



THE NEWSLETTER OF THE
ONTARIO MG T REGISTER INC.,

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THE ONTARIO MGT REGISTER
THE FIRST CHAPTER OF THE NEW ENGLAND MGT REGISTER

WEBSITE
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THE FIRST CHAPTER OF THE NEW
ENGLAND MG T REGISTER

REPORTERS NEEDED!

**This is your
Register!**

**All YOUR
photo and story
submissions are
welcome.**

Cars and Spares wanted, Cars and Spares for Sale, are important regular features in The Trillium News.
There is no charge to advertise and members as well as non-members with items for sale are welcome to send a description of these items to the editors.
There is no charge for commercial advertising - but a donation of product or samples for use as raffle prizes would be appreciated.
Stella and Walter Bumby, our Activities Chairmen are always interested in organizers for one day outings. Please contact them if you have any ideas.

HISTORY The "Ontario Chapter" was founded by Sam Weller and Gord Whatley on November 8, 1969 as the *FIRST* chapter of the New England MG T Register Ltd.

It was incorporated on June 5, 1978 as a corporation without share capital (non-profit) pursuant to The Corporation Act of Ontario.

The name and address of the corporation as recorded with the Ministry of Consumer and Commercial Relations are:

Ontario MG T Register Inc.
55 Blue Spruce Ct.,
Kitchener, Ontario
N2N 1L2

Its objects are based on those of The New England MG T Register Ltd., an international organization dedicated to the maintenance, preservation and enjoyment of the T Series and vintage MGs.

MEMBERSHIP

Membership is open to all persons interested in furthering the objectives of the organization.

The membership dues are:

Canada Address... \$40. cdn per yr
U.S Address.....\$45. u.s. or \$50 cdn
Snowbird Address... \$45. cdn per yr
Overseas Address... \$55. cdn per yr
payable on January 1st.

New members joining in October, November or December shall be considered fully paid members for the following year.

Full membership in the Ontario Chapter of the New England MGT Register requires the ownership of a pre-1956 MG and membership in the New England MG T Register.



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ACTIVITIES

An ANNUAL GENERAL MEETING is held on a date to be announced each year. This is a general business meeting open to all members. Advance notice is required for items which members wish to have tabled. These must be given to the president or vice-president.

GATHERING OF THE ONTARIO FAITHFUL (GOOF) Two gatherings are held each year, one in the spring and one in the fall. These two weekend outings

are held at various locations within Ontario. Their purpose is to enable mem-bers to meet and enjoy other members and their cars; judge members cars and award prizes; participate in funkanas, rallies and tours; conduct a parts auction, and partake in a banquet. These weekends of fun and fellowship are the highlight of the MG T season.

OTHER ACTIVITIES One day events are arranged throughout the MGT driving season, as well as a Christmas party in December.

AWARDS All members are entitled to enter all events and win awards where applicable with one exception: The Chairmans Award which is bestowed upon the individual who drives his or her T car the greatest number of miles from one Spring GOOF to the following Spring GOOF. Due to restrictive winter driving conditions in Ontario, the Chairmans Award shall be awarded to Ontario resident members only.



Presidents Message

Oh time sweet time, where do you go? It looks like we are now well under way towards another great MGT season. As I write this spring President's message the temperature is still in the negative zone but spring is definitely on its way.

The deadline for my submission is a couple of weeks before our Annual General Meeting so I can only hope that now as you read this that my first AGM as President went well and that members were satisfied with the venue and menu. Many thanks in advance to the members of the executive and of course to Marion for her contribution to our event. Now, while things are still fresh in your mind, if you have suggestions for next year's venue please drop me a line at omgtr.president@gmail.com.

Our Spring GOOF 83 is well on its way for June 22nd to 24th; many thanks once more to Catherine and Ken Elms for their excellent planning of this GOOF. Our event will be the kickoff for the festivities celebrating the War of 1812 and the celebration of 200 years of peace across the world's longest undefended border. Remember that our Register will be hosting a complimentary Wine and Cheese Party on the Friday night for Registrants of the GOOF 83 and Participants of the War of 1812 Friendship Tour. Please get your GOOF83 registrations and hotel bookings done ASAP.

