



the Dashpot



August 2022 Edition



The Official Newsletter of the Ottawa MG Club

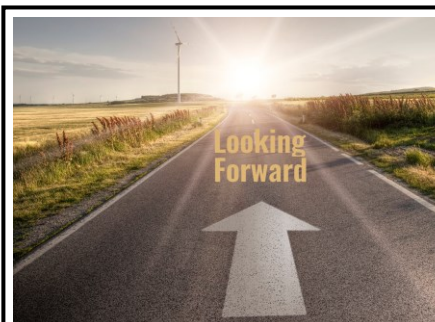


Table of Contents

August Monthly Meeting – August 18 th , 2022	2
OMGC Executive Team and their MGs	3
Year 2022 Planned Club Events	4
Other Local Events	4
2022 OMGC Picnic	6
All British Car Day – July 16, 2022	8
Member's Profile	9
Barry Winch	9
Tidbits	12
Youtube Video of the Month	12
Full Engine Restoration	12
The Garage – Oil Leaks	13
Tidbits	14
Articles, Pictures and Participation Wanted	15
Lessons Learned	16
Speaking of Etiquette	16
Member's Profiles Wanted	17
Dipstick – A Well Earned Title	18
Caption This - Results	20
Caption This	21
MG Funnies	21
Funnies Continued (sorry)	22
Days Gone By	23

- **August 7, 2022**
 - [OMGC Summer Drive to Athens](#)
- **August 18, 2022**
 - [Monthly Meeting at Big Bite Bistro](#)
- **August 20, 2022**
 - [OMGC Drive In Movie Night](#)
- **September 9-11, 2022**
 - [The British Invasion at Stowe, Vermont](#)
- **September 15, 2022**
 - [OMGC Monthly Meeting TBA](#)
- **September 25, 2022**
 - [Merrickville Classic European Car Show](#)



NAMGAR
North American MGA Register

Want to contribute to the Dashpot?
Have something to share?
Send to [The Editor](#) for a future issue.



