



the Dashpot

September 2022 Edition



OMGC SUMMER DRIVE TO ATHENS AND BARBEQUE



The Official Newsletter of the Ottawa MG Club

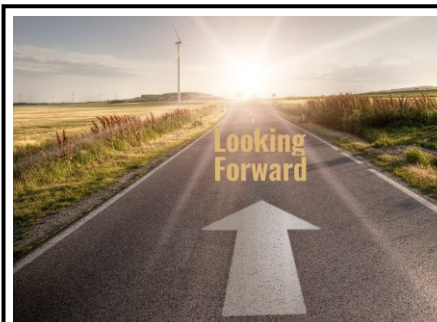


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- **September 6, 2022**
 - [The Hazelden Cruise Night](#)
- **September 9-11, 2022**
 - [The British Invasion at Stowe, Vermont](#)
- **September 15, 2022**
 - [OMGC Monthly Meeting](#)
[See OMGC Website](#)
- **September 25, 2022**
 - [Merrickville Classic European Car Show](#)

Welcome New Members

- Jim and Candace Jamieson of Morrisburg
- Bob and Gail Lewis of Orleans



NAMGAR
North American MGA Register

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

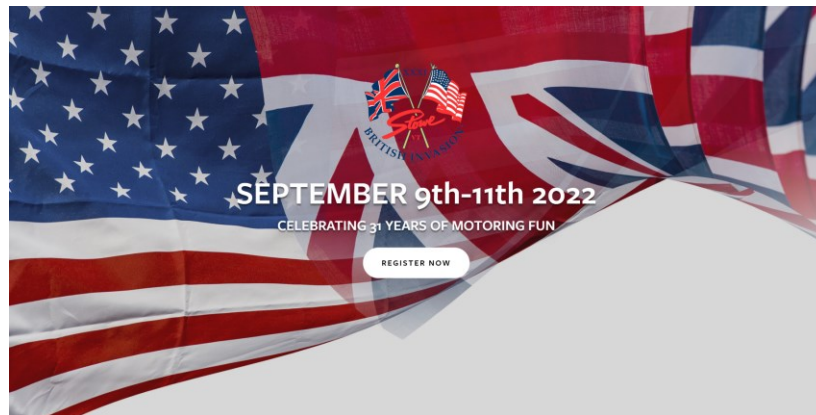


North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern MG

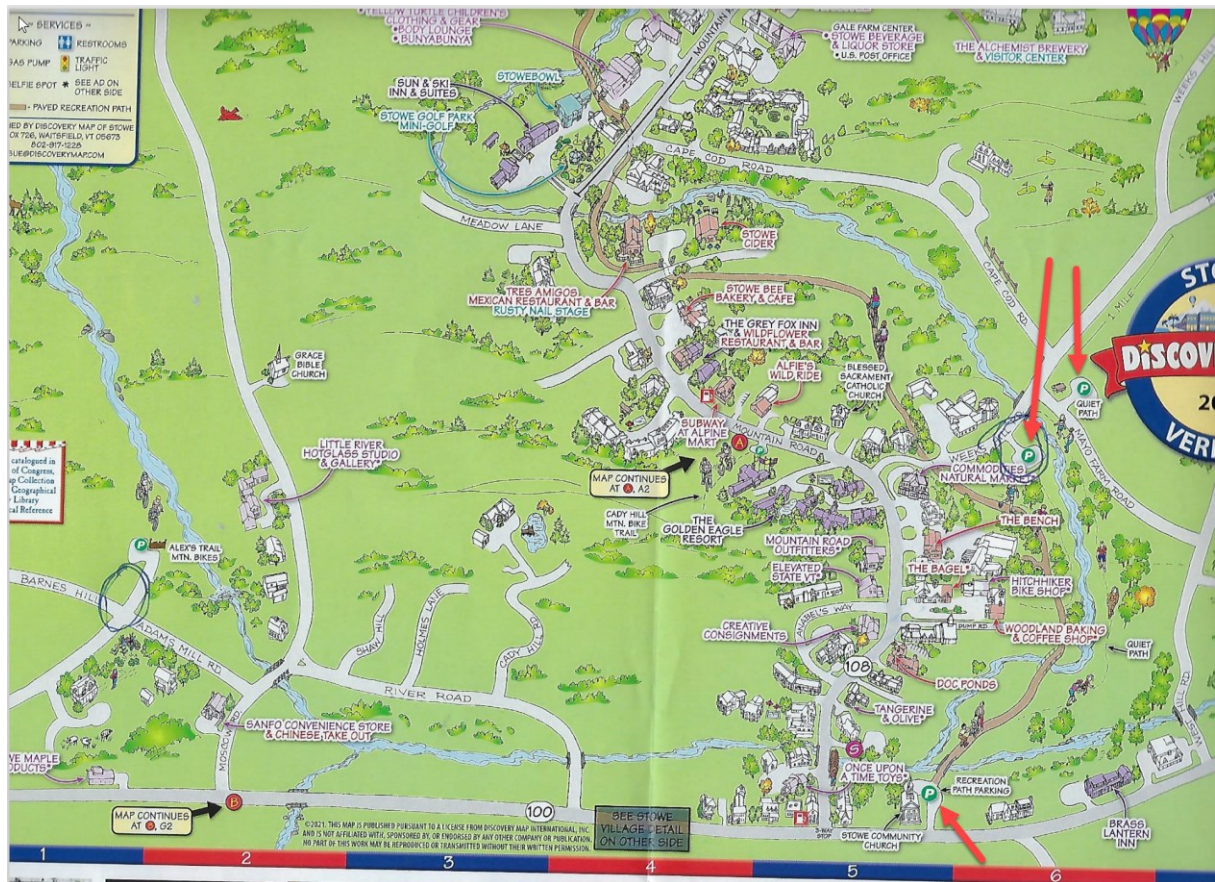
September Monthly Meeting – September 15th, 2022

