM AND 1:00 PM
Robert Pièces d'autos anglaises *invites* all of the OMGC to a Get Together
2969, rue Bergman, Laval, Quebec H7L 3Y5



When we arrive, refreshments and snacks such as muffins, cheese and fruits will be offered.

The drive out could be a enjoyable country drive through Eastern Ontario, Hudson Ferry, through the back roads of Quebec, Oka, Two Mountains and Laval.

Stay Tuned to the Club's Website and the Dashpot for more information.

www.omgc.info



[Come see the Garage and Parts!](#)

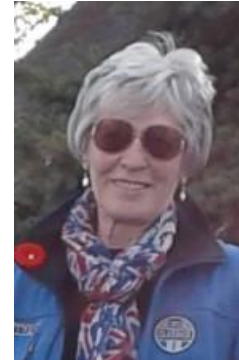
Authorized Distributor for
Moss Motors
Rimmer Bros
Plus - Categorized Used Parts





Ottawa MG Club

Member's Profile



Name:	Trish Adams
Current MG Model and Year:	MGB (Polly Blue) 1970 (the only year of split rear bumpers)
Find me online:	tadams500@gmail.com
Find me on the map:	Hwy 43 halfway between Kemptville and Merrickville
Date Completed:	30 April 2022

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

In Halifax, Yorkshire, England, as a child of maybe 10yrs old, a neighbour had an MG Midget that I thought looked like it would go very fast. Fast forward 35 years, we'd just arrived in Canada and decided to live near Manotick, David spied an MGA in the garage across the road. It's owner invited him over for a look, and thus began a long – and enduring – friendship with Ivan and Katie Wood.

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

Four: The first was "Virginia" an MGB-GT for restoration that we bought from club member Adrian Sawyer, introduced by Ivan. She was so named because she came from Virginia. Jordan Jones recently bought her as a parts car.

Then came "Polly Blue", she's blue, and the name just suits her. She was originally Mineral Blue before she was repainted in 2010. The guy in the paint shop showed me lots of samples and I picked a much brighter blue. Whenever people ask me what colour my car is, I tell them "She's Polly Blue". Incidentally, her previous owner was a friend of Ivan and Katie.



Next was "Veronica" another MGB-GT, so named because her previous owner was called Veronica. Todd and Jen Steeves bought her to do a V-8 engine conversion. (How's it coming, Todd?)

Finally, we bought another MGB-GT from Adrian. This one was a lovely bright red, so obviously, she had to be named "Scarlett O'Adams". We sold her to club member, Bob Corral about 4 years ago. Haven't seen Bob for a long time so I'll be looking for him and Scarlett at events this year.

3. Which MG was your favorite?

Polly Blue, and she's not for sale!

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

Polly needed a new windscreen and as the whole windscreen assembly was removed for her 2010 paint job, that was a good time to do it. Tip: Don't replace the windscreen on your MG unless you absolutely have to!

Breakdowns? Fuel pump failure – 3 years in a row. 2017 driving solo on the way to Stowe, Vermont for the British Invasion (saved by the collective expertise of fellow OMGC members); 2018 driving solo to Asheville, NC and ultimately to MG-2018 in Gettysburg (saved by travelling companions Mike and Julie Westland); 2019 driving to Pembroke for the August Adventure previously known as the Ottawa Valley Jog (David aided by Andrew McCue and various others).



Oh, and then there was the time Polly caught fire on the way to another August Adventure in Brockville. It was quickly dealt with and no serious damage was done, but I still don't like to think about how it could have ended. Long story short – never go anywhere without a fire extinguisher!

Seriously, if you don't have one – get one! If it doesn't save you, it could save someone else.

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

A bit of everything. I'd rather not get caught in the rain because getting the stowable hood out of the trunk and putting on by myself is a time-consuming pain, and I usually get wet.

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

I'm usually the navigator when David is along as well, because I like to take photos as we're driving.

7. Dare share an awkward or embarrassing MG Moment?

Polly on fire isn't enough???

