



the Dashpot

June 2022 Edition



The Official Newsletter of the Ottawa MG Club

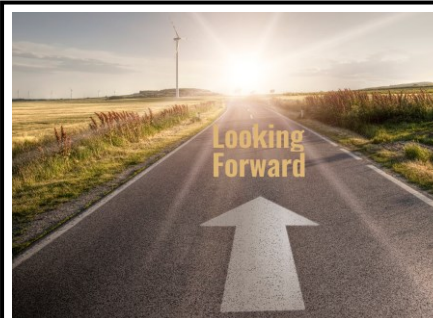


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- **June 12th, 2022**
 - [Rockland Manoir Seniors Residence](#)
- **June 16th, 2022**
 - [OMGC Monthly Meeting](#)
- **June 19th, 2022**
 - [MG 2022 – Peterborough](#)
- **June 24th, 2022**
 - [OMGC Dinner with John Twist](#)
- **June 25th, 2022**
 - [Technical Session with John Twist](#)
- **June 26th, 2022**
 - [Wheels on the Mississippi](#)
- **July 9th, 2022**
 - [Club Summer Picnic Day](#)
- **July 16th, 2022**
 - [Ottawa All British Car Day](#)
- **July 17, 2022**
 - [Brits-In-The-Park Annual Gathering](#)



June Monthly Meeting –June 16th, 2022



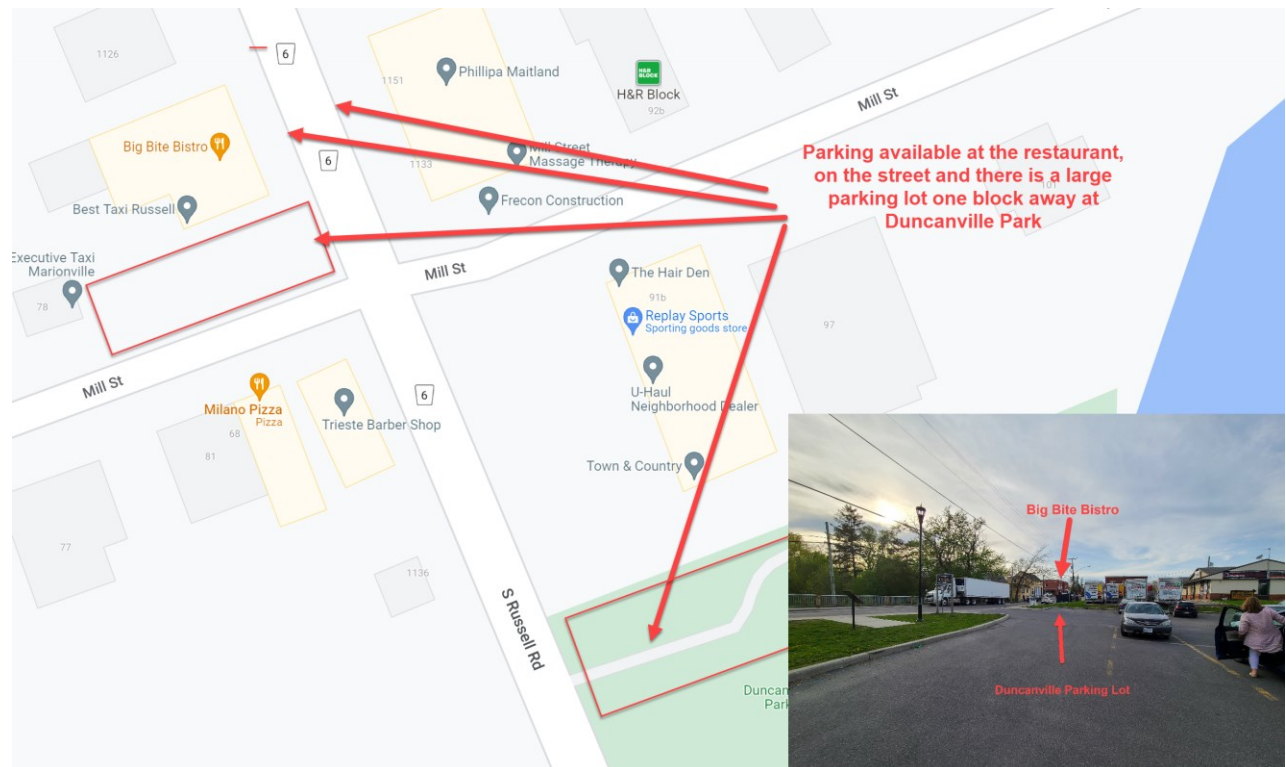
Place: **Big Bite Bistro** - 1128 Concession St, Russell, ON K4R 1C8 - 613 445-1333
Time: Members wishing to order food may do so anytime after 5:00 PM - Meeting Starts at 7:00 PM

Menu

Fish-n-chips-haddock loin with homemade beer batter comes with tartar and coleslaw **(\$18.99)**
Grilled fresh Atlantic salmon- with lemon herb sauce and comes with rice and vegetables **(\$19.99)**
Red curry chicken- comes with rice and vegetables **(\$17.99)**
8oz strip loin New-York triple AAA steak- with peppercorn sauce, roasted potatoes, and vegetables **(\$26.99)**
3 cheese tortellini- rose sauce and garlic bread **(\$16.99)**

Special for Jordan and Sarah – There will be Guinness and Hopefully Abbots Ale or a Hobgoblin!

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:

- Robert and Karen Ney, Metcalfe
- Robert LeVoir and Romani Bays, Gloucester
- Susan and James Luffman, Orleans

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](#)
-

Member's Profiles Wanted

The Dashpot survey earlier this year, the Member's Profile ranked very high on the list of interesting reads. We are now looking for Member's Profiles for our up-and-coming Dashpot editions. You too can experience the fame and glory of being featured in the Dashpot, simply 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](#)



SEND YOUR ARTICLE TO
newsletter@omgc.info

OMGC Executive Team and their MGs

	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

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 Arscott

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



Special Car Display at Garden Terrace Long Term Care Home in Kanata

By Len Fortin

Due to a threatening weather forecast for rain, the date for this car display was advanced by one day from May 19th to May 18th. And Mother Nature gave us sunshine and warm temperatures for the afternoon. As you might expect, vehicle attendance was a bit down because of the date change, however the allotted spots were filled with a good combination of MGs from the Ottawa MG Club and good old American stuff from the Ottawa Car Scene folks.