See OMGC Website: [Ottawa MG Club » OMGC Monthly Meeting September \[status to be announced \]](#)

Stowe Vermont – The British Invasion



For those of you going to Stowe, Vermont, here is a cute tiny map for y'all....



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

September 2022

- 9/11 British Invasion Stowe,
- 16/18 Discover Waupoos Weekend - Martin Handforth
- 18 Bronte Creek Car Show
- 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

Rally Up the Rideau – Hot Off the Press!

Hot off the Press - Here is the first information about GOF Mk 109. If you don't have your passport, now's the time to start the paperwork so you can join us in Canada in June 2023!

GOF Mk 109

"Rally up the Rideau"

Kingston/Ottawa Canada

June 14 to June 18, 2023

GOF Mk 109 will be a different kind of GOF! This event will centre around a rally that will start in the beautiful city of Kingston Ontario, about 30 miles from the Alexandria Bay border crossing into Canada, and follow the Rideau Canal route, to Ottawa, Canada's capital.

The Rideau Canal, a UNESCO Heritage site, is the longest serving slack water canal in North America.... slack water meaning that it is a collection of locks and dams linking a number of existing lakes to connect Ottawa and Kingston



The canal was originally built by the British army in the aftermath of the war of 1812. With the US/Canada border being the St. Lawrence River, from west of Montreal all the way to Lake Ontario, it was made clear during the war that British shipping was in danger of being attacked from the US side. The solution was to send ships up the Ottawa river to Ottawa, and then to Kingston at the eastern end of Lake Ontario, via a canal. The canal was never used in wartime. For a short time, it was used for commercial purposes linking the villages along its route, before it was superseded by railways. Since that time, it has been used solely by pleasure craft and is presently operated by Parks Canada. More info about the canal can be found on the Joseph Rosendo video “Cruise the Rideau Canal and Ottawa”.



GOF Mk109 will begin at the Travel Lodge Hotel in Kingston Ontario on the evening of June 14, 2023. Registration will be at the hotel, and at that time participants will receive the usual registration packet, as well as the route instructions for the rally, which will begin the next morning. For those trailering their cars, we have arranged for trailer parking, allowing them to run the rally in their MG and return for their trailer on Sunday.

The rally will be a cryptic crossword puzzle rally, similar to the one that we held at the Nova Scotia GOF in 2017. The route instructions will be extremely clear, guiding participants along the Rideau Canal route, stopping at a number of locks and some of the historic villages along the way. Clues to the crossword will be found on plaques at these sites. The route will be about 125 miles, and we will be allowing the full day on Thursday, so that participants may take their time and enjoy the route. All of the lock stations have washroom facilities and picnic tables, allowing picnic lunches if participants choose to do so. The rally will finish at our hotel in Ottawa, The Hampton Inn. Dinner will be “on your own.”

We have allowed all of Friday for exploring Ottawa. Being the capital of Canada, Ottawa has many national attractions, including the Parliament Buildings, the National Aviation Museum, the National Gallery, The Royal Canadian mint, The Canadian War Museum, the headquarters and stables of the RCMP Musical ride, the ByWard market for shoppers and many, many more. There is a boat cruise, starting at the extreme north end

of the canal in downtown Ottawa which would allow those interested to see the canal and Ottawa from the water.

Once back at our hotel, we will have a buffet dinner, at which we will pass out the crossword puzzles for solving. Beware! We don't intend to make this easy! This will be followed by an evening of musical entertainment.

Saturday will be reserved for standard GOF fare at the hotel, including the car show, photo contest, flea market, etc. This will be followed by the awards banquet. This GOF is going to be a great time!

Please be advised that when crossing the border into Canada, a passport will be required. At the present time, proof of Covid vaccination will be required as well as an Arrivecan, (google Arrivecan), document which must be submitted online within 72 hours before arriving at the border. Check that your vehicle insurance and medical insurance will cover you in Canada if needed. The Canadian border agents will not allow firearms to be brought into Canada.