Planning stages are also underway for the Fall GOOF 84 thanks to The Knight's and the Taylor's. We are booked for the event at the Ajax Convention Centre for the 14th to 16th of September; please mark your calendars and check the web site for future information.

I offered to share the history of my personal love of old British cars and thus shall submit an article separate to my Presidents' Message in that regards; I would challenge and encourage others to submit for future Trillium printings their own "love background". This would assist other new members and myself to help to get to know the more senior and experienced members of the club.

Safety Fast. *Dave Elms.*

GOOF 83 June 22 -23- 24, 2012

BEST WESTERN PLUS CAIRN CROFT HOTEL

6400 Lundy's Lane, Niagara Falls, Ontario, Canada L2G 1T6
Toll-Free: 800-263-2551 • Phone: (905) 356-1162

• Fax: (905) 356-8664

Email: lisa@cairncroft.com • Website: <http://www.cairncroft.com>

The Best Western Plus Cairn Croft hotel is one of Niagaras most popular resort hotels, located just over 1 mile from the Falls on historic Lundys Lane. Charming resort property features a beautifully landscaped indoor courtyard with lush trees and gardens for year round comfort and enjoyment. This area features welcoming heated indoor pool and two family size hot tubs, as well as a two story kids Playpark and arcade games as well as a pool-side snack bar featuring Pizza Pizza. Choose from our 165 immaculate guest rooms, various whirlpool and fireplace rooms/suites. All rooms are comfort equipped and have free high speed wireless internet access. There is always something happening at the Cairn Croft, choose from live entertainment in our Lounge to tropical poolside snacks and drinks. Full service restaurant open for breakfast, lunch and dinner also make us a local favorite. Never a charge for parking and a seasonal shuttle takes you to the Falls hourly.

Rooms will be held until May 22, 2012 @ \$129.99 per night plus taxes.
Please reserve your room directly with Cairn Croft Hotel @ 1-800263.2551
and mention Ontario MG T Register for this rate.

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In Memory

Nick Ozaruk
Kitchener
TD / TA

Our thoughts are with
the family
of our recently
deceased friend.

OMGTR NEW MEMBERS

We would like to extend a warm welcome to the following new member who joined us this year:

Susan & Norm Peacey
5083 Opeongo Road
WOODLAWN, Ont. K0A 3M0
H: (613) 832-5508
norm@nors.ca

And welcome back:

Myrna & Ted Knight
1210 Sunnisdale Rd.
BARRIE, Ont. L4M 4S4
H: (705) 734-9652
ted@geknight.com

Change of address:

Carol & Bryan Finlay
1 Bedford Rd.
TORONTO, Ont. M5R 2B5
H: (416) 923-5099 B: (416) 947-5011
bfinlay@weirfoulds.com

OMGTR NEW MEMBER - Submission to Wally Stubgen

FYI -Notify webmaster Ted Jackson of new/updated email addresses.
Pub Night Reporters needed - if you attend a local pub night the editor of the Trillium News and Ted Jackson, Webmaster would appreciate a report or photos or both.

NEXT TRILLIUM NEWS

Copy Deadline: May 20, 2012!

Print Deadline: June 1, 2012!

Send in your articles, want ads, for sale ads, photos of events & projects area reports, etc. as soon as possible.



REGISTRATION CONTACT FOR

**MEMBERSHIP STATUS, DUES RENEWALS,
ADDRESS CHANGES, NEW APPLICATIONS:**

Mr Jan Hurd, Registrar

New England MG 'T' Register,

P.O. Box 1028, Ridgefield, CT 06877-9028
(203) 438-2796

e-mail: com1234@sbcgloba1.net

The Greater Pittsburgh MG Club and Pittsburgh Vintage Grand Prix extend an invitation to the membership of the New England MG 'T' Register to join us at next year's Pittsburgh Vintage Grand Prix.