[Click Here for Pictures](#)

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

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

Less than two 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

Technical Session – May 10, 2022

By Len Fortin

Place : Andrew McCue's Garage

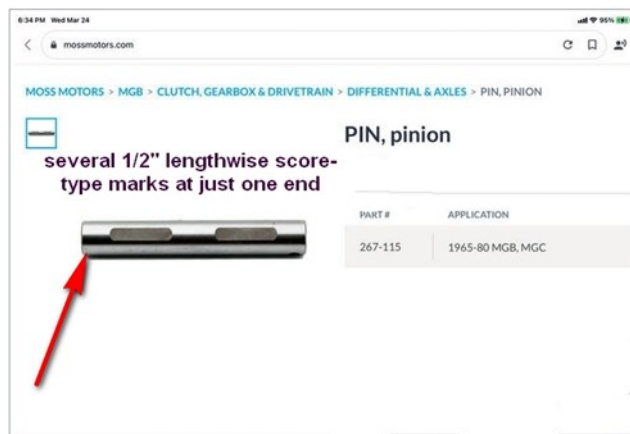
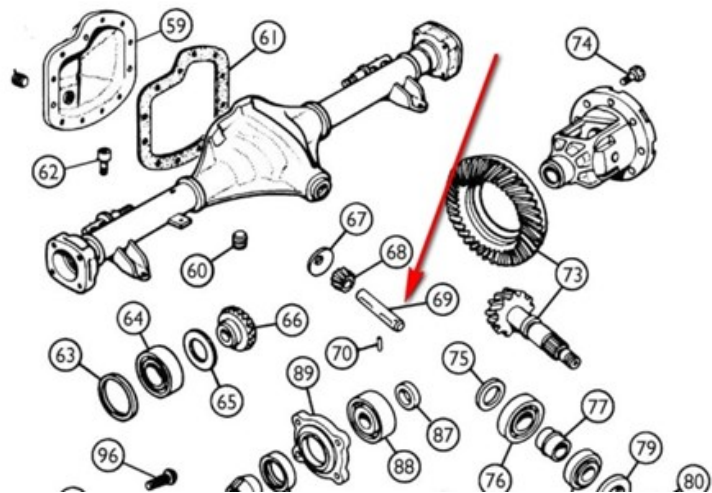
MG : Pierre Ranger's MGB

A good bunch of OMGC folks showed up for this Tech Session. Pierre's 1976 MGB has been experiencing an intermittent "clunk" sound from the differential, and the solution was obvious – replace the thrust washers. Decisions were made about a couple of other maintenance items..... as long as it was going to be up on the hoist anyway. Replace the rear shocks and straps – and a rear brake adjustment to complete the 'to-do-list'. As usual, pretty much everyone took part in some steps of the process. The more experience you had, the more delicate jobs you were allowed to take on; all the time being sure to get Pierre involved to watch and learn. And, as usual, the time ticked on while all the steps were done and checked and double checked. Pierre's test run gave a positive "thumbs up" for the work.

There was one very odd thing during the operation.....

.. the pinion pin [Moss Motors part # 267-115] had some strange markings on it – just at one end, running lengthwise, about a half inch long each, and not all the way round the pin and not in any pattern that would look 'manufactured' that way. It was a puzzle. The best excuse we could come up with was a likely-hood of some previous differential work being done (before Pierre bought the car) where the mechanic had some difficulty to reinsert the pin and decided to make some small lengthwise cuts around one end – making it a bit easier

Tubed Type Rear Axle



to tap into place. Anybody ever have that experience before; I couldn't find anything of the kind on the Internet.

The session did have a lunch break where great sandwiches were served – with many thanks to Pierre's Navigator, Jane Harris. Delicious!!!! Made the afternoon work of rear shocks and strap replacement a breeze.

Here is a link to some pictures on the OMGC website PHOTO album area: [Click Here](#)

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Page*



Reserved for Articles Submitted by OMGC Members

Drive your MG, eh?

Saturday 7 May 2022

By David Adams

The day started bright and clear, if a little nippy. Trish rolled up some tissue paper to stuff in her ears. She said it was to keep the cool breeze out. I think it was so that she couldn't hear me cursing or offering useful comments about the drive that was about to unfold. We couldn't have heard each other in any event, as I was wearing my ear protectors - **BECAUSE IT WAS BLOODY COLD!**

Ivan and Katie turned up, and off we toddled to Tim Horton's at Manotick. What a zoo! Every old fart and his partner with a motorbike had shed their chrysalis, and come out to enjoy the sunshine, or group sex, or whatever else it is that these people get up to when the sun shines.

Mixed with erudite, worldly, suave, well dressed gentlemen and their partners driving well prepared styl-ish vehicles from another era, I'm surprised battle lines weren't drawn, but we all managed to sort our-selves out .



Needing sustenance, I entered Tim's and came face to face with a member who I consider a dear friend - and I hope we still are: "what are you doing here? You didn't register! I haven't got a route map for you!" I'll leave further comment



I ordered a Latté, and a Raspberry Doughnut, pointing to the doughnut's location on the shelf, being the helpful individual I am. Checkout person said "so that's a Latté and a Raspberry Swirl" "Raspberry Dough-nut" I repeated, again pointing to where it was located very low down on the shelf. Paid, moved aside to await my order
Another smart young person handed me my Latté, and said "It'll be a minute while we make your Rasber-ry Swirl" I replied, saying: "Take as long as you like, as I haven't ordered a Raspberry Swirl - I want my Doughnut !"

Much consternation and deep discussion between smart young persons behind the counter. I thought I would help by indicating with a very pointy finger, and making sure I maintained eye contact with smart young person, where my doughnut was And then everything became clear to smart young persons - "aah ! you want a Raspberry fill, not a Raspberry Swirl ! (Which apparently looks nothing like a doughnut)

Who knew that a simple doughnut had undergone a name change? Who's the Bozo who neglected to point out to smart young persons behind the counter that having such similar names was going to cause confusion. I couldn't prolong their pain by asking if the price was the same.