Tidbits

Received from **Doug McClure**: [The End of Manual Transmission](#)

Received from **Mike O'Brien**: Rover KV6 Engine – In An MGB-GT

from Wikipedia: https://en.wikipedia.org/wiki/Rover_KV6_engine

The KV6 automotive petrol engine has a 24-valve quad-cam V6 configuration, and a pressurising variable-length intake manifold to add hot spots throughout the rev range.

Variants exist in 2.0 to 2.5 litres capacities.

These were built initially by Rover Group, then by Powertrain Ltd (a sister company to MG Rover).



Call for Dashpot Editor and/or Communications Director for 2023

By Peter Sanderson

At the AGM in November last year there was a call for two unfilled executive positions, the Technical Director and Communications Director. I agreed to do the job of Dashpot Editor for the year but declined to be the Communications Director. My year will expire this coming November. In the past there was never a Dashpot issued for the month of December. However, this December, I plan to issue a Dashpot since I am sure to find some interesting articles from somewhere in the world. Contributions from you are welcome too. After December, I will pass on this responsibility to whomever.

The Club needs a volunteer to continue the Dashpot in the current format, or a format they choose. If you would like to volunteer, we could work together for the November and December Dashpots so that I can pass-on my crazy methodology. We can use Zoom for that.

The role of Communications Director is described as follows: *Edits the Dashpot newsletter, works with the executive team to help manage calendar, broadcasts, events, and conventions.*

If you are interested in filling the Communication Director position and producing the Dashpot, please contact Len Fortin as soon as possible.

Additionally, I have had a riding adventures blog that I have maintained since 2012 (10-Years). This blog has followed me from riding a Vespa, to a Honda, BMW and now an MGB. I intend to continue my adventures on this blog, and it will follow me wherever I go, including Ottawa MG Club events. I have tried to issue blog entries about my experiences with my MGB, events I have attended and just humorous articles such as the "Dipstick" Article from August.

However, the format for the blog and how I issue the Dashpot are completely different and requires double the work. Therefore, I have decided that after this issue of the Dashpot, all my personal articles, picture(s), and coverage of events that I attend will be posted on my blog which offers a search function and a sign-up so that these posts can be delivered to your e-mail as they are posted. The Dashpot will include articles, pictures and videos submitted by the OMGC members and a list of future events. If there are no member articles, I will seek out articles from other clubs. Therefore, please remember that we welcome member's profiles, pictures, and articles for future Dashpot editions.

I also have a new domain name for my blog that is more appropriate and easier for MG owners to remember.

www.mgdriving.com

OMGC SUMMER DRIVE TO ATHENS AND BARBEQUE

By Trish Adams and Peter Sanderson

This year's summer barbeque was planned and hosted by Daryl and Dorothy Wade, on what turned out to be a day that can best be described in three words: "**Scorching!**" and "**Drink Water!**"

We met in Kanata, and Daryl and Dorothy in their B led the way to Merrickville, where we picked up Trish and David in Polly, along with Roy in his e-Type, and Doug in his Healey. They then led us on a scenic drive via some wonderful twisty roads to their lovely hide-away home on the outskirts of Athens. The drive went flawlessly with no one getting lost or needing a road-side tech session.

On arrival we set-up our chairs, some in the shade of the house, others in the gazebo by the pool. Some members made a (MG) beeline for the pool and sat on the edge of the deck with their feet in the cooling water. Conversations were enjoyed, and soon it was time to enjoy a scrumptious barbeque of hamburgers and hotdogs with assorted salads. The meal was rounded off with a delicious Chocolate Fudge Cake, compliments of the Dashpot, and the conversations continued.

Some who were not able to stay for the whole afternoon left early. Those who did stay were keeping an eye on the sky, mindful of the forecast for thunderstorms. Luckily, the storms stayed away from Athens, but a few of those heading toward Ottawa later in the day (including me) were caught in what could aptly be described as monsoon conditions – the ultimate test of a convertible car's roof! However, we all made it home safely, and that's the most important thing.

Thank you, Daryl and Dorothy, for a most enjoyable event.



Boot'n Bonnet All British Car Day

By Peter Sanderson

This was the first year the Boot'n Bonnet All British Car Day was held north of Kingston instead of downtown Kingston along the waterfront. It was also the first such event I have attended so I cannot comment on the differences. I did hear from some people that they preferred the downtown venue but that this one worked perfectly fine.

The registration fee was \$ 25.00. Every participant received a dash plaque and a coupon for two barbeque lunches and gifts and prizes were handed throughout the day.

The weather held out perfectly, even though there were times when the clouds were threatening rain. There was a wide variety of British cars to look at and my personal favorite was the old Rolls Royce with the rumble seat. Such beautiful craftsmanship!