North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

August Monthly Meeting – August 18th, 2022

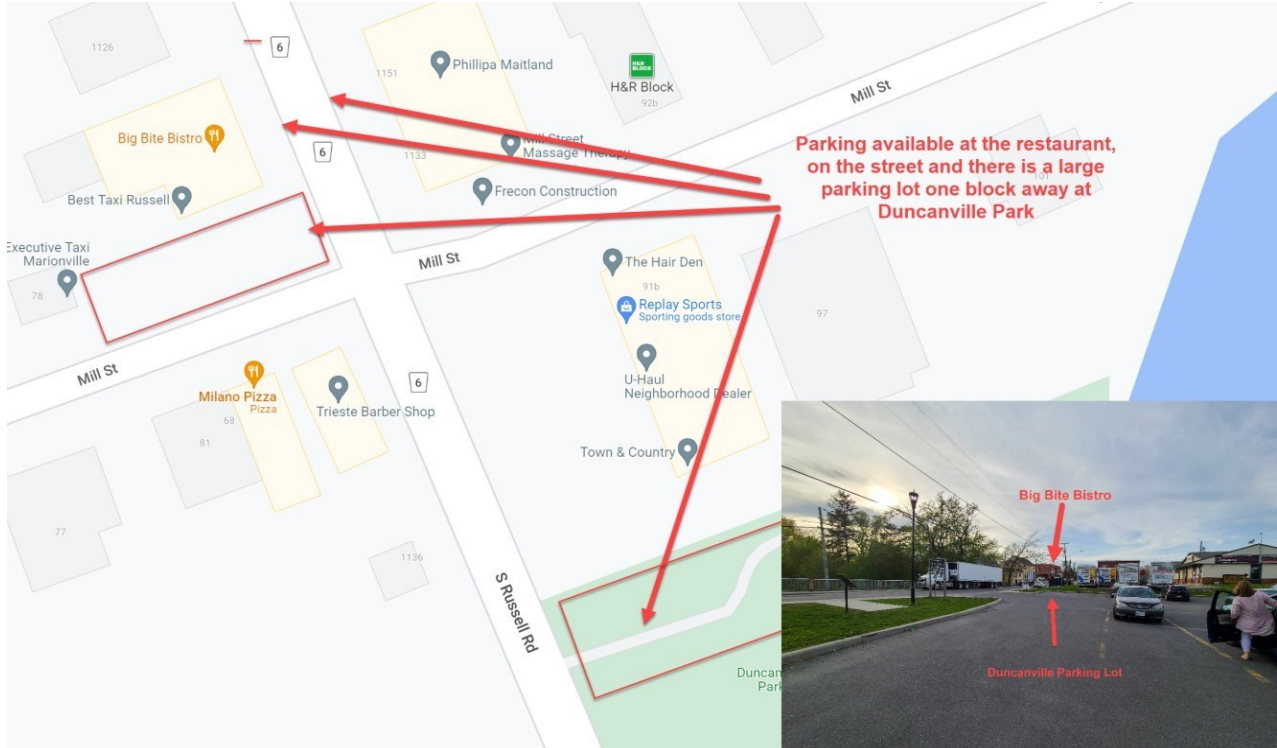


Place: **Big Bite Bistro** - 1128 Concession St, Russell, ON K4R 1C8 - 613 445-1333
Time: Members wishing to order food may do so anytime after 5:00 PM - Meeting Starts at 7:00 PM

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)**

Please confirm your attendance by e-mailing vicepresident@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.
	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

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

Other Local Events

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

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

2022 OMGC Picnic

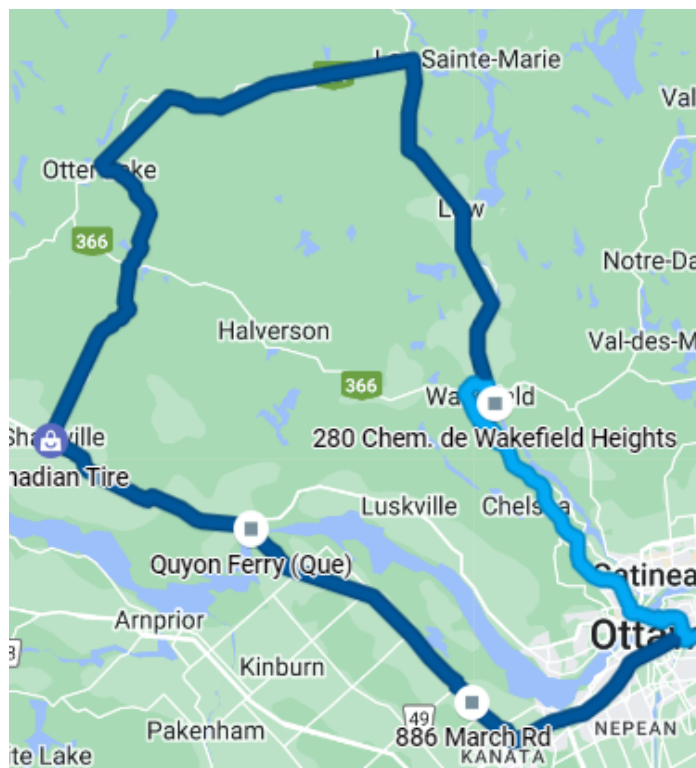
By Peter Sanderson

Let it be known that on July 9th, 2022, two important events happened in my life. One, I attended my first OMGC Summer Picnic at the Swan's Nest in Wakefield and two, I officially named my MGB.

The picnic started for many members at a gathering point in Kanata, where we drove approximately three hours through beautiful Quebec country-sides along winding roads to arrive at the Swan's Nest. We stopped a few times along the way, one stop was at a Canadian Tire in Shawville for a bathroom break.

The route was 162 kilometers, the weather was sunny and warm and there were MGs from each era represented. We crossed the Quyon Ferry, and I think that the Ferry made the most money on one trip ever. They were able to fit all of us including the last MGB who had to park on an angle.

When we arrived at Swan's Nest everyone had their own picnic baskets, boxes an/or carry coolers and we proceeded to the back yard where tables and chairs were laid out for everyone.



By this time everyone was hungry, they snatched a table, spread out their feast and the picnic part commenced. I had brought sandwiches, yogurt with berries and a drink.

I thoroughly enjoyed the ride, the picnic, and the company. This was my first OMGC picnic. I had to leave a bit early, but I know that many members enjoyed a pontoon boat ride afterwards.

After people had eaten, I announced the naming of my MGB. I named her "Cupcake" and in honor of her new name, I had MG decorated cupcakes on a silver platter for everyone there. I also think that for those who missed the picnic, there will be more cupcakes coming 😊.