MG is to be honored as Marque of the Year at the 30th Anniversary of PVGP. A huge honor for MG we will be going all-out to provide our out of town MG visitors with a smorgasbord of activities during the week... driving tours, car shows and cocktail & dinner parties... something for every taste. We plan to have hundreds of MGs covering the fairways of the Schenley Park Golf Course on July 21/22 - including some very rare cars from private collectors, as well as special interest MGs from enthusiasts from across the country. MG owners are invited to attend the weekend car show regardless of year or model. Watch the vintage races, including a special MG race, through the streets of Pittsburgh. There will also be 2,000 other cars in the show including Triumphs, Jaguars, Austin Healeys and other British marques. The Region is covered with a superb network of winding, plunging, tree-shaded back roads and I'm convinced that God had MGs in mind when he laid out our region's topography. We'd LOVE to see a large contingent of T Series cars in town for PVGP Week! For more details, please visit PVGP's awesome website: www.pvgp.org

MG Stuff on the Internet

Jeff Lane (early OMGTR member) has a car museum in TN. Go to the following link for a short video:

- <http://autos.sympatico.ca/waste-gate/13229/flashback-friday-a-trip-to-the-lane-motor-museum>

The resotration of TC 576 (An ongoing blog) can be viewed at:

- <http://www.usaviator.net/automotive/TC1576/restoration2.htm>

The 1937 MGTA Numbum, Old Speckled Hen Run 2011 can be viewed at:

- <http://www.youtube.com/watch?v=ydmSQv-moaM&feature=first>

Send in your photos and stories to GORDON LAWSON

EVENTS

March 25th, 2012 OMGTR Annual General Meeting Aberfoyle Mill Restaurant - 10:30AM see back cover this issue

March 23-25, **GoF South #46**, Orlando /Altamonte Springs Hilton \$99.00/night 407/830-1985 Code: Classic MG Event www.classicmgclub.com www.gofsouth.com



April 20-22, **KIMBERFEST** Northeast Classic Car Museum -Norwich, New York- Howard Johnson, Norwich, \$65.00 per night. reservations 607-334-2200

Sunday April 22 - Ancaster British Sportscar Flea Market and Car Show Ancaster, ON

June 15-17 Mosport/VARAC - 34th Annual Vintage Racing Festival <http://www.mosport.com/> or VARAC <http://www.varac.ca/>

June 15-17, **Ohio Chapter NEMGTR GoF**, The Inn at Ohio Northern University. Contact David and Kim Smittle at d-smittle@onu.edu or 419-230-8147.

June 18-22 **GoF West 2012** (40th Year) Santa Ynez Valley, Buellton, CA contact Larry Long emgeeguy@aol.com Registration: www.gofwest.com/images/2012/reg_form_2012.pdf

June 22-24 **Ontario MGT Register Spring GOOF** Best Western Cairn Croft Hotel, Niagara Falls, Ontario. Contact Ken Elms kelms@sympatico.ca or www.omgtr.ca

June 22- July7 **1812-2012 Friendship Tour** (see information in last issue of TN)



July 4-8, **NEMGTR GoF 91**
Linking up with the Friendship Tour's event in the Rochester, NY area. More information www.nemgtr.org.



July 21-22, **MG Racing- Pittsburgh Vintage Grand Prix** in Schenley Park with MG as the Feature Marque. Greater Pittsburgh MG Club -See www.pvgp.org

July 24-27 **GoF Central XXXIV** includes the NAMMM register 2012 feature event. Pheasant Run Resort Hotel St. Charles, IL, MI Vintage MG Car Club of Chicago Contact www.gofcentral.com or http://hoosiermgs.com/images/GoF_2012_Brochure.pdf



2012 MG Vintage Racing
August 17-19, 2012 **Focus Event** - Grattan Raceway, MI

September 14-16 **Ontario MGT Register Fall GOOF** Hilton Garden Inn Toronto/Ajax Further details, prices, to be advised. For more information contact Dave Knight or Walter Taylor. or www.omgtr.ca

The Ontario MG T Register

SAVE THE DATE!!