One of the most weird things happened to me at this car show. I have a friend in Russell who owned a mint Triumph Spitfire fully modified with wheels, engine, carbs, and such. The body was just like it came out of the factory with less than 30,000 original miles. This is a picture of us together last year. This year he decided to sell his car and he purchased a 2013 Mazda MX5 with less than 40,000 km on it. I made a video and website to help him sell the car which sold for about \$ 24,000.00 last month at the All-British Car Day in Ottawa.



I arrived at the Boot'n Bonnet and parked my car next to Len's MGA and shortly thereafter I started my live Facebook broadcast of the event. When I returned to my car 45 minutes later, I was astonished to see my friend's Spitfire parked next to it. I questioned the sign(s) that the Gods were trying to give me. What are the odds that the new owner would come to the show and that he would park next to me? He never met me or had seen my car. I started a conversation with him, and he had driven down from Stittsville.

Even today I think back and can not believe the odds of this happening.

I had to leave midafternoon because my son was flying back from Artic Bay in Nunavut and I wanted to meet him for dinner. However, before I left, I enjoyed a couple of hot dogs, bottled water and some chips that were part of the entrance fee.

We had six cars there from the Ottawa MG Club including myself, Mike Price, Len and Debbie, Adrian, Bill, Bob, Carol, Todd and Jennifer. There was also a new member (I apologise because I forgot your name 😞).

Todd apparently took some drone footage and I look forward to seeing that.

I tried to take a picture of each car and they are proudly displayed in the following video. I have to say, I love, love, love route 10 from Kingston to Westport. There were no cars on the way home and my gear box was getting a workout. Jazz in the background and nothing but curvy roads, hills up and down surrounded by beautiful scenery.



Montreal MG Car Club at the Hudson Car Show

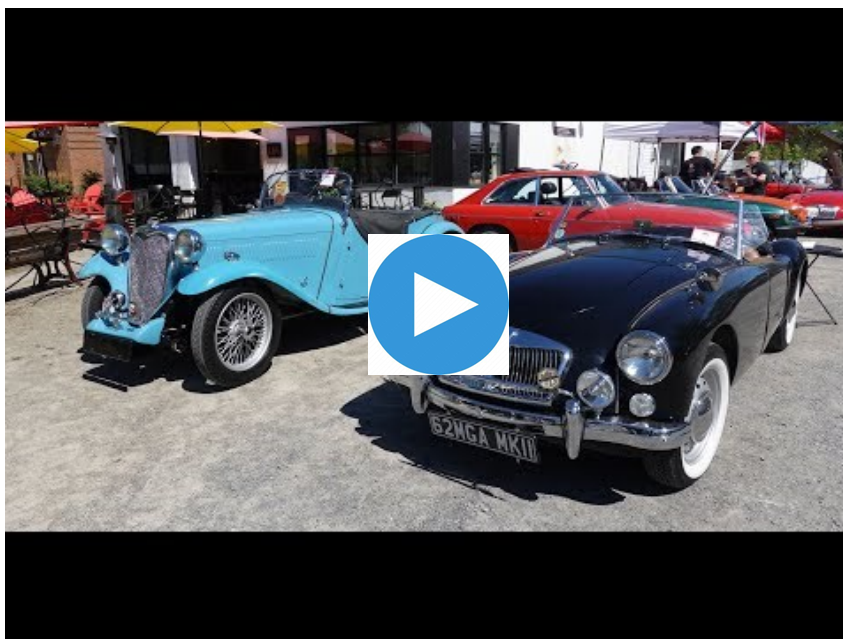
By Peter Sanderson



I had some MG cupcakes made to bring down to the Montreal MG folk for their car show and they were very well received. Leave it to the British MG Club to have taken over the parking lot of a micro brewery!! When I went into order, they said that I did not have to wait and that they would bring my order to the parking lot where I was sitting with many of the Montreal MG Club members. Great Service, brilliant location!

The Montreal club was friendly and welcomed me into their circle. We discussed MGs and politics (it is Quebec after all). I left Quebec in the year 2000 and I was a member of the Montreal MG club in the late seventies and early eighties. Apparently, they have been around for over 70 years. I felt like I was home again 😊

The attendance at the Hudson Car Show was amazing. There were all sorts of cars to see. Muscle cars, antique cars and even a Bricklin. Below is a video walk through and I would recommend that you plan to attend next year! One car that I did not see, not even one, was the Mazda Miata. This was very surprising to me because there are so many Miata's out there.



OMGC was established in 1990

By Peter Sanderson

The other day I was browsing the OMGC website and under "Quick Info" I came across the history of the club. As I was reading about how the club started, it suddenly occurred to me that I own the First MGB in the club, Jim Nunn's red MGB. I think it is fitting that I obtained this car and put so much work into it so that it is in the same, if not better condition than it was in 1990.

Here is the article from the website for those who have not read about the beginning of our club plus after the article is the President's message from the first Dashpot in 1990.