On the following page there are two videos to watch, one of the MG-Drive and another of the picnic. Enjoy...

The Drive



The Picnic



All British Car Day – July 16, 2022

By Trish Adams

As with everything else in the last 2 years, the All British Car Day was absent from our annual events due to Covid lock-downs and restrictions. It was great to see it back on the calendar this year, with the Ottawa Valley Triumph Club taking over the organization and management of the event, and a new location: Clarke Fields Park on Strandherd Road.

Close to 100 beautiful cars of British heritage were registered by owners from as far away as Arnprior, Yarker (if you've never heard of it, it's about 35Km north west of Kingston), Kingston, Morrisburg, Chesterville, Limoges, Montreal, Gatineau, and all places in between.

Exhibitors enjoyed chatting with friends, old and new, as they walked around the show. Knowing it was going to be a hot and humid day, many had brought portable gazebos for shade – others found shady places under trees where they enjoyed their packed lunches.

Lots of spectators, old and young, came to enjoy the show, and mingled with the exhibitors, discussing the finer points of British style and engineering, or just admiring the cars on display. Some spectators were encouraged by owners to sit in their cars for photo ops, which seemed to go down well – maybe sowing the seeds of future classic car owners.

Mike Solonynko and the OVTC team will be reviewing how the day went in readiness for when they start planning next year's ABCD. Many thanks to them all for a most enjoyable day, and a shout-out to Randy and Dawn McKendry, who ran the show for its first 10 years, creating a legacy which we hope will be continued for years to come.

A Short Video of the Event





Ottawa MG Club

Member's Profile

Name:	Barry Winch
Current MG Model and Year:	1977 MGB
Find me online:	mgb@winch.cc
Find me on the map:	Barrhaven
Date Completed:	July 11 th 2022

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

When I first started writing this, I thought my first encounters with MG's was as a teenager when my "trusty" Ford Anglia would break down. One of the people I worked with had an MGC and he would give me a ride into work. A little more stirring of the grey matter took me back a few more years to when I was about 16. My mother worked in the office of a car parts manufacturer, and they had a banger-racing team who were always looking for "mechanics". The term mechanic was used very loosely to describe anyone who was part of the team but not a driver i.e. general dogsbody! Anyway, I joined the team and spent a number of years with them, their car of choice was the MG Magnette! For those not familiar with banger-racing in the UK in the '60's, it can be described fairly simply as a group of cars driving around a quarter mile oval circuit. The first one over the finish line after the prescribed number of laps was the winner. Rules: there were no rules! It was every person for themselves, pushing, shoving, ramming were all legal forms of passing / disabling other cars! To make things more interesting the last race of the night would be a demolition derby, last car running wins. This was usually run on a figure of 8 circuit. Very occasionally there would be a "mechanics" race, in which I got to drive a few times.... Great fun!



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

Just the one, the yellow 1997 MGB we have now.

3. Which MG was your favorite?

Given I've only owned one, I'll let you guess!

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

ALL breakdowns have been challenging! In the first couple of years of ownership we got our moneys worth out of the CAA. Looking back, I believe all the breakdowns were related to the first one we had. Shortly after getting our car and joining the club we signed up for the Gumball Rally. This particular year July 1st was exceptionally hot, up in the mid 30's. We were driving down the 416 on our way to the start of the rally enjoying our new car when I realised that the temperature gauge needle had embedded itself in the right side of the gauge. By the time we had got safely off the 416 and parked we were surrounded by steam. Lifting the hood immediately revealed the problem. The thermostat switch at the top of the radiator had blown out. I didn't want to add water to the cooling system until it had totally cooled so, our first call to the CAA!

Parked on the side of the road waiting we were amazed at the number of people who stopped to offer assistance, use of their air conditioned home or water.

The next day I replenished the water and the car started right up, but from that point forward it never felt, sounded or ran the same way as it had before.

The problem was finally resolved with a replacement engine.

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

The best description would be a fair-weather daily driver. I try not to drive it in the rain if I can help it.