GOOF 84

Fall 2012

September 14 to 16

The fall GOOF has been arranged in Ajax at the Hilton Garden Inn.



Ajax is just East of Toronto, the hotel is in a quiet area adjacent to the Ajax Convention Centre. It is easily accessible either on highways or quieter back roads. There are plenty of restaurants around for meals, including the hotel. We will have a reception room on the Friday afternoon/evening for usual the meet and greet. The Saturday meeting is in the Convention centre, an easy walk from the Hotel. There is a quiet parking area behind the hotel.

26 rooms have been reserved for us at \$129/night held under GOOF. Call the hotel for reservations and mention you are with the GOOF group 905-686-9400 or 1-866-339-8077. These are held until 17 Aug 2012.

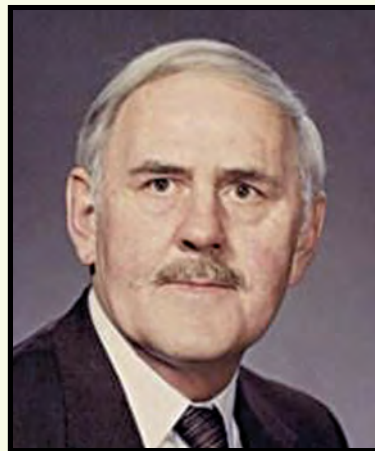
There are several pleasant runs along the lakeshore and there are many different activities for all tastes.

For further information contact.

Walter & Penny Taylor and Dave & Sandra Knight

Nick Ozaruk

(1927 - 2012)



We lost a longtime friend on January 24, 2012. Nick, an avid supporter and MG enthusiast, joined the OMGTR in the early 1970s and had also been an NEMGTR member. Nick served as Chapter Secretary in 1985 and 1986.

From 1993 on he was the Waterloo Area Reporter and also Photo Chairman from 2003 to 2009.

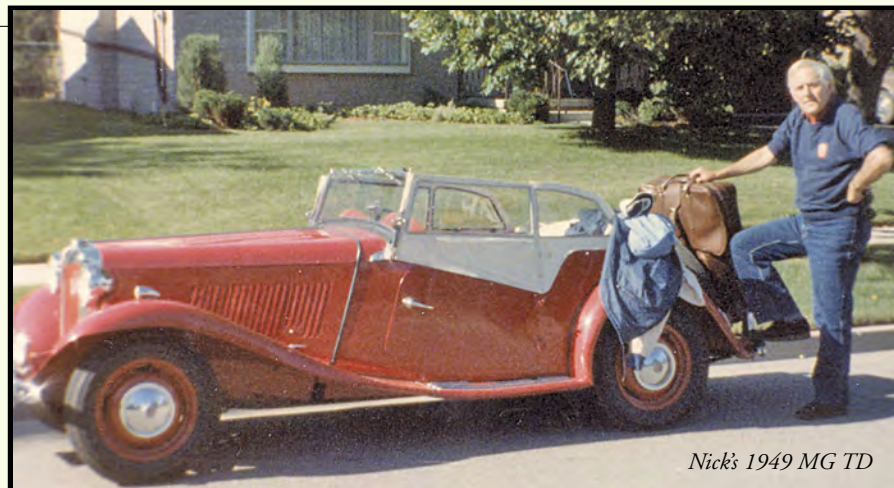
Whenever there was a local OMGTR event, Amy and Nick were always the first to volunteer.

This included the AGM in 1988 and several GOOFs held in the area. Nick was always on the lookout for anything MG related and would either photograph it or cut out printed material for potential use in the Trillium News.

Whenever he saw unknown MG owners Nick never hesitated to speak with them.