Moving on...

A few people did turn up unannounced, which is a perennial problem with club events, but it all got sorted, and I likely upset a few people in the process. Sorry to anyone who feels slighted, I love you all lots. A major incident MG occurred on the way out, with a member's car rolling back into the car of the club's current VIP, and breaking one of the rear stop/indicator covers, but nobody got slapped about, and off we went to Kemptville - and then we went to Oxford Mills (or most of us did) - and then we went to Glen Buell - and then passed by Toledo, which is where, in case anyone is interested, Ivan (my co-organiser, and lead car for the run) and myself get our bee supplies, except for this year. Massive die off, bee herds are hard to obtain. But it's ok, Ivan has sticky fingers, and didn't lose any of his bees. How does he manage to succeed where others fail? - then to Newbliss, Jasper, and Merrickville. Merrickville was hosting it's annual Garage Sale, and was throbbing. I had warned participants of the run to try to keep moving smartly through the village before they found people making offers for their beautiful MG's. From Merrickville to the Swan on the Rideau, where there was a bit of a cock up over the numbers. It being Mothers Day weekend the place was pretty busy. I understand there was an organisational screw up (misunderstanding) regarding the arrangements there but again, it was sorted, and the staff at the Swan accommodated us with their usual professionalism and good food.

It's worth noting that despite the lack of bathroom arrangements on the route, everybody appeared to come to grips while managing any anatomical discomfort they may have undergone. There may be brown spots in the grass here and there, as the odd MG disappeared behind a building here and there. Trish and I managed by deviating from the route and making use of our facilities before rejoining the run. Nobody noticed our absence....

Thank you everyone for participating - it was fun.



Summer's here, time to oil your rack...

By Peter Sanderson

There is nothing better that comes with summer than a smoked rack of ribs. Unless, of course, you own an MG. The MG has a steering rack and I wonder how many of us pay attention to this rack in summer and feed it the oil it requires?

I was in the process of changing my Tie Rods and decided to also change the gaiters protecting my steering rack. In doing so I discovered that everything was very dry, no oil to be found.

I opened the oil reservoir on top of the rack to discover the same situation. Inside this reservoir are three shims, a spring, and a plunger. Everything was bone dry.



I started by cleaning all the parts and removing hardened oil (gunk) and cleaned the mating edges so they will seal nicely when I put them back together. If you look at the plunger, you can see that it is a bit worn with a round indent through like a line. So, when I put it back together, I will turn that plunger 90 degrees. Notice how the plunger has worn a groove through the center.



I filled up the rack using [Lucas 80W90 Gear Oil](#). I first put in 100 ml of oil and turned the steering wheel back and forth, side to side rather quickly. It was still dry, so I added another 100 ml and continued turning the wheel. It was almost to my liking, so I added an additional 20 ml and that is when I heard some air bubbles like a gurgling sound while I turned the steering wheel. I had seen in a video that this is a good sign that you have enough oil.

I sealed it up and turned the wheel multiple times and verified that there were no leaks. This job is simple on the late models because of the placement of the radiators. The earlier models require a mirror and an oil dispenser with a goose neck since you must do all the work from under the car and the oil reservoir is under the radiator.

So next time you are at a barbeque and smell some delicious ribs smoking away, ask yourself, when did I last oil my rack? Have I ever oiled my rack?

The Garage – How to Prepare Your Car and How to Show Your Car

By Jim Mills

Article from Victoria MG Club, re-published with their permission.



This may sound like two subjects, but they really go hand in hand.

Types of Shows

There are many types of car shows, so the amount of preparation ahead of time can vary from one type of show to another; and one also has to ask themselves, "What do I expect or want to achieve at the event?"

Casual Multi-Marque Shows

Casual multi-marque shows are more social than competitive. Cars are parked randomly as they arrive and usually displayed the way they are driven and enjoyed. The MG club show at Beaver Lake and the Father's Day show at Beacon Hill Park are examples. No prizes are awarded. You will see everything from Concours cars to daily drivers, and possibly some project cars. The level of detail is entirely up to the individual. The car should be clean and shiny including the wheels; the interior should be tidy and uncluttered. This type of show is a good place to display your restoration pictures, etc., and to enjoy a picnic with your friends.

Judges Choice Multi-Marque Shows

These are similar to the casual shows, but prizes can be awarded. Winners are picked by an individual or a panel of judges. The Mill Bay show and the OECC Car Affair in the Park are examples. A real variety of cars at these events and there's usually lots of glitz!! If you are hoping for an award, your level of prep must be high in order to catch the eye of the judges.

Peoples Choice Multi-Marque Shows

In these shows, cars are parked by marque and model. Each participant is given a ballot and the voting determines the winners. Van Dusen Gardens in Vancouver, The Washington All British in the Seattle area and the Portland All British Field meet are examples. The detail level for this type of show is much higher and the winning cars are usually cars that are original or restored to a condition similar as to how they left the factory.

Peoples Choice Single Marque Shows

Similar to above but a higher level of detail; participants usually have more knowledge of the cars at a single marquee show and apply that when voting.

Judged Concours

This will be addressed a little later...

Preparing for Peoples' Choice

Exterior

If you're looking for a trophy here, your exterior should be stunning as the first impression usually influences the people when picking their favorite. This means shiny, no dents, scratches, overspray etc. Exterior trim should not show any residue of wax or cleaners, and glass should be squeaky clean. This should all be done prior to arriving; any detailing that is required on site should be minor such as a modern quick wax or quick detail. Wheels and tires should be clean and tires should not be treated with a product that makes them shiny. Hubs, rotors, calipers and anything visible through the wheels should be clean and free of rust. Inner fenders and wheel wells that are visible should be clean as well. Full strength Simple Green™ will clean up these areas. Chrome and stainless steel should be shiny, and any black trim should be treated with a product such as Mothers® Back -to-Black® Trim & Plastic Restorer. There are products to clean and treat your top and side curtains as well, such as 303® Aerospace Protectant™. The engine compartment should be as clean as possible and free of leaks, and open enough to show the best bits. A clean chassis is a bonus.