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

Both! My wife Lyn loves driving the B as much as I do, so there is often a "battle" to see who gets to drive it if we both need to go out 😊

7. Dare share an awkward or embarrassing MG Moment?

I suppose! After our incident with the steam bath, and its ensuing problems, it was decided the best solution would be a replacement engine. I didn't want to spend the summer working on the old one and miss out on driving. It just so happened that a fellow club member had a "spare" reconditioned engine, a workshop and a lift. All went well, we got the old engine out, changed the clutch, put the new engine back and fired her up. NOTHING! Engine turned over but would not fire. New battery, no difference. Spent a ridiculous amount of time trying to work out whether we had the timing marks setup correctly, we did. Could the distributor be in the wrong way round, nope not possible.

Additional club gurus were summoned, nothing helped. We treated the engine to some ether down the carbs, that got it firing briefly but it wouldn't run on it's own. Went through the fuel system, the carbs etc. nothing wrong there.

Went home that night thinking maybe it was time to put the old engine back.

Arrived back at [REDACTED]'s (deleted to protect the guilty) place the next morning and he said, come look at this, "this" being a fairly large gap between the inlet manifold and the block. [REDACTED] thought I had tightened those bolts, I thought he had! Tightened the bolts, fired her up and off she went!



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

Difficult one to answer so I won't! Any drive in the B is fun, especially once outside city limits and on the country roads.

9. Tell us why you drive an MG?

Alcohol may have been involved! On Wednesday nights a group of (mostly) Brits, (mostly) with aviation-related careers meet at the Swan for a pint or two. Many of these miscreants also own MG's. When Lyn and I finished touring with our 5th wheel we decided we didn't need a 6 litre diesel guzzling truck any more, and as we were away traveling for most of the winter we didn't really NEED a second car. Once this thought was made known on a Wednesday night the pressure was on. The B arrived a couple of months later.

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

Magically add a third garage to the house so that Lyn can get her own MG!

Poly on Parade

Trish Adams

Merrickville

2022



Tidbits

Submitted by Michael Cooke

At the Swan's tour we did a lot of twisty hills at good speed. I detected later in the day that my brakes had faded. Rear tested OK - stopping on handbrake alone confirmed my recent re-build was good. Suspected the fronts. Could have been lots of things but common thread from experts in CA and UK pointed to glazing. Set a plan to de-glaze the rotors and the pads since they had plenty of meat on them and then replace the hoses (newish but rubber) with PTFE braided and replace all the brake fluid.

The de-glazing helped a lot. Technique: Remove pads, one at a time and for each skim pad on 180 wet and dry on a marble flat block. Wrap smaller piece of wet/dry 180 around a couple of paint stir sticks, insert into pad space and press against the disc on that 'open' side. Spin disk vigorously. Replace pad and repeat on next pad for other side of disc. X2. Re-assemble and go for a test drive: considerably better.

Next find and order some new hoses. Goodridge is the well-known maker, fancy bling too if you want it. At a price! [Click Here for Goodridge](#)

The usual vendors sell Goodridge's silver braided and their 'classic' black braided only, for a little less. Best I came up with was from MGOC @ \$48.44. And they are in stock whereas the manufacturer take 10-15 working days to produce them.

Youtube Video of the Month

Full Engine Restoration



The Garage – Oil Leaks

by Mike Owen of Owen Automotive

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



Our British cars have a well-deserved reputation for oil leaks. This is particularly true of our MGs. Remember that these cars were not exactly precision built and often had leaks when new.

Excessive oil consumption can be a result of worn piston rings or valve guides. The telltales will be a blue haze to the exhaust and a wet, oily exhaust pipe. Sparking plugs will be wet as well.

Oil leaks from the engine can be from a variety of sources:

- **Valve cover gasket:** Be careful to not to over-tighten the cover nuts as this will crush the cork gasket. Use contact cement to fasten the gasket to the cover to keep it from slipping inside the rim. You can apply white grease to the side that faces the head to prevent damage when removing.
- **Oil pressure hose:** While original equipment was very reliable after market hoses have blown out occasionally. The rubber in old hoses will get hard, have little flex and leak at the fittings. A failure can be very serious as all the engine oil can pump out in a few minutes. A smart idea is to have Coast Industrial build a new hose using original fittings.
- **Oil cooler hoses:** These hoses are generally no problem but can sweat at the fittings.
- **Oil filters:** The rubber seal in the housing can harden and fail. Use a fish hook or like instrument to remove the old seal from the housing. Also, be sure that there is only one seal fitted. The advantage of the original bowl canister is that it stays full of oil. Some new spin-on filters do not have a check valve to retain oil resulting in a three-second delay in oil pressure. This means dry main bearings on startup.
- **Timing chain cover seal:** MGAs had a felt seal that frequently leaked. The solution is to install an MGB cover with a neoprene seal.
- **Side tappet covers:** These have a cork or neoprene gasket that often leaks. Again affix the gasket to the cover with contact cement and apply a silicone sealer to the surface facing the block. Subaru seal washers, #812764110, can prevent leakage at the cover bolts.
- **Sump gaskets:** These are not a problem. Care should be taken to ensure a flat surface on the sump by filing any uneven spots or ball peening any raised bolt holes.
- **Drain plugs:** These are not a problem although copper washers work better than nylon that can crush.
- **Rear engine seals:** MGAs used a threaded mechanism to throw oil away from the rear seal. Leaks were common. If there is any vibration from a worn bearing, there will be leakage via the giggly pin in the bell housing. MGBs have a neoprene seal. A serious leak here means a large pool of oil on the floor.