THE OTTAWA MG CLUB

By Len Fortin

In the summer of 1987 a couple of MG enthusiasts, Hugo Leech and Jim Nunn, met by chance in the Dows Lake area of Ottawa. They were driving their MGBs along the Driveway one sunny afternoon, not really aware that there was just a few cars separating them, and, as the story goes, each was doing a wee bit more than the posted limit allowed. As the story continues, each apparently saw a very zealous policeman some distance ahead at the side of the road and each decided to make a quick turn off the Driveway to avoid any confrontation with the law. A quick turn to the same side street and a quick park along the curb put the 2 MGBs side by side. Well, once the policeman saw two MGBs make a hurried turn from the Driveway, he had to check it out. And although he did not pursue any speeding issues, he did try to quiz the duo about the seat belts and other safety features of the vehicles. You see, Hugo's "B" was an early model (a chrome bumper model) with old type lap belts. Jim's "B" was a late model "B" (a rubber bumper model but converted to chrome bumpers) and the seat belt arrangement was significantly different. The policeman had a hard time understanding why the seat belts in the two vehicles were so different if they both looked like the same year and model. Someone had to be wrong! Someone had to get a ticket! Both enthusiasts kept their cool and supported each other in the explanations and were able to get off without consequence. Together they did confirm that a club for MGers might be a pretty handy thing to have in Ottawa.

During the next year or so a couple more introductions occurred at a local British Car repair shop where MGB driver Dennis Campbell became known to the Dow's Lake duo.

Then in the summer of 1989, Andrew Moss was heading for the same British Car repair shop in his MGB on a Saturday morning. As he drove up the ramp to the Queensway at Carling Avenue, there was an MG Midget pulled over to the side with the hood up. Andrew stopped to help. The breakdown had been caused by a snapped fan belt. The owner had just purchased the car and didn't know too much about it. Andrew informed him of his plan to go to a parts store where he could pick up a new fan belt and return to help install it. But before Andrew could get on his way, a red MGB stopped to see what was going on. It was Jim Nunn. And after a bit of a chat about MGBs and the like, Jim confirmed his plan to start an MG Club and would look forward to having both Andrew and the Midget owner onboard.

Some ads were posted at the local British Car parts shop. And in 1990 the Ottawa MG Club was officially underway with almost 20 members.

Over one hundred people are on the club membership list today. Some are very active members and others are not so active. At a typical monthly meeting, there are about 25 - 45 people. The cost for the first year is \$35. A new member package includes a membership card and club logo window stickers for the inside of the vehicle windshield. A Roadside Restoration booklet is also part of the package as well as a club lapel pin. Newsletters are issued periodically throughout the year. The Events Calendar is full of fun things to do, for both drivers and navigators. As a member you can take advantage of discounts at local businesses (parts, services, storage). Membership renewals in subsequent years are \$30.

From April thru November we meet monthly, on the third Thursday, at Louis' Steakhouse on the Cyrville Road near Innes Road or at The Swan On The Rideau Pub, on River Road south of Manotick. And there are all kinds of activities during the summer months: rallies, outings, BBQs, Tech Sessions, fun sessions! During the winter we have a Christmas Party in December and indoor Tech Sessions and Videos in January thru March.

The club is proud to have many active members, drivers and navigators, both male and female. You can join by completing a membership form or you can come out to the next meeting and check us out first. Hope to see you at an event soon. It will be our pleasure to meet you.

Visit our web site www.omgc.info.

President's Message - 1990

FROM THE PRESIDENT...

I am really thrilled that we have got ourselves a 'proper', organized MG Club at last. Everywhere you look in this city at this time of the year, there are MG's and they can't all belong to the people who are waiting to buy a Japanese replica. There has to be a big need for a club such as ours.

The two meetings we have had so far at the 'Swan on the Rideau' have been a lot of fun. The conversations I have heard people having, either standing around the cars or in the pub, have convinced me that we have a great fund of knowledge and expertise to share, and with the type of ancient machines we all own, that has to be a good thing.

I guess there are two big pitfalls we have to avoid in our early days. We are going to have to avoid catering to the tastes of the few at the expense of the many. And we must also try to avoid "burning out" the few who will inevitably be doing all the hard work on behalf of the many. I have a great deal confidence in our ability to do both.

Meanwhile, one garage owner has already agreed to give discounts to card carrying members. That \$10.00 of yours is going to be one heck of a good investment!

See you soon.