Interior

The interior needs to be vacuumed, clean and uncluttered, including the trunk. I recommend that you show your car with the top on if it is a convertible and have the side curtains available to see. Also, display the toolkit and glove box handbook if you have them. Some entrants like to show pictures if the car has been restored and that is okay. In my opinion, showing your trophies is tacky and also sitting around your car all day and talking it up—the car should speak for itself.

Considerations

One downside to peoples' choice events is the fickle nature of people. Colours such as white, beige and grey don't show like British Racing green and reds. The light of the day can also affect how different colors show, and a well waxed dark colour car will show better in the rain than a white car. Where you are parked can have a great advantage, so get there early so that you can be near the beginning of the line, where people pay more attention. Having a lot of friends at the event can also sway a vote.

A Word About Judged Concours...

When your car has been judged by knowledgeable persons the mark it receives reflects the quality of the product. Judges are not too picky; it is the owners that are building better cars. I have found this type of event to be challenging and very rewarding... a true reflection of the condition of your car.

Finally...

If your club is putting a car show don't be afraid to volunteer at the event. You will usually get a lot more out of the event by doing so. And if you have an opportunity to apply your knowledge as a judge, jump at it. You get to meet some great people with similar or more knowledge than yourself—and you get to get real close to some great cars.

John Twist – University Motors – Coming to Ottawa

John Twist will be coming to Ottawa to visit our club members and offer a one-day technical session. While he is here, we will also be having a club dinner with him. The details are below:

Club Dinner:

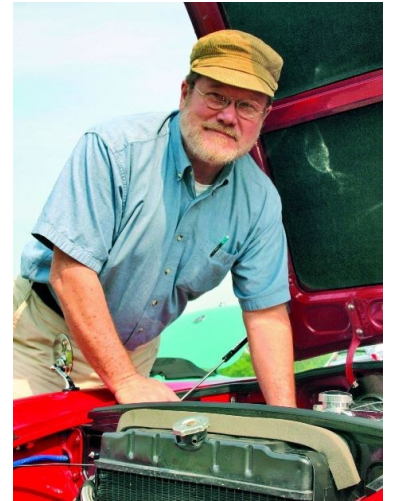
The Ottawa MG Club plans to hold a dinner gathering at the Heart and Crown, on Friday, June 24th @5pm. Details will be sent soon...

Technical Session:

The Ottawa MG Club is planning a Technical Session Day on Saturday, June 25th @9am.

Location: Don Barr's house, 16 Eliza Crescent, Stittsville K2S 2A3

More details to follow...



The Paul Williams Memorial Drive

JP Lacroix said, "The venue was top drawer, the driving route was wonderful, and the thousand island boat cruise was really great!" JP will be providing us with all the details in the July Edition of the Dashpot. Stay Tuned...



Ottawa MG Club Member's Profile

Name:	John McPolin
Current MG Model and Year:	MGB 1971
Find me online:	john@mcpolin.com
Find me on the map:	116 Hartley Street Brockville
Date Completed:	May 6, 2022

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

I bought a 1965 MGB in 1970 when I was 19. The doctor I bought it from replaced it with a new Mercedes 280SL. I enjoyed six months learning about British engineering before I sold the car and ordered a new one.

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

Two - 1965 and 1971

3. Which MG was your favorite?

The new 1971 was great fun but I missed the leather smell of the 1965.



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



Late one night I was crossing the American span of the 1000 Islands bridge when about fifty feet from the top the car died, no operating functions. The car was three months old. Fortunately, the same thing happened in Kingston a few weeks previous, and I made the dealer show me the problem. Seems the Brit engineers thought connecting the batteries to the engine required a plug that pointed upwards so that vibration and gravity would make it fall off so to amuse the driver. Put the car in gear, crawl underneath and

reconnect the plug so that the trucks on the bridge would not flatten this dark shape. Drove home and the next day put a safety wire on the plug.

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

The car covered 30,000 miles in the first two summers before I decided to ease off. Now we just make sunny day adventures. On a trip to Florida in 1976 the wipers quit and are still in retirement. Thanks for RainX.

6. Dare share an awkward or embarrassing MG Moment?

This car has never embarrassed me and only stranded me once when the fuel pump quit on the 401.

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

My MG has taken me all over the eastern US and Florida and to many racetracks. The most outstanding might be 1982 when I was running a Formula Ford in a supporting race for the Canadian GP and I towed my FF on its trailer from Brookville to Montreal, and back with my MGB. No problem at all.

8. Tell us why you drive an MG?

I thoroughly enjoy the car. In 1972 I had a friend moving to Europe and the choice was keep the MG or sell it and buy his 1963 split window Corvette. A hair puller but obviously I kept the MG and have never regretted that decision. Please do not ask me what that Corvette is worth today.



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

I would like to explore the old roads of Europe at a leisurely pace.

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

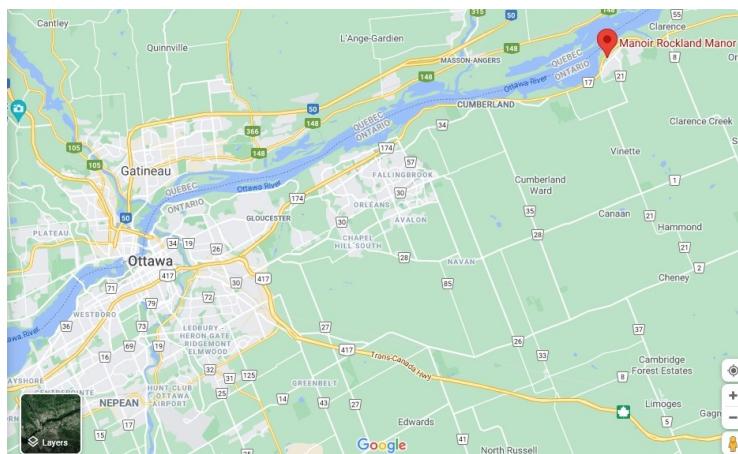
By Len Fortin

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](#)