- **Motor oil:** A light mineral oil or a synthetic oil is not good for our engines. A 5/30 or 10/30 oil will leak faster and be bad for the bearings. Pennzoil has a 25/50 "Racing Motor Oil" that includes ZDDP that is excellent. You should add ZDDP to your motor oil.

Oil leaks in the rear axle and differential are:

- **Breather cap:** Ensure the breather cap atop the rear axle is clear. Otherwise, pressure will build up and blow oil out of the seals.
- **Pinion oil seal:** The neoprene seal will harden with time and not give a tight seal.
- **Rear hub oil seals and gaskets:** These are generally reliable and should be replaced during a rebuild. Ensure that the paper gasket is .10 thou thickness as thicker ones will not clamp the bearing in the hub properly. Check to ensure the drain hole in the wheel back plate is clear. Use a blast of brake cleaner to clear any blockage.

That's it on oil leaks...

Tidbits

Submitted by Michael Cooke

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Next find and order some new hoses. Goodridge is the well-known maker, fancy bling too if you want it. At a price!

<https://www.goodridge.co.uk/products/car-brake-kit-for-mg-mgb-and-gt-1-8-1965-1981?variant=12841650257985>

The usual vendors sell Goodridge's silver braided and their 'classic' black braided only, for a little less. Best I came up with was from MGOC @ \$48.44. And they are in stock whereas the manufacturer take 10-15 working days to produce them.

Articles, Pictures and Participation Wanted

Peter Sanderson, Editor

Remember the Dashpot Survey earlier this year? Remember the ONE QUESTION that had a unanimous answer from all the respondents? It was question # 5 about having articles in the Dashpot written by fellow members (reminder below).

So.... where are they? It only takes a few minutes to jot down a story, memories of a funny incident or even some pictures with a description. The Dashpot is our Newsletter and as a club, I think it is important that a large amount of the content comes from within. Yes, there are many interesting articles from around the globe on MGs and they too have a place in our Dashpot, but second to member's articles, stories, and pictures. So please, take a moment, put on that writer's cap, and create something for the Dashpot.



Some Ideas:

- Your recent trip with your MG
- Your recent mechanical challenge with your MG
- A great place for other members to visit
- A picnic with your MG and family
- A quick fix on your MG
- Pictures of your MG in the garage and/or pictures of the repair steps with a brief description
- Take a video of your cool MG garage with your phone (See Note 1 below)
- Anything else your heart desires 😊

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



Note 1: Video and picture files can be large, and you may not be able to send it by e-mail. But you can use Dropbox (www.dropbox.com) to share these files. Contact me if you require assistance.

Lessons Learned

First published in The Dashpot 2009 Fall Edition
From the website of the Cape Cod British Car Club
by Trish and Dave Adams



Speaking of Etiquette

Once upon a time, when I was a young man, sports cars roamed the earth in their natural state, driven daily by people who thought of them as fun cars and real wheels. These were generally happy people - who wouldn't be happy on a nice day with the top down, open roads and the roar of the exhaust in one's ear? These people knew something others could only guess at, namely, that driving is fun and a good thing, and there is more to the journey than the destination. On a given day one would see not only MGs but also Sprites, Triumphs, Porsches, Alfas, cars by Jaguar, Morgan, Healey, Fiat, Datsun, and even the occasional Lotus, Elva, Cobra, and others - too many to remember.