Hugo Leech

LESLIE HART

One of first women in Quebec to race an MGB and win a championship

By Dan Di Cesar

This story was written with the authorization and consent of Leslie Hart and Jon Nichols. All photo rights reserved. Oct. 19, 2021



I first met Leslie back in 1997 when I started Vintage racing. Leslie was taking photographs of the many types of race cars as well as some of the people present. Many were candid photos taken in good taste. A number of years have transpired during which she has photographed the 4 cars in our family group. While in conversation with her, she mentioned that she used to race in the 80s. During that time, we had taken a break from racing, so I did not know of her. She mentioned that from the age of 5 years old, she wanted to become a race car driver! Her dream came true albeit during a period where very few women were racing. It could be said that she broke the glass ceiling. Leslie was a part of the Ron Ward Racing Team, all of whom raced



MGB's. During that period, racing was a male dominated sport, however, team owner Ron Ward saw potential in Leslie as a race car driver. She worked hard on the team and in 1988, as a rookie, she won the F.A.Q. Quebec Regional Championship (Production GT-2), racing the # 27 MGB, (originally driven for years by the well known, Paul Wheatley) with the support of one of her mechanics, Jon Nichols. Even off the track, Leslie was always proud to drive her street MGB.

Finding sponsors was very challenging and as many drivers already know the necessity of raising the funds required to continue racing. She also participated in ice racing events and Formula 1600 series. Sadly, Leslie had to relinquish racing due to lack of sponsorship, but her love for racing still remained. In 2006-2007, Leslie ran a few races in the Toyota Echo Cup series, but once again sponsorship issues prevailed. She maintained her love for racing by working in different capacities for various teams and organizations, or at times as an official. She was a track observer for F1 races in Montreal. Subsequently, she worked in Technical Inspection for 9 years for CART/INDY in Toronto and some US races, Formula Atlantic tech and was grid marshal for a few years in Canada.



Present at the racing scene while still harbouring her love of race cars, Leslie started to take photographs at the track with her 35 mm film camera. This was prior to the digital era, but she made the switch when it became the new medium. She had been actively photographing for about 20 years prior to this. As the field expanded, she hoped to broaden her spectrum as well. As a former driver, she knew the many racing aspects that she had worked in having a more complete perspective viewpoint. Composition and feeling continues to be very important to her in her photography.



Leslie's passions go beyond her love of beautiful cars, as well as race cars, she is also an equestrian, having started at a young age but now riding horses for pleasure. Her artistic nature is combined with the love of beauty, nature, horses, antiques and architecture. Her fabulous designs and visuals prove that her love for photography has taken a new dimension. She attended Dawson college, graduating in the Creative Arts program to then continue her studies in the Concordia Fine Arts/Cinema programme where she worked on a few film shots in Montreal. We wish Leslie all the success in her photography career, and who knows, she may yet become a member and full-time photographer for the MMGCC.

As a foot note to this story, the # 27 MGB driven by Leslie Hart and Paul Wheatley was about to be scrapped when Jon Nichols owner of Brit Auto found the car and fully restored it so that it is still actively racing at the time of this writing.



Montreal MG Car Club Events

I recently joined the Montreal MG Car Club and will be reporting on any of their events that I attend. In an earlier article I covered the Montreal MG Car Club at the Hudson Car Show. In this article, I want to talk about two drives, one I missed and the other I attended (partially).



Let's start with the one I missed. It was a drive starting at a Tim Hortons off Highway 40 near Sources Road on the West Island in Montreal. From there the next stop was in Brossard to meet up with more MGs and then down to the Eastern Townships. The event is a pot-luck picnic, hosted by



Picture by Patricia Laurin - Magog

Lorne at "Chez Lorne" in Magog. They tell me that he always makes a huge pot of Chili, and with everyone else's contributions, it always works out perfectly. I planned to bring my famous potato salad, a well-guarded recipe of mine. I made the salad the day before, polished the MGB and put up the top because the weather forecast was for some possible rain along the way. There was enough salad for an army, 10 Lbs of potatoes.

Then came 6:00 AM in the morning when I got up, ready to leave. I checked my mail and the weather one last time. At that time, it was calling for rain, hail, lightening and thunder for most of the ride. That would be 1 ½ hours to the starting point, another 1 ½ ride to the picnic and a 3-4-

hour ride back home in pouring rain, going through Montreal. At that point I decided not to go.

Later that day when all the lightening, hail, rain, and thunder was expected *OR* forecast to start, the sun came out instead. There were odd times throughout the day when it did rain slightly, but not much, and certainly not enough to have cancelled going. My loss! Apparently, it was a wonderful drive, and from the pictures the picnic spot is beautiful, overlooking valleys and mountains.

The second trip a week later was from Montreal to Hawkesbury in Ontario to have lunch at [Moonshine BBQ](#). They apparently had a few stops along the way: at an Ontario LCBO and at Beau's, a craft beer brewery. We drove from Russell along the back roads and met them all for lunch. They welcomed Chantal and I during the lunch as the newest members and I received a grille badge for my car and a Montreal MG Car Club welcome package that included some nifty and useful goodies:

- 2 x Club Lapel pins
- 1 x 70-Year Club Anniversary Lapel Pin
- 1 x Club Logo Umbrella big enough for two
- 2 Club Logo folding shopping bags
- 2 x Club Logo transparent window stickers
- 1 x Club portable tiny flashlight for the glove box
- MMGCC Business Cards to hand out when I'm on the road and meet other MGers.