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

A 10-day road trip with Mike and Julie Westland to Asheville, NC, and then 3 days to get back to Gettysburg for 4 days of MG-2018 before a long day driving home. David had committed to going on the annual guys canoeing/camping trip (Ivan – remember him? – is one of the guys), but Mike and Julie said they would take care of me and Polly, so we went. Asheville was the chosen destination because it's a fun place and it's handy for doing "The Tail of the Dragon", one of Mike's Bucket List items. We stayed the first night in Williamsport, PA, and got talking with some locals in the pub where we went for supper. Mike mentioned that he's interested in baseball, and wouldn't you know Williamsport is the venue for the Little League World Series every August, and a mecca for baseball fans generally. Before we hit the road the next morning we went to the complex so

that Mike could stand in the stadium and imagine the whack of ball on bat. Julie's route planning took us through some beautiful countryside, and pretty towns to our next overnight stop in Marlinton, WV. I mentioned when we stopped for a late lunch that I kept getting a whiff of gasoline, but we couldn't see anything amiss so we kept going. We parked our cars outside the charming old Inn where we staying, checked in and went off to find somewhere for supper. As we returned to our charming Inn, there was a distinct smell of gasoline, and a distinct puddle of gasoline under Polly caused by a dripping fuel pump. Mike had a spare, which he installed on Polly – unfortunately he had to do it lying in said puddle – there was no point pushing her away from it – she just kept leaking. If you ever want to measure a true friendship ! The rest of the drive to Asheville took an



exciting turn after we stopped for coffee and got talking to some locals who asked us where we were from, where were we going. Mike mentioned the "Tail of the Dragon", and they asked if we were going to do "The Back of the Dragon". Hadn't heard of that, so they told us where it is and we agreed that it was enough on the way that we should do it. It wasn't just an "exciting turn" it was 32 miles up and down the Appalachian Mountains with 438 exciting (aka scary) hairpin turns and elevations up to 3,500ft. It goes between Tazewell and Marion, if you're interested in doing it. Check it out: <https://www.backofthedragon.com/> We had a fantastic time in Asheville, so much to see and do, great pubs and

restaurants, some with live musical entertainment, lots of history. We drove all the way back to Winchester, VA, on the gorgeous Blue Ridge Mountains Parkway, which we picked up minutes from our hotel. It ends at Waynesboro but connects to the Skyline Drive through Shenandoah National Park and more of the spectacular Blue Ridge mountains, to Front Royale near Winchester, VA., where we spent the night, and enjoyed another happy evening in a pub in the historic downtown area. If you want to get from A to B quickly, don't go on the Skyline Drive or the BRM Parkway because the speed limit is 40mph. But with all that stunning scenery around you, why would you want to go any faster?

9. Tell us why you drive an MG?

Because I was surprised with one for my birthday in August 2008 instead of the diamond necklace that I really wanted. David pointed out that an MG would be way more fun than a diamond necklace – we would join the Ottawa MG Club, make new friends, and have lots of interesting driving



experiences, and I have to admit that he was right – owning Polly has been a life-changer. Do I still want a diamond necklace? No – I'm over that. (By the way: remember that Ivan guy? He introduced David to his friend who was selling their MG – thanks Ivan!)

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

That I'll never be too old to drive my MG. Never mind "Your mother wouldn't like it!" My two Grandmas would be horrified to see me zooming around in a sports car – "most unladylike at any age", they'd say!!

(Polly's wish would be to have a back-to-bare-metal paint job.)



Ottawa MG Club

Member's Profile

Name:	Andre Charron
Current MG Model and Year:	1973 MGB
Find me online:	charronandre73@gmail.com
Find me on the map:	Ottawa, ON
Date Completed:	May 2 2022



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

While visiting family during Thanksgiving weekend 2004 in Georgian Bay, I was walking by a house that had a 76 yellow rubber bumper MGB in the laneway. The owner was outside, so I decided to stop and ask him about his car. We had a lengthy talk (of at least 2 hours) about all the pros and cons of owning a B! He showed me the interior, under the bonnet and just about everything else you can think of without actually putting it on a lift to show me the underbody. During our talk, I decided I wanted my own MGB as i was wanting a project car. He told me of about a garage in Barrie Ont. that sells all kinds of old British cars so my wife Ruth, her mother, and I hurried to Barrie before it closed for the long weekend to see what they might have for sale.

The garage had my 73 burgundy B on a hoist that had just been towed in by one of their customer's to be sold at the garage. I explained to the salesman that I knew absolutely nothing about MGs or British cars. He laughed at that comment, and of course I now know why. I asked him if it even ran? He had no idea because it was just brought in and pushed onto the lift. The mechanic put a battery in, it started up, backfired, and died.