The drivers of these cars knew they were involved in something very special, and they knew the other drivers of these cars also knew this. From these special feelings grew a brotherhood and, yes, even a sense of conspiracy, knowing we were different from the people in "sedans" (possibly leading directly to latter attempts of the 60s generation to form into communes, and the whole flower power generation etc.). This camaraderie was acknowledged by waving to one another - a practice which seems to have largely died out in the last 25 or 50 years.

In the ensuing years, the sports car "wave" has become under used, nay, unused and unappreciated. I have done some field research, and it seems no one will return a "wave" these days. I feel the "wave" should be reintroduced into the world. In the "Good Old Days," the "wave" was widely practiced, learned, and used by each new owner of a sports car. As with most things in the human world, as time went on the "wave" was refined and evolved into a highly ritualized salute between car owners. In its highest evolution, there were even articles written about appropriate waving between owners of differing makes of automobiles (quite likely in Road & Track magazine, among others). Since we are a club of sports car owners and users, it is up to us and others like us to step up and revive this grand tradition. So, I propose to discuss the "wave," its use, and application.

First..., when driving a sports car, it is appropriate to "wave" at any oncoming sports car, or one that is stopped next to you at a stop sign or light. If the other driver can see you, give him or her a "wave". A sports car, for purposes of identification, is any car with its top down and less than 4 doors, or seats, or any other car you recognize as a sports car. All MGs are sports cars, all Ferraris, Maseratis, and Porsches are sports cars, not all Jags are sports cars. Corvettes are your call (the editors refused to add a note here). No Buick, Cadillac, DeSoto, or Lincoln is a sports car. Thunderbirds with 2 seats didn't use to be sports cars, but we need all of the help we can get these days. Vipers are definitely sports cars.

Second..., the "wave" is hierarchical - the obligation to initiate the "wave" starts with the lesser car and is returned by the greater car. It is understood that some cars are greater (more desirable) than others. Thus Sprites are to initiate the "wave" to MGs, MGs to Healeys, Healeys to Jags, Jags to Ferraris - you get the idea. Everyone initiates the "Wave" to Ferraris, Cobras, and Lotuses. Generally speaking, if you would trade cars with the other guy, then you should initiate the "wave." Younger cars initiate the "wave" to older cars, if you can tell the difference in ages. Everyone should initiate the "wave" to MGTCs; MGBs initiate to MGAs, etc.

Third..., the "wave" itself. Recognizing the hierarchy above, the "wave" between equals is a hand raised from the steering wheel (you are driving with both hands on the wheel?) with the palm facing the oncoming car and all fingers pressed together and extended fully (as opposed to the way some folks do it on the freeway). The hand only needs to be raised a few inches from the wheel. In the event one needs to extend the "wave" to someone up or down the social scale, the "wave" is more or less energetic or exaggerated. Thus, if a Sprite encounters a Cobra, the Sprite driver is expected to initiate the "wave" and may stand up on the driver's seat and wave both hands over his head energetically. The Cobra driver may properly raise a single index finger to acknowledge the Sprite. Although this may be an exaggeration, that's the idea. Thus, when driving your MG, and encountering another MG, "wave"-to it as equals; when encountering an Austin Healey "wave" with the hand a little higher and with a little more enthusiasm; raise your hand higher still and "wave" it side to side when you see an XKE, and so forth.

Fourth..., all sports cars are to be waved at. Even those from "other countries," including the German ones. Yes, the Japanese cars should be waved at.

Fifth..., since the habit has withered away and it is necessary to reintroduce it to the world at large, I suggest we temporarily rat-hole all of the distinctions as to what to do to what car and "wave" at all sports cars. At some time in the distant future the ritualization of hierarchical status will undoubtedly creep back into the practice. But for now, take the initiative and "wave" to everything with the top down. Democratize the process and expose someone to another of the joys of sports car ownership. Remember that not everyone has had the blessings that we have and forgive them if they don't know the rules. People driving Miatas, Z-mobiles, and Porsches haven't been properly introduced to what sports cars are all about; they thought they were buying a car, or transportation, or even status (may God help them!) when they should have been buying into a lifestyle.

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](#)




Dipstick – A Well Earned Title

By Peter Sanderson

Dipstick is a word you do not hear very often today. Back in the day, dipstick was more commonly used to refer to a person who is not the sharpest knife in the drawer, so to speak. In fact, I looked up the word “dipstick” and this is what I found.

dip·stick

['dɪp, stɪk] 

NOUN

1. a graduated rod for measuring the depth of a liquid, especially oil in a vehicle's engine.