OMGC Technical Session – MG Magnette

Date: May 21st. 2022

Club member Dave Graham brought his MG Magnette to Club member Andrew McCue's garage on Saturday, May 21st to accomplish a few technical tasks:

- To overcome a wobble in the right rear hub, the hub will be removed along with the bearing, and the bearing re-secured using some Loctite 620/660, or replaced to hopefully reduce the amount of slop, then secure the nut properly.
- Springs and brake shoes in the rear brake drums will be replaced

The Report – By Len Fortin

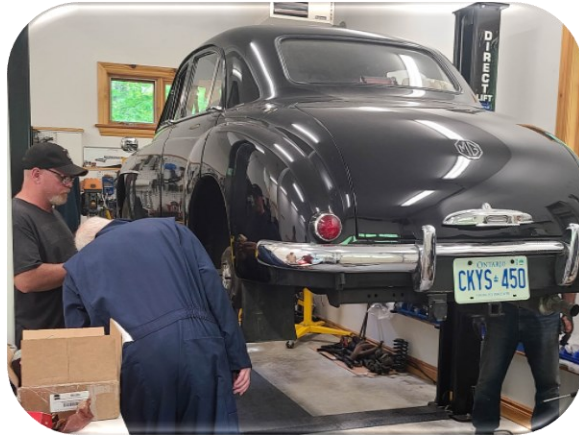
For all sorts of reasons, not all plans for technical sessions go according to “the plan”. This was the case when everything was set to do some work on Dave Graham’s MG Magnette in Andrew McCue’s garage. The planned start time was 9am and I got there with a few minutes to spare – only to hear that Dave had cancelled his plan to do the work while I was on my way from Kilmarnock to Chelsea that morning. I knew there would other Club members on their way to participate and they would be as disappointed as I was.

But when plans change with such short notice, all we can do is make the best of it. That’s when I decided to put my ‘77B up on the hoist and re-attach the right rear mud flap that had, somehow, come loose the day before. (I imagine those mud flap things vibrate loose over time and I was thankful mine had loosened and dropped while the B was in the laneway and not on the open highway). So, with an Allen key (after some clean up of the item) it was re-installed securely – and the other side was checked to make sure I would not lose it and the road going home.

Then, to our surprise, Dave called and indicated he would be able to make it after all – although he would be a bit delayed. Great!! We were going to do a rear wheel bearing replacement on an MG Magnette after all. So, we filled in the time by munching on some wonderful muffins brought along by Club member Peter Sanderson [good thing.... as I had a very limited breakfast in my haste to get to Chelsea in a timely fashion].

When Dave arrived with the MG Magnette, the work on the rear wheel bearings did go, more-or-less, to “the plan”. There were surprises along the way, as the old parts being removed were in pretty rough shape – probably caused by the previous owner work being conducted by folks who didn’t know too much about MGs. The usual additional tools were employed as necessary (hammers; big breaker bars; a bit of torch work; etc), and the new parts installed – then removed because there was some conflict about which sequence and direction the new parts were supposed to be in – then reinstalled with some confidence we were right in the first place. [the books were not as clear as one would like them to be on a job such as this].

The Technical Session was considered a success, and all we returned back to our homes; some just in time for that huge rain and windstorm to pass over Ottawa. For me, I drove through Ottawa – back to Kilmarnock – with about a half an hour to spare before the devastating storm came through the city. If Dave had been delayed by just 30 minutes at the start of the session, and I had left about 30 minutes later, I would have been in the middle of Ottawa (and the storm) on highway 417.



The Garage – Electrical Faults

By Mike Owens of Owen Automotive

Article from Victoria MG Club, re-published with their permission.



My most frequent telephone calls are often about electrical problems. “My car won’t start” or “the lights don’t work” or...

For starters, understanding the wiring diagrams and being able to identify wires is essential for this work. British wiring harnesses follow a standard colour coding system. The colours on older cars with original cloth covering are often faded which makes identification difficult. Newer harnesses with PVC covering are easy to trace on a wiring diagram when fault finding.

These tests involve using a basic 12-volt test light to test electrical circuits – not the self-powered variety. A test lead is also needed. Ensure the test light is working by connecting it to the battery. To avoid corrosion or cutting a wire, it is better to test the end of a wire rather than penetrating a wire with the sharp probe. Note: The brightness of the test light is a good indicator of the power or voltage of the battery.

Fuse box – The fuse box is very often the main culprit for electrical problems. Attach the alligator clip of a test light to a suitable ground such as the engine. With the ignition on, probe the power-in set screw and power-out screw to see if the test light lights up. If the power-in screw is okay but the power-out isn’t, the problem is either a blown fuse or corrosion on the fuse holder clip. Clean up the contact with a roll of sandpaper and gently squeeze the clip if needed to ensure a snug fit for the fuse. This is important if the car is used infrequently or stored in a damp area.

As a precaution, test the fuse by placing one end in the fuse holder clip and probe the power-out end of the fuse. Always use the correct amperage fuses. Apply a small amount of dielectric grease to the fuse or clips to ensure a good contact. Also, check the end of the screw for corrosion. Trim the wire end if needed and ensure the screws are snug.

On MGBs, if the plastic dust cover for the fuse box is missing, replace it.

Tail lights – The bullet connectors for tail lights originally had the wire folded over the bullet and were not soldered. Check the tightness of the connection and apply dielectric grease. Check the light socket for corrosion and clean with a pointed wire brush as needed. With the light switch on and using a test light that is grounded to the light socket itself, probe the terminal in the socket for power. Apply dielectric grease to the socket. Also, test to ensure the socket is properly grounded. These procedures can also be used for checking parking and headlights.

Check the light bulb to ensure it is not burned out. First, clean the contacts of any corrosion. A simple test is to hold one end of a test lead against the base of the bulb. Then connect the bulb terminal and the other end of the lead against the battery terminals.

Brake light switch – A common problem with brake lights is a brake light switch failure. After-market switches are often poorly made or allow silicon brake fluid to leak into the switch. Using a test lead with the ignition on, bridge the set screws on the switch. If the brake lights work, the switch is faulty. Another approach is to disconnect the wires and use an “open” cotter pin inserted into push-in connectors to bypass the switch. For later MGBs with a mechanical switch, test the wires on the brake pedal box on the firewall. These frequently corrode.