While that was all happening out in the garage area, my wife Ruth went into the office with her mother and bought it without telling me for my upcoming 40th birthday. Her mother had owned this very same year (1973), model (MGB) and colour (dark burgundy) years ago. In fact, Ruth had learned to drive manual shift on her mothers MGB. So how could we not buy it when it seemed like it was meant to be.

Well, I was more then shocked when I heard that we had just bought a car that "kind of" ran and that i had no experience with. The salesman said that they would Safety the car and have it licensed for me. Two weeks later, I brought a friend with me to Georgian Bay, to follow me as I drove it back to Ottawa but really to make sure I

made it back with it to Ottawa. It actually made it with absolutely no issues the entire 6 hour drive home ~ all in a heavy rainstorm. Needless to say, even with the hood up and windows closed, I was completely soaked when I finished the drive. But I had a huge smile on my face thinking that I made it home with my new project

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

We have only ever had the one MGB

3. Which MG was your favorite?

The one I own!

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

In 2016, I damaged the passenger wing which led me to do a complete rotisserie restoration on my MGB in my home garage. It needed new floor pans, transmission crossmember, front wings and numerous patches and repairs. The complete restoration took me 11 months working on it when I could.



Once all the body work was completed, I figured since I did all the work on the car myself, I might as well learn to paint it myself (thank you, YouTube!) The car went from Dark Burgundy to Black Tulip (a black-deep purple colour). At that time, the wiring harness seemed in fair condition, so I decided to use it again during the restoration. I now have a new harness that I will be installing very shortly as some electrical gremlins have led me down this pathway.

Bringing the car out after 20 months of storage this spring was a challenge that ended up with us on the side of the road this weekend needing a CAA tow to its destination for the next while (my brother's garage). The problem was isolated to a fuel delivery issue and the "fuel pump", which will

now be dealt with and corrected, at the same time I change the wiring harness.

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

We are mostly fair-weather drivers but have done some club drives and a drive to the 2019 British Invasion in Stowe.

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

Typically, I have my wife Ruth in the car with me on drives as navigator and photographer.

7. Dare share an awkward or embarrassing MG Moment?

I would say having the salesman laughing at my "I don't know a thing about MGBs" would be the most awkward moment. I can imagine him thinking to himself, this guy wants an MGB that is a fixer upper and he knows nothing about the car?

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

Driving the backroads and mountain roads to The British Invasion in Stowe 2019 has so far, been our best journey.

9. Tell us why you drive an MG?

I drive an MGB because I found myself drawn to the body lines and style. Every time I drive it, I am amazed with the throatiness of the exhaust that is my MGB. I removed the radio I had installed when I first bought it because I prefer to listen to the sound of the exhaust.

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

LOL, to be guaranteed that every time we take the car for a drive, it always makes the journey without issues or needing a tow.

OMGC – Car Display at Rockland Manor Seniors Residence [Sunday, June 12th]

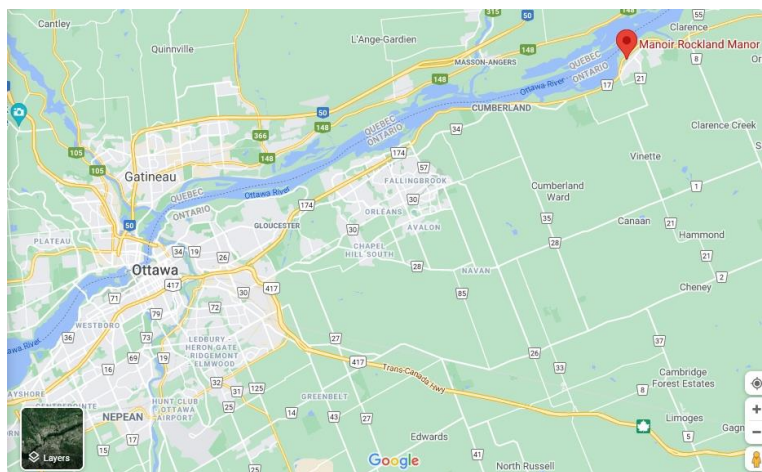
By Len Fortin

The residents & staff of the [Rockland Manor Seniors Residence](#) had such a wonderful time admiring all the vehicles at the OMGC Car Display in 2021, that they want us to come back and show off our MGs again!!