I first met Nick in the Spring of 1976 shortly after moving to Kitchener. Nick had just completed his '49 TD and I had just acquired my basket case '51. The first time I visited Nick I began to wonder how I could get along with this chap suited in a white lab coat, tools all neatly laid out, working with surgical precision in a clean garage. By contrast, I was usually in ripped jeans and oily shirt, tools and parts all over the floor, working in an organized mess. In spite of our differences in style we got along famously. Having a reference car was a blessing.

We rebuilt our transmissions together, we worked on our SUs together, researched and diagnosed problems and helped each other whenever we could. We both learnt a lot about MGs in the process. We frequently phoned each other Nick's salutation usually "Hi Wally, Nick here." I'll miss the calls.



Nick's 1949 MG TD



Nick's TA Restoration

Our searches for parts and our trips to various car related events took us far and wide. We were so often seen together that some thought we were father and son. With Nick looking older and distinguished and I younger it seemed plausible but the gap was not so great... yet we never let on.

Our initial road trip together was in our TDs to GOF XXVI in 1978 in Toronto as first timers... no car problem... lots to see and do. The highlight in our view was the phenomenal MG Heritage Display.

On subsequent drives around Waterloo Region I observed that Nick was a leisurely driver so I let him set the pace on the way to Ottawa to GOOF XXI in 1980. Things went well until just north

of Guelph my vision became blurred. Rubbing my eyes didn't help but turning my head did... what I saw was in perfect focus.



Nick's TD was spewing oil, covering my windshield as I followed. We limped to a nearby garage and discovered a faulty weld on the TD's oil filter canister (customized to take a reusable filter element). After a quick repair we motored on past Peterborough. Near Sharbot Lake he lost most of his oil when one of the external oil lines ruptured. Leaving our wives at the roadside, we shuttled between the stranded TD and garages, welders, gas stations and whoever we thought could help. We eventually got to Ottawa around midnight. Nick's trip odometer read about 300 miles... mine over 400.

I believe during that trip he began to doubt the reliability of the MGs and this worried him.

Looking for another project Nick sold his TD after locating a disassembled 1937 MG TA which we brought home on a trailer. During the TA's restoration I started drinking - wine that is. Nick needed a mountain of corks with which to reline the clutch plate. He did a fine job on the car and won many awards but I don't think he felt safe driving the car and had a custom trailer built for it. He subsequently sold the TA.



When I found a TC in 1979, Nick was as excited as I was and eagerly helped me tow it home. Similarly in 1982 he helped me trailer another TD (the "Wee Bomb") back to Kitchener from Toronto.

In later years seeking more creature comforts, Nick migrated to an early Miata. We continued to travel together to various events and it amused me that Nick would spend more time preparing his modern Miata for these trips than I did my TD.

Those of you who knew Nick well would be aware that he was a bit of a worrier. He worried at home, he worried on trips, and even worried about me when I took trips in our TD. He worried in 1990 when Joan and I drove the car to Oregon. He worried in 1996 when we travelled to Newfoundland. He really worried in 2000 when we took our cross-Canada trip to BC via Newfoundland. Nick wanted to know which spares I was taking, what I would do in the event I had a major breakdown and were there any parts or tools he could provide. I told him I wasn't crossing the Sahara and that I had a cell phone and a CAA membership. He still worried and insisted I provide him with a route map and keep him posted on progress. I did this every evening via e-mail. When I reported a problem he spent the next day researching both on the internet and on the phone and the next evening I often found the solution on my laptop. What a friend!

In all those years, Nick and I never had an argument. Ever safety conscious, the only time he berated me was when I used our kitchen oven to bake-dry some painted components. He was concerned about a potential explosion.

I could go on at length. I won't but I will in my mind. I'll miss you Nick and each time the phone rings I'll remember "Hi Wally, Nick here!"

(Wally Stubgen)





THE NEW ENGLAND MG T REGISTER ANNOUNCES THE SURVIVOR CHALLENGE

Every year the quality of restorations on the NEW ENGLAND MG "T" REGISTER Member cars have gotten better and better. Register Members have achieved a level of perfection with restorations that would be the envy of any car group, anywhere.