The Moonshine serves an excellent barbeque and would make a great destination after a drive through the Eastern Ontario back roads from Ottawa. I ordered the Smoked Beef Brisket plate, Chantal ordered the Full Rack of Smoked Ribs, and then we split it between us. I left wanting nothing to eat for the rest of the day.



Picture by Kathie Lindstrom – Moonshine

The conversations were varied and interesting, and the company was friendly and welcoming. They have many such drives to a variety of places in and around Montreal, often organized at short notice via the bulletin board on their website. Participation depends on who is available, but I was told that they are usually well attended. I'm looking forward to their next drive.



Picture by Patricia Laurin - Magog



Picture by Patricia Laurin - Magog



Picture by Andrew Milne - Moonshine



Picture by Andrew Milne - The Drive

Jaguar Club of Southern New England

Dear British Car Club Member,

I am from the **Jaguar Club of Southern New England's** (JCSNE) and I would like to invite you and the members of your club to the 13th annual **British Wheels On the Green** an all British car and now motorcycle show being held **September 24th** at the **Polo Club of Farmington** in Farmington CT. from **11:00 to 3:00**. It will be held **rain or shine**. (See the flyer below).

There will be **judging by entrants** of cars in **19 classes** including Jaguar, Aston Martin, Austin Healey, Triumph, Mini Cooper Morgan and many more and **one, new this year, a motorcycle class**. If you are not the right contact for this I would appreciate it if you would forward this message to that person, or send me their contact info. I would most appreciate it.

Proceeds will benefit two fine charities, **The Breast Friends Fund** and **Hometown Foundation - Special Olympics Ct.**

And as an added attraction there will be a **Polo Match at 4:00 PM after the show**, free for all attendees, (you will receive a ticket to re-enter the Polo Grounds for the match.in your welcome pouch)

Go to <http://www.BritishWheelsOntheGreen.com>

for more details and to register

Thank you,

Herve Gelinas

EventsVP@JCSNE.org

Jaguar Club of Southern New England

13th Annual End-of-Season All-British Car Show

British Wheels on the Green

AN ALL BRITISH CAR SHOW

Saturday, Sept. 24, 2022 11:00 a.m. -3 p.m.

RAIN or SHINE

Farmington Polo Grounds

152 Town Farm Rd, Farmington CT

**Judging by Entrant Vote – 20 Classes for all
British-made cars and Motorcycles (new)**

Pre-Registration \$15 at **JCSNE.org** Day of Show \$20

- **Proceeds go to - Hometown Foundation-Special Olympics**

Brake Squeal – Revisited

By Peter Sanderson

Today I will share with you what I know, what I did and what I do not know about brake squeal. First, I want to say that I have now driven 1,500 Miles (2,400 Kilometers) without out even one squeal from my front brakes (as I am pounding on my wooden desk lol).

This was not the case after I had replaced my calipers, rotors, and pads at the beginning of the season. In fact, the brakes started to squeal shortly after (300 kilometers) I had completed a new brake job. I then re-examined everything and thought I had solved the issue. In May of this year, I wrote an article titled MGB Brake Squeal. At that time, I was certain that I had resolved the brake squeal issue by re-positioning the pistons correctly in the calipers and by using ceramic brake lubricant and doubling up on the clips. Well, 600 kilometers after that, I was proven wrong as the squeal crept back into my life.

Since then, it has been a constant battle, trying different suggestions from people on forums. In fact, I am almost certain that I could get into the Guinness Book of World Records for changing out pads the fastest. Here is what I do know:

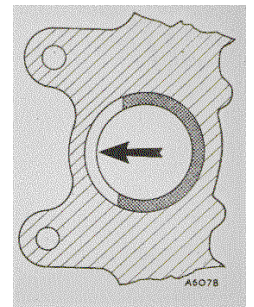
1. Squealing started when pads changed from asbestos to a variety of materials thought to replace asbestos by brake manufactures. There are many different materials out there.
2. The dimensions of the pads differ between suppliers.
3. The weight and feel of the original Lockheed Calipers are much different than the new ones manufactured in China. In fact, the original calipers have no markings or indents from the pads as do the new calipers used only a few hundred kilometers.
4. The squeal comes from vibration of the metal tips of the pads on the top and bottom as they vibrate with the caliper surface.

I have now put on more than 1500 miles without a squeal and these are the steps I had taken. Honestly, I do not know if one particular step solved the squeal issue or if it were a combination of two or more. I suppose I could have implemented these fixes one at a time, but towards the end, I just went hellfire on the system with everyone's suggestions hoping that I never hear a squeal again.

Below is a picture story of how I think I solved the issues:

Step One – Make certain the pistons are properly aligned in the caliper. I removed my calipers from the hub and placed them on a stool, still connected to the brake line. I blocked the middle of the calipers with a tool and pumped the brakes to have the calipers extend outwards without them falling out.