SUNDAY, June 12th starting at 1 o'clock.

Rockland Manor is located at: 9045 County Rd 17, Clarence-Rockland, Ontario

If you think you may be able to attend this Car Display at the Rockland Manor, please send an email to fortinlgf@gmail.com so the Manor can be prepared to allocate a good portion of the parking lot for us. Refreshments will be provided for participants.



[Click here to see some photos of the successful MG Car Display in 2021](#)

Robert Pièces d'autos anglaises – Laval Quebec

The Shining Light Under a Dark MGB

By Peter Sanderson

Located in Laval, Quebec, [Robert Pièces d'auto anglaises](#) is just a one hour and forty-five-minute drive from Ottawa, on a good day. But better still, they can ship overnight to Ottawa using Can Par at a very reasonable cost (often around \$ 25.00) when you just can't go an extra day without a part.

I was introduced to Robert Pièces d'auto anglaises by a OMGC member, Michael Cooke last year when I desperately required some parts for my MGB. It seems lately that requiring parts for the MGB is becoming a full-time job. In fact, I have become accustomed to starting one job only to discover two more jobs that must be done along the way. For example, I started to replace all my brakes only to discover that there were no shims on the bearings and that the wheel would not turn freely when the castle nut was torqued to spec. Bearing Shims! Who would order that when changing brake parts?



Moss Motors, Rimmer Bros, Abington Spares, and many other suppliers sell them, but it would take 10-12 days to arrive plus expensive shipping from the United States and possible duty/brokerage fees. I certainly did not want to have my MGB sitting on jack stands waiting for shims. Hence the Shining Light!

Robert Pièces d'auto anglaises not only had shim kits in stock, but they also had in stock a hub bolt and nut that got stripped and would not torque on one of my hubs. One call and they were packed and shipped for next day delivery to my home in Russell.

Last week I drove out to visit them and pick-up my brake parts since shipping drums and rotors are heavy and slightly more costly than your typical shipments. The visit gave me a chance to see their operation, meet with the owners Robert and Sylvie and of course, to drool over some of the cars and parts in their shop. I arrived around ten o'clock in the morning and was greeted by a Triumph TR4 in the parking lot.



As I entered their building, I was greeted by everything British. From key chains, patches, glasses, models, and many other collectibles for sale. I was greeted by Sylvie who gave me a tour of their operations.



Sylvie took me into the garage and introduced me to Robert, the brains and muscle behind the operation. He seemed to be working on a Mini at that moment but had an MGB and a variety of other cars, engines, and transmissions in the works. It turns out that Robert started with a Triumph Spitfire in the late seventies much like I had started with an MGB-GT and Minis. He knew the British Leyland garage in St. Eustache (St. Louis Garage)

where I used to get all my cars and have them serviced. I asked about the owners and unfortunately, they had passed a few years ago.

Robert purchased his first British car in 1975. It was a new Austin Mini. Two years later he went back to the dealer and purchased a yellow Triumph Spitfire (picture on the next page). He apparently had the choice between a green Spitfire and a yellow one. He chose the yellow one because it came with a radio. Ten years later he met the person who had purchased the green one.

Robert worked at the Laval City Hall as a senior accountant in the nineties. He always had a love of British cars. His work week was four days a week, so he decided in 1995 to start a small home business fixing, repairing, and restoring British cars. Robert worked like that from home for ten years while his business grew to a point where he needed to expand. In 2005, he came to a life changing decision; he left his job to start-up a full time British car repair, parts, and restoration business. He found the perfect place in Laval at 2969 Bergman Street. Since then, he has no regrets. Of course, his wife Sylvie worked with him, by his side all the way.

Today you must book appointments well in advance (months or even years) just to get your car into Robert's garage. They have become a local distributor of parts for Moss Motors and Rimmer Bros. This is how I came to know Robert Pièces d'auto anglaises. They place orders almost weekly to Moss Motors and Rimmer Bros and have one huge shipment sent to Laval. They also maintain stock on most used parts and have quite the collection of [categorized used parts](#).