2. *informal*
a stupid or inept person.

synonyms: idiot · halfwit · nincompoop · blockhead · buffoon · dunce · dolt · [mor

How does one become a dipstick? Does it happen gradually over time or is it more like a lightning bolt strike, and that moment on you become a dipstick. I think one must earn the title of dipstick. It is NOT like a bolt of lightening whereas you suddenly become a dipstick and there is no turning back.

Since last week my MGB was having issues with hot starts. The car would not start easily and would require me pushing the gas peddle and then revving it to over 2000 for a few seconds to have it idle properly. Additionally, my revs would start dropping at long idles like a red light. It also required the choke in the mornings. I called Island Automotion who rebuilt my carburetors and technician asked where in the car was the fuel filter in relation to my SU carbs. Mine was on the top of the back engine bay fire wall above the SU carbs. I assume it was like that prior to the Stromberg to SU Conversion by past owners. He explained to me that the fuel lines should be below the SU Carbs to avoid flooding the intake manifold when I turn off the engine, and that the lines appear to be too close to the manifold, thus creating more heated fuel prior to entering the float bowl.



So, at the Ottawa All British Car Day I scoped out everyone's fuel lines to determine the norm. Most all of them routed the fuel lines around the driver's side engine bay wall with the filter away from the manifold and fed the carbs from the front instead of from the back, as on my MGB. In fact, after returning home I opened the bonnet and used a laser temperature gage to check the fuel line temperatures and at certain points it was over 180 degrees F.

Sunday, I spent the morning re-routing the entire fuel line, attached the filter to the side wall and fed the fuel up into the front of the carbs as you can see in this picture. I then went for a long drive to see the difference. After driving on what was a very hot day, well over 30 degrees C in the sun, the car did seem to idle better but still had the starting issues.

Monday morning, I got up and decided to verify the timing. To my astonishment, the timing had moved.

Almost to TDC. I suppose I did not tighten the distributor tight enough the last time I set the timing. I put the timing back to where it should be (10 degrees at idle) and then the starting and idling was perfect once again.

I wanted to mark the position of the distributor so I could keep an eye on it but with my wrist not capable of bending appropriately, the wires and the dipstick were in my path, making it virtually impossible to access. So,



I removed the dipstick to make space and I managed to mark the distributor with white liquid ink. I went into the house to get my phone and I took a picture of said marking. It was not a straight line but rather an ink blotch, but it will work.

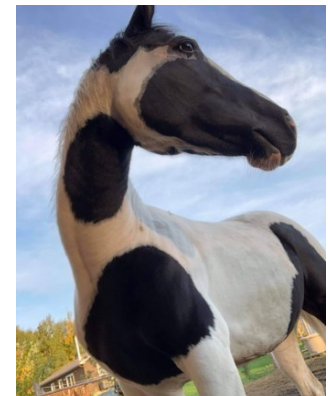
I wanted to go for a test drive, but I decided to wait because my wife wanted to go to Casselman, which is a thirty-minute drive, to see a horse that she might purchase. An hour later we left in the MGB, and she was running perfect. It was another hot day, over 30 degrees, and even at stop signs she idled at 750, just perfect. No issues starting and no choke required on the first start of the day.

On the way home we stopped at Home Hardware and when pulling out, my wife pointed out that there was a large puddle of fluids in the spot and I said, "can't be mine, must be water from a previous car's air conditioning compressor".

We then made a stop at Foodland. My wife said to park in a spot that was clear from fluids, which I did. After getting out of the car I looked under and sure enough, oil was dripping out at an alarming rate. It appeared to be all over the passenger side of the engine, and I thought it was the valve cover because:

1. I changed the valve cover gasket two weeks ago when I adjusted the valves, and
2. It looked familiar to another MGB that had a leaky valve cover on the drive to the Ottawa MG Club Picnic a week ago.

While shopping in Foodland my mind was racing over all the things, I may have done wrong. Then suddenly it occurred to me. I have a great picture of the distributor marked with a white blotch and I also pictured my dipstick sitting on my work bench instead of in the engine. Luckily, I carry oil and I added some at the Foodland before leaving, and upon arrival at home I put the dipstick back into the engine and checked the oil level. Its quite amazing how much oil can flow out of that tiny tube. One litre in sixty-minutes of driving (good grief!).