Enthusiasts have come to expect very well-restored T-Series & Pre-War MGs at GOFs, and they have not been disappointed. The bar has been set high, and this standard has consistently met or exceeded that benchmark of quality restoration, year after year.

Now, The New England MG "T" Register is pleased to announce "THE SURVIVOR CHALLENGE." This is a competition to find the most original, untouched, as-it-left-the-factory T-Type. Any replaced parts, alterations, repairs, or bodywork to the car would make that car less of a contender. Ideally, the car will have the original engine, chassis, and body, and as much documentation as possible. Extra consideration will be given for documentation such as warranty cards, dealer paperwork, original owner's handbooks, tools, tires, etc.

This competition will be kicked off with the Pre-War/TC

competition at the Fall 2012 GOF in New Jersey. The TD competition will be at the following Spring 2013 GOF, and the TF competition will be at the Fall 2013 GOF. The final competition for "*the best of the best*" will conclude at the Spring 2014 GOF which will coincide with the grand 50th Anniversary celebration of the formation of The New England MG "T" Register.

All Register Members are welcome to participate in this competition. Judging will be by popular choice, and all registered GOF participants will be eligible to vote.

We know the cars are out there. We all know somebody who knows somebody who has an all original car; a car that, for whatever reason, was either parked early in its life, or was very well-maintained and still has the original paint, the original interior, the original top, and often, even the original tires.

So, the challenge is on! Please help The Register look for that rare "barn find," dust off that car, and bring it to the competition. Spread the word -The Register is looking for "The Best Survivor!"



Anyone recognize this Red 1953 MG TD MK II? Photo taken in Ottawa in 1958. Owner at this time (not in drivers seat) was Earl Brewer (from Sarnia) Earl was related to Teresa Brewer.



Anyone recognize this 1953 MG TD MK II? Uncertain of the colour but the photo was taken at an Oakville Sports Car Club Funkhana in the mid/late 1960's. Any OMGTR members ever in this Club?



April 20-22, 2012

Northeast Classic Car Museum Norwich, New York

Kimber Festival Registration

You do not need a NEMGTR membership to attend!

Name(s): _____

Address: _____

Telephone: _____ email: _____

Registration fee includes Friday evening and all day Saturday admission to the classic car museum, a wine and cheese reception on Friday evening, with the literature swap meet, the Saturday festival presentations by M.G. researchers, and the Saturday night dinner with speaker.

Registration fee is \$50.00 per person.

Make check payable to The New England MG T Register. Registrations should be sent to: **Dick Knudson, 9 St. James' Place #207, Oneonta, New York 13820.**

You can also register and pay online at the Register web site: www.nemgtr.org

Please register by April 1. If you will be bringing items for the literature swap on Friday please let Dick know. Eligible items include sales promotion items, photographs, paintings, illustrations, and books. Dick's email is FC7900@gmail.com.

Motel Information: The host motel is the Howard Johnson, 75 North Broad Street, Norwich, NY 13815.

Their special rate is \$65.00 per night.

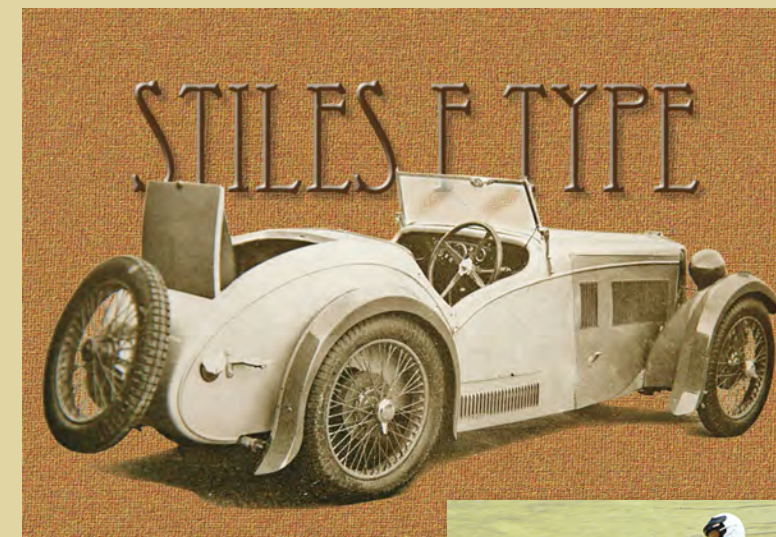
Telephone your reservation to 607-334-2200 and mention the Kimber Festival to receive this special rate. A limited number of rooms are available so do reserve early.