Being in Ottawa, needing parts for my British Car, Sylvie at Robert Pièces d'auto anglaises has become my shining light when I am under my car, and discover that I don't have the one part that I need to complete the work at hand. I know that generally I can get it the next day or in seven to ten days later if they need to order it from Moss Motors. If it's a real emergency, I can drive there and back in about four hours. In fact, in the summer, you can get there by taking the Oka Ferry which can be a wonderful country drive.

My tour continued through the garage and into the parts area. There were two floors of parts, and they were all organized in bins, boxes, zones, and by part numbers.



Having an MGB and having to sort it out is far less stressful knowing that Robert Pièces d'auto anglaises is just around the corner to help get me the parts I need without having to worry about shipping from the United States, customs, and brokerage fees. In fact, their prices are the same as in the Moss Motors and/or Rimmer Bros Catalogue, just converted to Canadian Dollars. Below are few of the cars that were in the shop during my tour.



Services Offered

Parts:

Robert Pièces d'auto anglaises is a local distributor for [Moss Motors](#) and [Rimmer Bros.](#)

- Terms with Moss Motors in USA:
 - No shipping cost from the United States, unless oversize fee indicated
 - Currency and taxes
 - 5\$ per invoice for custom fees
 - Local Shipping Cost if not picked-up
- Terms with Rimmer Brothers in UK:
 - 4 days to get the parts
 - Shipping cost and custom fees but usually, we do a "buy group" so people share the fees
 - Local Shipping Cost if not picked-up

Mechanical Service:

Rate: \$ 90.00/Hour

British Cars Accepted: Mini, Triumphs, MGs, and some selected Jaguars (call and ask)

Booking: Currently booking 4-months out

Robert Pièces d'auto anglaises has introduced and sourced a unique vintage engine oil that contains zinc, phosphorus, and antifriction treatment. This is specifically engineered for older cars! They named it 20W50 Vintage oil.

Robert Pièces d'auto anglaises hosts a British Car and parts Flea Market on Saturday June 11 between 9:00 AM and 1:00 PM. They offer clients and friends the opportunity to sell their used parts, or as Arnold from TR6 Club would say, parts that would go from one basement to another! There is no fee and there will be an organization onsite to sell food. Additionally, there will be music, and car clubs. Currently, the following clubs have registered; Jaguar car club, Austin Healey car club, and Club du rendez-vous des anglaises.

We will have some supplies as Prolab, who makes our oil 20W50 Vintage with zinc, phosphorus and antifriction treatment and a Snap on tool distributor. Sylvie asks that we all abide by one simple rule, DO NOT SELL ANYTHING TO MY ROBERT!



Contact Information

Phone: +1 (450) 687-6840

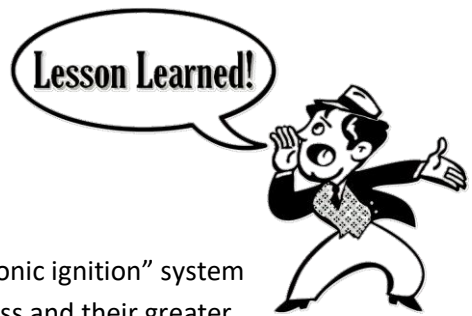
Parts and Service ask for: Sylvie

Address: 2969, rue Bergman, Laval, Quebec H7L 3Y5

Lessons Learned

The Electronic Ignition for MG Sports Cars

by Les Bengtson – Dashpot July 2004 Edition



Much has been discussed about the advantages of converting to an “electronic ignition” system for older automobiles. Many claims have been made as to their effectiveness and their greater ease of operation. “Never have to replace your points again” was the main claim when these systems first came out back in the mid 70s. Today, they also claim additional horsepower. Therefore, it might be time to examine exactly what the distributor does, how it does it and what are the advantages of converting over to an electronic ignition system.

The distributor is a two-system piece. You have the low tension (LT) system which consists of the points, condenser, and the low-tension circuit of the coil. This system operates at 6 or 12 volts depending on car model. The high tension (HT) circuit consists of the high-tension circuit of the coil, the coil lead (king lead in Brit), the distributor cap, rotor, spark plug leads and the spark plugs. So, how do they work?