Ignition switch – The most common problem with the ignition switch is a loose connection caused by years of vibration. When driving, the engine may intermittently cut out. Use a flashlight under the dash to check for a loose wire to the switch. Tighten the screws as a precaution.

Tail and licence plate wiring – A break – from a rear end collision – in the red wire to the tail lights and licence plate light can result in a burn out of the wiring harness. It is a good idea to install a 10 amp in-line fuse in the wire. Austin Healey’s are particular susceptible with the licence plate light set low on the bumper.

Bad ground check – A test light is most often used to test for power. It can be used “in reverse” to test for a bad ground connection. Power-up the light by connecting the alligator clip to a power source. On the MGA, the most convenient source will be the “live” power-in terminal at the fuse box. Test any ground with the probe – using a long test lead if necessary – and if it lights up, the ground is good.

Batteries – Battery posts and clamps should be cleaned of corrosion regularly with a mixture of baking soda and hot water. Apply dielectric grease or Vaseline to the posts. As well, remove, clean and re-tighten the bolts used to clamp the cables. Put red paint on the positive battery post, clamp, and cable to clearly mark the positive terminal.

Today’s batteries are sealed, and the cells cannot be topped up. Because batteries will sulphate over time, they have a lifespan of about five years when used regularly – likely less if used infrequently. Take an older battery to an auto electrical shop for a load test to ensure it has the needed cranking power.

When storing the car, it is a good idea to use a battery maintainer to maintain the charge. Disconnect the battery by removing the ground cable and connect the maintainer to both battery posts. Better yet, remove the battery from the car. Another idea is to install a battery cut-off or isolator switch in an inconspicuous location for charging and security purposes.

One last thing, consider doing these checks as part of an annual maintenance plan.

Lessons Learned

Putting Parabolics Perfectly in Place

A running report by Jordan Jones

Dashpot September 2004



Parabolics. What's that? Who are these things from an outer planet and why are they showing up in my MG Owners Club accessories catalogue? Hmmm, oh, I see it says they are springs.

It says they are wonderful, and everyone should have them. Oh yeah, sure, they must have a great sales and marketing department over there in the Octagonal Offices in the U.K. Anyway, I noted it for future reference.

One of the other options for the rear end of the B is the relatively new Fiberglas single leaf springs. I have been watching these ones closely with any and all write-ups in magazines.

I followed the MG chat lines also and overall, the basic consensus was that they were darned expensive, and the reactions were mixed as to their effectiveness. Later, the company producing them came up with a helper spring/shock combo that must be used with them to help solve the amount of bounciness that was experienced. Further, it was also noted that they really shouldn't be used without traction bars and maybe even panhard rods to help locate the axle. After all the analysis of this data I really decided that was too much to change and play around with especially considering no one else I knew locally had done the same thing and I could test drive their car. Well, fast forward a few months and started to notice the old springs on my 'B' really were getting a little weird (in other words sagging) and I could tell they were past their sell by date which, I admit I was a little disappointed in as they were new when I restored the car 9 years ago which seemed a little premature even though I do cover a lot of miles each year. So, time for a change then buddy. The old springs had clearly given their best and now they were checking out for retirement as I could feel it as I drove the car with a small hopping effect over bumps, kind of like riding on a cart. When I looked under the car with it just sitting in the driveway you could actually see that the spring curve was opposite to normal, in other words they went upwards not downwards, yikes! I decided there and then that I should be the guinea pig for these new Parabolic springs for the club and report my findings as I sure I'm not the only one who will be needing springs in the short term.

The basic construction of the Parabolic spring is really quite simple looking being of two springs shaped in a peculiar way only touching each other at each end and the middle. It got me to thinking that to be the poor chap who has to manufacture these things must be a grumpy sod when he is finished his shift, as it can't be an easy thing to get the correct curve out of the spring steel.

The installation really was a breeze clearly aided by the fact that I wasn't dealing with rusty old bolts on my car. Another point was that the new springs really are much lighter than the old items. I was on the road in a couple of hours, clearly you should double that figure if you are fighting with old springs that haven't been removed since the factory put them there.

Once on the road I immediately noticed how much lighter and somehow airy the rear suspension felt. It felt well controlled and also seemed to take the corners a little better. I did notice that there was too much bounce though and I wasn't happy with that. The MGOC only recommend Spax or Koni tube shockers. Apparently, the factory Lever arms cannot keep up with the increased movement as they will start frothing and overworking and they don't react fast enough to the increased spring movement. You have to keep in mind that the standard leaf springs have an inherent damping quality as part of their construction. I had Hopkinson rear shocks that are set up / matched for the standard 11 spring therefore they allowed the springs to move too much and that was why I was hopping about all over the place. I did have a new set of Koni's that I was keeping for the GT so I plonked them on and whizzed around the same stretch of road. With the Koni's installed I could now understand why they recommend they should be matched together.

After several weeks of driving on the springs I know there is more spring action but the difference here is I would describe this movement as controlled movement. This has the net benefit of more contact with the road especially over uneven road surfaces or train tracks where the standard springs would break away and give you loss of control. So, that's all then, better ride, more positive handling characteristics especially on rough roads etc. Everyone should rush out and buy them....right? Well, there is one thing that the marketing folks at the MGOC did forget to mention and that is something called 'torque steer.' What's that then? Is that a condition you get when your significant other has been bending your ear for too long? Nope, it is a term that is used when you actually get a steering affect from power being applied or taken away from the accelerator. In the case of the MGB the rear axle is actually able to flex enough to cause the car to steer when you step on or off the accelerator. It's fine around town but can be noticeable when coming off the highway for example and you let off the pedal to take your exit. This is only a four banger so not a huge problem but, with any car with more power or if you've uprated your engine, I think this problem would be more visible. Clearly, with any engine that has a fair amount of torque you're in trouble, and let's not forget the V8, I think that could be downright lethal!