I then used a rubber bottle top opener to grab the pistons and turn them so that the recessed area is in accordance with the above sketch, facing to the back. Using the rubber ensured that I did not damage the surface of the pistons. [Click here for a video on this step.](#)



Step Two: After purchasing three different sets of pads, I decided on using the Wagner brand because the length was the least of the three. Note the NAPA and Moss Motors squealed in my car. I had purchased the Wagner last.

NAPA Brand



Wagner Brand (with groove cut)



Basic Moss Motors

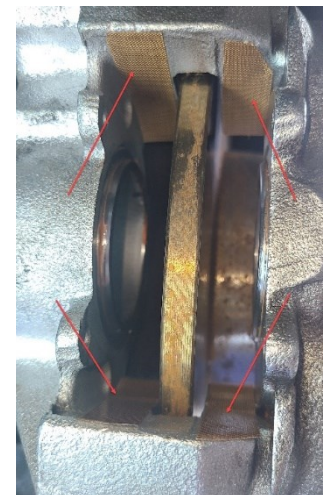


Step Three: I ground an angle on the top and bottom of the pads using my Dremel and a sanding paper roll. This eliminates such a sharp angle from the pad to the rotor. I then used a cutting wheel on the Dremel to grind in a groove in the center of the pad to help change the vibrating characteristics and to help eliminate brake dust.

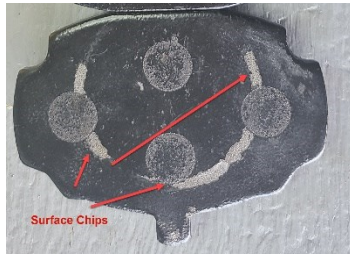


Step Four: I used [high temperature PTFE tape](#) on the bottom and top sliding area of the caliper to reduce the contact between the metal pad and the caliper. This tape is very strong and withstands temperatures up to 250 – 300 degrees Celsius. Below you can see the groove marks on the caliper made from the vibration of the pads. Note: these were not on my old calipers by Lockheed and are probably the originals with 111,000 miles on them.

I decided that I would send the old Lockheed (original) calipers out to be completely restored. I found a great place in Stoney Creek, Ontario called [John Stuart Power Brake Co. Ltd.](#). When they are returned, I will paint them.



Step Five: I put a thin metal backing plate on the back of the pads and covered it with a very thin layer of ceramic brake lubricant, again, trying to eliminate the piston-to-pad vibration contact area. Without this, you can see below the chips of paint off the previous calipers (NAPA and MOSS brands).



Step Six: When re-assembling the pads to the calipers, I doubled up on the clips to apply more pressure on the pads thereby reducing some vibration.

Will the squeal return? I certainly hope not. Which of the above fixed the issue? I have no idea. However, I suspect that on an original caliper, the cut groove in the middle of the pad and the ground angles on the edge may do it. The Teflon is an added feature that some swear by, and I think it is helpful on the new calipers made in China.

[Note – Going on 3,000 Miles as of September 1st, 2022, and NO SQUEAL 🤗](#)

I hope this can or will help you eliminate your squeal if you have one.



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 and complete the Member's Profile Questions, and send it along 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](#)

Caption This Results

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



Peter Sanderson: Final Road test to ensure the swivel assembly, lower and upper pads and springs are sorted out properly.

Trish Adams: Red Bull gives me wi-i-i-ings!

19-YEARS AGO

From The Editor's Desk – Dashpot November 2003

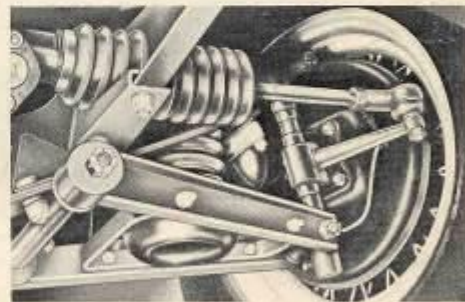
Hey, what's going on with the newsletter? Just a nip here, and a tuck there, and a new name to complete the package. Things have changed, but don't worry; they've stayed the same as well.

Why call it The Dashpot? Well, we were trying to think of something that all MGs had. As far as we know, every MG had an SU or Stromberg-type carburetor, and those all had dashpots. Plus, the Octagon, the Oily Rag, the Spanner and all the other good names were taken.

In this first issue we've tried to include a range of articles to inform and amuse you. Familiar sections remain and are supplemented by a couple of technical pieces and some articles on MG history. For future issues we've got some great period advertisements, stories about MGs past and present, and we'll be featuring members' cars, so watch out for that.

We're looking for more sponsors, so you might see a bit more advertising, but that will enable us to make the newsletter even better (we've got a couple of things planned you'll really like!). Still six issues a year, though. So welcome to The Dashpot. Check it regularly.

Frank Rizzuti- Editor & Paul Williams- Assistant Editor



The secret behind the superb roadability of the MGA lies in a specially developed system of independent front wheel suspension by coil springs and wishbone-type linkage.

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