The low-tension circuit is used to operate the coil, which is a form of step-up transformer, converting the basic 6- or 12-volt input into an output of up to 40,000 volts into the high tension circuit. Since cars operate off direct current (DC), a transformer will not work without help. A transformer works by inducing an electrical charge into a series of windings which are surrounded by another series of windings. This creates a magnetic field which, as it forms and then collapses, generates a higher or lower electrical charge in the secondary windings. Since direct current does not create and collapse the field, a method of doing this must be devised. In the distributor, the points do this, creating an electrical field when they are closed and allowing the field to collapse when they open. Because the opening and closing of the points causes a small spark, they wear and begin to lose effectiveness over time. To a certain extent, this wear is slowed down by using a condenser which serves to store the excess energy when the points open and reduce the spark to almost nothing. Thus, the points are kept working efficiently for many thousands of miles. (There are also points in the SU fuel pumps and the older, mechanical voltage regulators, not all of which have condensers to lengthen the life of their points). The points are opened and closed by a cam on the distributor shaft which is shaped like a square with rounded ends. How long (in degrees of a circle) the points are left closed will affect how fully charged the coil will become. This figure is known as “dwell” and on the Lucas 25D4 is about 60 degrees. On an eight-cylinder engine, the figure is about 28 degrees which is why dual point distributors were a worthwhile modification to the older V-8 muscle cars—the two points sets gave a dwell of about 34 degrees, a great improvement at high rpms. A dual point distributor offers no real advantage on a four-cylinder car as the dwell is more than adequate to build up a full charge even at the higher rpms. What happens when the points close then open? They trigger the high-tension circuit.

The high-tension circuit of the coil is triggered by the opening of the points and the collapse of the electro-magnetic field it has created in the LT circuit of the coil. This puts out a pulse of high voltage current through the coil lead to the center of the distributor cap. The standard coils (6 or 12V) put out 17-20,000 volts, while the Lucas Sports Coil and other aftermarket “performance coils” put out up to 40,000 volts. Very impressive, but it really

does not mean much. Even the “standard” coil has more than sufficient output to cause the plugs to spark under normal driving conditions. This takes about 10,000 volts and the charge builds up until the spark jumps between the electrodes of the spark plug. At that point, there is a release of energy and no more build up. Thus, if you are running standard spark plug gaps (.025” for older cars and .035” for later cars), you will never exceed the capacity of the standard coil to fire the plugs. The Sports Coil is great if you are running larger than standard spark plug gaps or operating consistently at high rpms. In fact, you are wasting money on a performance coil unless you open up the spark plug gap to take advantage of the increased power available.

So, the coil has just released its many thousands of volts to flow to the distributor cap. The current travels down the center electrode of the cap and hits the flat bar on top of the rotor. The rotor is swinging around at one half engine speed with its outer edge almost making contact with the four outer terminals on the distributor cap. As the charge is induced and the rotor swings by the cap, the current flows from the king lead, through the rotor to the spark plug wire terminal, up the wire and through the spark plug, causing the plug to fire and ignite the explosive mixture in the cylinder which will drive the piston downwards. This is all that happens, but it needs to happen at the right time and in the right order. This is known as timing.

Timing refers to the firing of the spark plug when it is most efficient to cause a controlled burning of the air-fuel mixture in the cylinders. Because it is a controlled burn and not an explosion, everything happens fast, but not instantaneously. Thus, you would normally ignite the mixture slightly before the piston reaches top dead center (TDC) so the burn will be most efficient when the piston is at TDC and beginning to go downwards. This is why timing figures are expressed in crankshaft degrees before top dead center (BTCD). Basic timing is established by rotating the distributor until it is firing at a specified number of degrees BTDC. Differing operating conditions mean that this is not always the best timing, especially as the engine is turning faster or is put under load as when going up hill or accelerating. To change (advance) this timing to a more efficient setting, two mechanisms are used—the centrifugal advance and the vacuum advance.

The centrifugal advance is built into the distributor and allows the points cam to rotate in relationship to the position of the points, thus causing the firing to take place earlier. They consist of a set of weights, springs to control and retract the weights, and a movable cam. They are dependant only on the engine rpms. The vacuum advance, on the other hand, is not rpm dependant.