The great news is that Chantal, my wife, fell in love with that horse and left a deposit. The not so good news is that I officially earned the title of DIPSTICK.

Caption This- Results



Doug McClure - I'm thinking that he would have said "Well, that was a tough tune up, wonder if this left-over part is important?"

Ivan Wood - "I found this lying on the floor; it might be your problem???"

Peter Sanderson – "Romper stomper, bomper, boo, tell me, tell me, tell me do. Magic Cam, tell me today, did all my friends have fun at play? I see Len had a special day and Peter had a special day on Sunday, Ivan had a wonderful day on Monday, and I can see Doug, J.P. Mike, Trish and"

Len Fortin - "Speak softly to your MGB, and carry a big camshaft"

Background:

On September 2, 1901, United States Vice President Theodore Roosevelt outlined his ideal foreign policy in a speech at the Minnesota State Fair:

"Speak softly and carry a big stick."

On June 25th, 2022, world renowned MG Guru, John Twist, reviewed his ideal MGB Tune-Up policy at an OMGC Technical Session in Ottawa:

"Speak softly to your MGB and carry a big camshaft."

Caption This

Send your caption to peter.sanderson@outlook.com with Dashpot Caption in the subject matter.



MG Funnies

- What do you call the shock absorbers inside an MG?
Passengers.
- 95% of MG's ever sold are still on the road.
The other 5% made it home.
- What do you call an MG at the top of a hill?
A miracle.
- How do you overtake a MG?
Run
- What is the difference between a school and an MG?
Schools breaks up and an MG breaks down
- Why is an MG and a baby similar?
Neither go anywhere without a rattle
- Why did the MG cross the road?
It was supposed to be going along it, but the steering failed
- What do you call an MG with a really long radio aerial?
A bumper car
- Know why the British don't make computers?
They couldn't figure out how to make them leak oil!
-Bill Hancock

Funnies Continued (sorry 😊)

- How many MG FORUM members does it take to change a lightbulb?
- 1 to change the light bulb and to post that the light bulb has been changed.
- 14 to share similar experiences of changing light bulbs and how the light bulb could have been changed differently.
- 7 to caution about the dangers of changing light bulbs.
- 27 to point out spelling/grammar errors in posts about changing light bulbs.
- 53 to flame the spell checkers.
- 41 to correct spelling/grammar flames.
- 6 to argue over whether it's "lightbulb" or "light bulb"...
- Another 6 to condemn those 6 as anal-retentive
- 2 industry professionals to inform the group that the proper term is "lamp".
- 15 know-it-alls who claim *they* were in the industry, and that "light bulb" is perfectly correct.
- 156 to email the participant's ISPs complaining that they are in violation of their "acceptable use policy".
- 109 to post that this group is not about light bulbs and to please take this discussion to a lightbulb group
- 203 to demand that cross posting to hardware forum, off-topic forum, and lightbulb group about changing light bulbs be stopped.
- 111 to defend the posting to this group saying that we all use light bulbs and therefore the posts *are* relevant to this group.
- 306 to debate which method of changing light bulbs is superior, where to buy the best light bulbs, what brand of light bulbs work best for this technique, and what brands are faulty.
- 27 to post URL's where one can see examples of different light bulbs.
- 14 to post that the URL's were posted incorrectly and then post the corrected URL's.
- 3 to post about links they found from the URL's that are relevant to this group which makes light bulbs relevant to this group.
- 33 to link all posts to date, quote them in their entirety including all headers and signatures, and add "Me too".
- 12 to post to the group that they will no longer post because they cannot handle the light bulb controversy.
- 19 to quote the "Me too's" to say "Me three".
- 4 to suggest that posters request the light bulb FAQ.
- 44 to ask what is a "FAQ".
- 4 to say "didn't we go through this already a short time ago?"
- 143 to say "do a Google search on light bulbs before posting questions about light bulbs".
- 1 forum lurker to respond to the original post 6 months from now and start it all over again....

Character

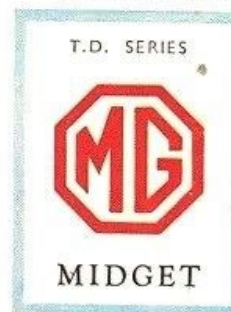
in every line...



... character as
markedly individual as its performance

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