So, can it be fixed? Yes, of course it can! You can start welding and adding torsion bars and the like to control the movement but really what is the point? Are we supposed to make all these changes in order to get the overall small gains that these things provide? I think it's one of those cases where the factory must have got it right at the time and it really isn't worth changing unless you're willing to make further changes to compensate. Like my grandmother always used to say if it isn't broken don't fix it! This time she might have well been right. Heck, knowing my grandmother she probably had pull with those big boys at BL anyway and told them to do a good job or else! If any of you are thinking of purchasing these please feel free to try my 74 B out first to form your own opinions.



Let's Keep Her Cool – Revotec Fan

By Peter Sanderson

Last year my MGB never stayed cool. She was quite the hot ride, literally. Her temperature would go from the middle of the temperature gauge to the red high level in a heartbeat once idling. Last fall I started to address this issue.

As we all know, keeping her cool requires five things:

1. A functioning radiator,
2. Properly mixed antifreeze,
3. Free flow of antifreeze throughout the engine and cooling system (no blockage or dirt).
4. Functioning and correct thermostat,
5. Proper hoses that are not worn or leaking, and
6. A functioning fan,

Last fall I started by addressing numbers one to four. I took my car to a specialized radiator shop to have it flushed, proper antifreeze put in and a winter thermostat (190 Degrees) installed for driving late fall. The results were night and day. First, there had been no thermostat in the car and second, the liquid in the system was nothing but a foamy dish soap type fluid which the garage had never seen before. The garage confirmed that the radiator was fine, the engine was properly flushed, and the winter thermostat and 30% antifreeze mix was installed correctly. They did mention however that the fan was a low-speed fan, and since I had a fan switch that I should keep it on all the time.



I was not crazy about the fan and the switch in the first place. The fan was mounted by nails through the radiator. Last Fall, I decided to order a new Revotec Fan and Revotec Switch. This year I installed it. First, out of the box, the aluminum brackets to support the fan onto the original radiator bolts was cut perfectly but the finish had much to be desired. Therefore, the first thing I did was to sand the surface a bit and apply one quick coat of [Dupli-Color Self Etching Primer](#) and then one hour later, two coats of [Dupli-Color High Build Fleet Coating](#). I really like using these products because the primer is ready in an hour, and the paint can be second-coated after ten minutes and is dry to touch in one hour. The finish is durable, and it coats beautifully.



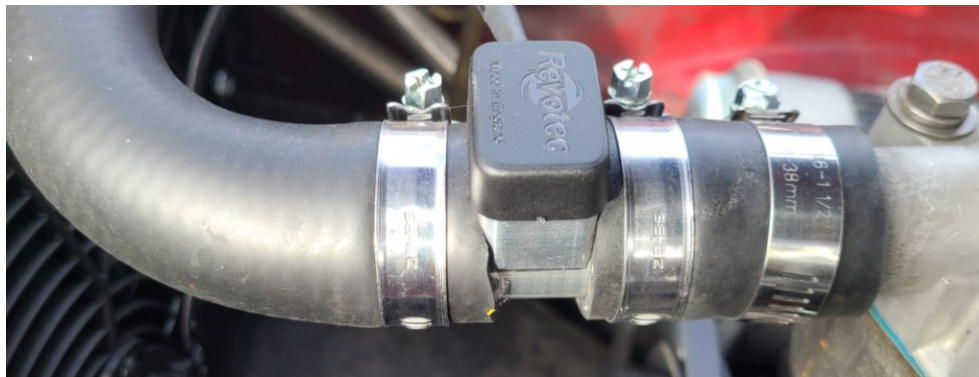
After it was painted, I moved on to the physical installation. This task was divided into two parts: one, remove the old fan and install the Revotec fan using the painted brackets, and two, drain the radiator and install new hoses. The top radiator hose needed to be cut to accommodate the Revotec's accurate and adjustable thermostat. We will discuss this later when we calibrate the fan temperature start-up.

The bracket installation was straightforward. A collection of nuts and bolts assembled in accordance with the instructions. But who reads instructions when it's this simple? Not me until I had to because something just did not add up. So, just a note, follow the installation instructions step-by-step and the installation is a breeze and should take less than an hour.

Once installed I proceeded to drain the radiator into a large oil collection pan that I purchased just for radiator fluids. I changed all the hoses, top and bottom and to the heater. They needed new hoses as one can see from the bulging hose here.



Before installing the top hose, I had to cut a $\frac{3}{4}$ " section out of the straight part coming from the thermostat. This would allow the insertion of the Revotec thermostat in between the cut top hose as shown below.



Now that the hoses, thermostat, and fan were all connected, I could fill up the radiator again. Before putting the fluid back into the radiator, I used several layers of cheesecloth to filter out any particles and dirt from the antifreeze that was relatively new (last fall). I poured it into a Juice jug that was confiscated from our kitchen and is now in the garage. The juice container has a nice spout and allows for easy pouring into my radiator and into the top of the thermostat. I found the best way to fill it up was to use my old top hose to fill the radiator from the top.



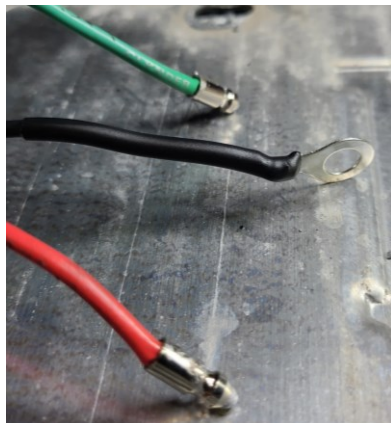
Once the radiator was full, I re-attached the new top hose and proceeded to fill the top of the thermostat until it was full. I then ran the engine until it was hot (5-10 minutes) and refilled the top of the thermostat again. I poured the remaining antifreeze into the expansion tank. (As a note, the system

worked and after driving a few days all the antifreeze was back in the system and the expansion tank was empty).

Now, the system was all ready for the wiring set-up. First, I ran the switch wires from the driver's side behind the dash to the passenger side and came through to the engine compartment using the hole for the Heater cable. In doing so, I noticed the grommet was in poor shape, so I replaced it. In my case, I also had intended to install a new heater cable, so this timing was perfect since I had ordered and received the cable.