The vacuum advance operates when vacuum is applied. This vacuum operates a spring with a loop on the end, which is attached, via a stud, to the base plate on which the points are fastened. As vacuum is applied, it causes the plate to move in relation to the points cam and the timing to advance. As vacuum is reduced or removed, the points plate or base plate returns to its original position. There are two types of vacuum advance systems. Those that operate on “ported” vacuum (a small hole by the throttle butterfly on one car) and “manifold” vacuum (those attached to the intake manifold). They operate differently and do different things. Ported vacuum advances the timing as the throttle is opened to provide increased performance. Manifold vacuum actually drops slightly as the throttle position changes and, thus, the vacuum “advance” actually retards the timing slightly for better emissions performance. Both the vacuum and centrifugal advance systems must be checked periodically to ensure they are working properly, or their advantages may be lost. On an intake vacuum connection, a bad vacuum advance

canister will cause an intake leak which will result in rough running.

Now that we understand the basic function of the distributor, how does this relate to the “electronic ignition”. First of all, the electronic ignition isn’t. It is not an electronic ignition system; it is an electronic points replacement. All it does is replace the points and the condenser in the low-tension circuit, using either a beam of light or a magnetic effect to trigger the LT circuit to induce a charge in the HT circuit. Thus, you do away with the problem of having to replace the points and condenser and, perhaps, you will sustain a slightly higher level of performance. Tests conducted using a new set of points and an electronic ignition show that the level of performance is virtually identical. But, points wear and reduce the level of performance while the electronic ignition maintains the same consistent level as long as the system is working. REGARDLESS OF THE TRIGGERING SYSTEM USED, THE REST OF THE DISTRIBUTOR SYSTEM MUST BE MAINTAINED ON A REGULAR BASIS IF THE SYSTEM IS TO WORK EFFECTIVELY. This means that the distributor should be disassembled, cleaned, lubricated, and reassembled on a regular basis (annually on a daily driver, biannually on others). You still have to replace spark plugs, rotor, distributor cap and check the HT wires regardless of the triggering system used. With this in mind, is it worth replacing the points with an electronic ignition? Maybe.

If your distributor is in less than perfect condition (as many of them are) and the distributor shaft bushing is a little worn, you will get some wobble to it which can vary the amount the points open, thus affecting dwell and timing. The electronic ignition is not affected as much by this as the points are and would provide a better, more consistent ignition in these circumstances. So would a new or properly rebuilt distributor, but most of the electronic ignitions cost less than a new distributor, thus delaying the requirement to install a new distributor right now. Thus, the advantages of the electronic ignition system are small, but real. While I would not install one on my car (unless given one, of course), it might be a reasonable investment for many. However, the only time it is a “must have” is to replace the old electronic system in the Lucas “Opus” system, few of which still survive.