The wiring set-up is straightforward and only required me to cut one blue wire since my installation introduced the switch into the system, which is not really required. But in for a penny, in for a pound. There was no science to the placement of the switch other than the fact that I had a torn piece of material at the bottom left side of my steering wheel, so now the switch covers it and holds it in place (a natural solution).

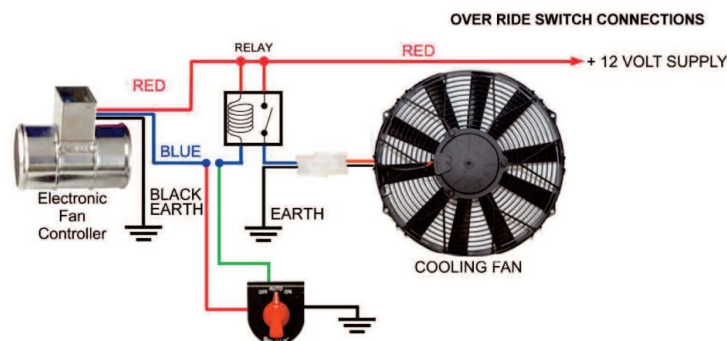


I then set-up to solder bullets to all the wires. I soldered a bullet onto each wire then used a heat wrap that



had glue inside so that when heated, the glue oozes out the ends and seals perfectly against weather and water.

Once all the connections were made, I followed the Revotec instructions and used the green fan power wire from the radiator harness at the front corner of the car for power, and the grounds went to the far rear existing ground screw on the side of the engine compartment. As a note, I had also installed a black and red wire for future fog lights to the area where the fan power will be connected, with a fog light switch into my cockpit. Therefore, I used a double connector for the fan's bullet power line so next week my job to connect-the LED fog/driving lights. will be easy-peasy.



I had to calibrate the thermostat. In my case, it was almost perfectly set to where I wanted it to be as received from the factory. However, I had to perform the calibration as follows:

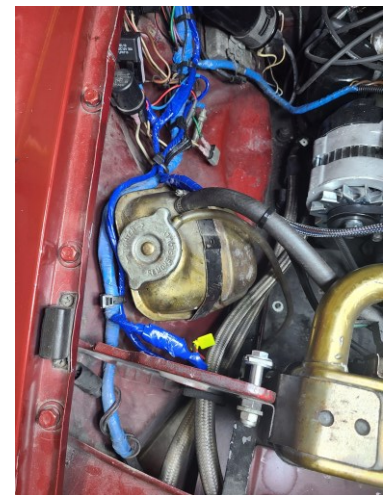
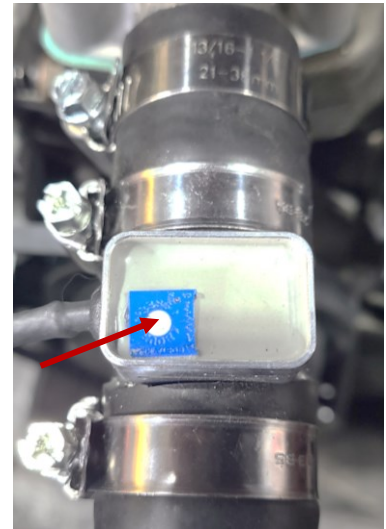
“The temperature at which the fan switches on is adjusted by turning the small control inside the body of the unit. The control has a single sweep of just over 3/4 of a turn. The temperature range is 70°C to 120°C increasing in a clockwise direction. Turn the adjuster with a small screwdriver.

Do not use excessive force as damage may occur.

Start by setting the unit to its minimum operating temperature (fully counter clockwise). Start the vehicle and get the engine warm. The fan should operate when the engine coolant temperature reaches about 70°C. Increase the adjuster slowly until the fan stops running. This allows you to check the on/off function of the controller. Continue to increase the setting until the fan remains off when the engine is at normal running temperature. It will then switch the fan on when the engines exceeds normal operating temperature.

When you have finished with the adjustment and the fan control is operating at the desired temperature fit the dust cap onto the top of the unit.” - Taken from Revotec’s Instructions.

Once the calibration of the fan was adjusted perfectly and I confirmed that the switch works, it was time to go back and revisit the wiring situation. I spent the time to wrap all the wires with MG Blue Electrical tape and secure them with tie wraps.



This of course was just one of the many installations, repairs, and maintenance I have performed over the last month. Hopefully, she will keep her cool this summer, even on a hot day in traffic 😊

Tidbits

What I learned from testing the limits of an “idiot-proof” design

Submitted by Barry Paulson – By Kyle Smith (Hagerty Media)

[Click Here to Read](#)

Youtube Find for June 2022



MG. First on the scene. And still one jump ahead.



Before MG, there wasn't much of a sports car scene in America.

But from the moment the first MG-TC touched these shores in 1947 the picture changed. So much so that MG has almost become an American synonym for sports car.

Today's MGB is the SCCA National Champion in E Production for the third year in a row. With that kind of track record, you can see why MGB is what great sports car motoring is all about.

MGB is trim, taut and agile.

The four-speed gearbox puts your reflexes in touch with the 1798 c.c. engine. That's a 4-cylinder powerplant

that's as economical as it is lively.

The rack and pinion steering, the race-seasoned suspension and the front disc brakes combine to give you precise, sure-footed handling and stopping—the kind of response that turns driving pressure into driving pleasure.

You'll experience it most where the roads still touch the edges of nature and the air is scented with the sweet smells of earth.

But make no mistake, the MGB is just as much at home on a six-lane expressway as it is on two-lane blacktop.

The MGB is complete with full sports car instrumentation, including

tachometer, trip odometer, and gauges for fuel, oil, water and battery. There are also reclining bucket seats, wrapped steering wheel, carpeting, oil cooler, mag-style wheels and radial-ply tires.

So make the scene at your MG dealer and see why MG is still one jump ahead. For his name and for information about overseas delivery, call (800) 447-4700. In Illinois, call (800) 322-4400. Calls are toll free.

MG. The sports car America loved first.



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