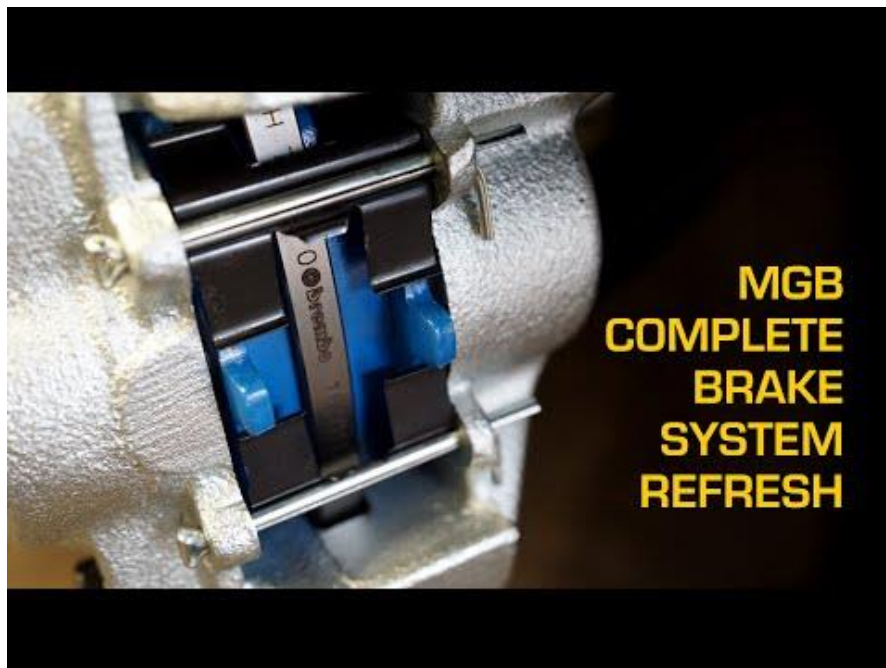


Youtube Find for May 2022

Nigel the 1977 MGB Cam shaft and bearing install



I Used this Video to do my Brakes – Excellent



MGB Brake Squeal

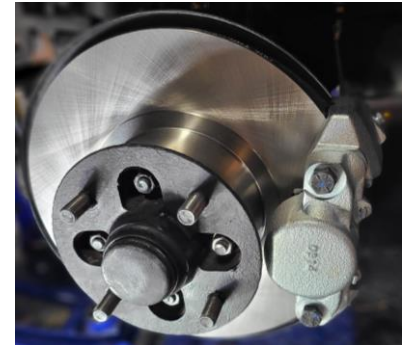
By Peter Sanderson

Little did I know when I started to rebuild my brakes, front, and back, that new brakes would squeal. More interesting is that there are multiple articles and entries on forums such as the MG Experience documenting this topic.

A couple of weeks ago I completed my brake job front and back including a complete clean-up and painting of the hubs and backing plates.



This was the first time I ever worked on brakes, and it was a learning experience and at the end, I was proud of the job I had just completed. I got in the car to test the brakes and upon my return I had a smile from ear to ear. The car stopped straight and fast and the brakes exceeded my expectations.

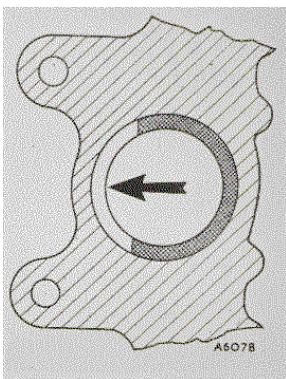


Then a week later, just before our club's Spring Tune-up Day, I went to fill up with gas and when coming to a stop at the corner of my street, the brakes let out this horrible squeal. Quite embarrassing, since everyone is already looking at the car, because its an MGB and that's what people do.

I immediately went online to find out what could possibly be going on with my new brakes. I, of course, felt that I must have done something wrong.

At the Spring Tune-Up I asked a few members, and they too have intermittent squeals from their brakes. I searched MG Experience and found many people with the same phenomena. I spoke to experts who have worked on these cars since the seventies. They all had different solutions that may or may not work. They all agreed the squeal was harmonic vibration of the pads against the metal caliper.

So, I decided to try the Brake Quiet silicone solution, removed the pads, and applied the solution to the back and sides of the pads. I went out for a drive and there was no squeal for the first ten minutes and the squeal returned.



I then removed the pads again and noticed that the pistons were not evenly pressing on the pads. In fact, the bottom part of the pads seemed to have little or no contact with the pistons at all. This led me down the road to a search on piston directions since, after examining the pistons, I noticed they each had a section that was recessed and would not apply pressure to the pads.



I found an old diagram about MG calipers and pistons and realized that the new calipers from Moss have the pistons installed in the calipers incorrectly.

If you look at the picture of my pads, you will notice how the piston circle extends past the back of the pads. The circle is not on the middle of the pad. According to the diagram, it makes



sense that the recessed area of the piston is facing back towards the hub, applying equal pressure from the pistons to the pads.

I therefore removed my calipers from the hub and placed them on a stool, still connected to the brake line. I blocked the middle of the calipers with a tool and pumped the brakes to have the calipers extend outwards without them falling out.

I then used a rubber bottle top opener to grab the pistons and turn them so that the recessed area is in accordance with the above sketch, facing to the back. Using the rubber ensured that I did not damage the surface of the pistons.



After both pistons were aligned properly, I started to reassemble the pads. This time I used Permatex silicone ceramic brake lubricant on the back and sides of the pads.

Finally, when putting on the clips, I used two clips squeezed together instead of one. I question the tolerances on the caliper machining, so the extra clips apply slightly more tension to the pads.

Once assembled I took her out for a drive. Stop, start, and stop again. There was no squeal. I resisted the temptation to do my garage happy dance until a week later when I put on another 200 miles and the brakes are as silent as can and should be.

I can't say definitively what exactly fixed the squeal, but I think it is the pistons in the right position and the silicone ceramic brake lubricant. But I also, think the double clips may play a supporting role.

All I know for certain is that the brakes work perfectly and do not squeal.



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