Program of Events

Friday, April 20	1:00-4:00	Registration at the Motel
	5:00-8:00	Enjoy the museum, literature swap, and wine and cheese reception
Saturday, April 21	9:15-12:00	Morning presentations at museum
	12:00-1:15	Lunch on your own
	1:30-4:30	Afternoon presentations at museum
	6:00	Dinner with speaker at the museum
Sunday, April 22		Departures

Presentations Include:

Malcolm Appleton –The Stiles Saga
 Dick Knudson –*The Birth of the American Sports Car Culture*
 Tom Lange –*The Mark II TD*
 Dave Lawley –*Sales Literature, The Salesman Who Goes Home With You*
 Richard Miller –*Export or Die*
 Gord Whatley –*Restoring a K Type Pillarless Saloon*



Look closely at these sales literature photos... Can you tell why they are some rare examples?



Kimber Festival Update

We hope that you are all seriously considering coming to the Kimber Festival on April 21-22.

The event will be held at the **Northeast Classic Car Museum** in Norwich, New York. The collection at this museum is really stunning, and attendees will have full access to the entire display the whole weekend.

The Kimber Festival is organized much the way an academic symposium is set up with a variety of speakers addressing various topics in M.G. history. This year's program features speakers and topics guaranteed to satisfy any M.G. enthusiast.

- **Richard Miller**, founder of the MG Drivers Club, will present a paper entitled "*Export or Die*" that will give some insights into the present state of M.G.
- **Tom Lange** has been researching the *Mark II TD* for some time now and will be sharing his findings with us.
- **Malcolm Appleton** is busy finishing the restoration of his *F Type Stiles* car, a very interesting body style complete with a rumble seat. The car has a rather complete history that Malcolm tells very well.
- **Dave Lawley**, the editor of *The Sacred Octagon*, has a wonderful collection of *M.G. sales literature* he will be discussing in his presentation.
- **Dick Knudson** will speak about "*The Birth of the American Sports Car Culture*," a subject that revolves around M.G. in the 1930s.
- **Gord Whatley** will talk about the restoration of the unique *K Type Pillarless Saloon* of Bob Grunau that he is restoring. We understand Bob will attend and will be adding his comments as well.
- **Greg Prehodka**, well known vintage M.G. racer and founder of M.G. Vintage Racers, who will be giving an overview of vintage racing as well as the wonderful history of the MGVR group in his presentation entitled, "*35 Years of M.G. Vintage Racing*."
- Completing this outstanding program will be **Pete Thelander**, veteran NE owner and racer, whose topic will be "*Researching M.G.'s Rarest Racer*."

An added attraction will be a **Literature Swap Meet**... virtually ANY paper pertaining to M.G. will be welcome... books, posters, sales literature, photos, artwork, postcards, W.H.Y?

This will take place on Friday evening during the wine and cheese reception. Any participant or registered attendee will be welcome to set up at the swap session.

Full details for registration are to the left... or you can go to nemgtr.org and register there.



Wiggins - YT tourer

Spring Brake Tune-up

with Some Special Notes for TCs

By Len Renkenberger, Technical Advisor

This article appeared in the April 1978 issue of The Square Rigger.

Spring is the best time to make sure your brakes are top-notch. Brakes that were fine last summer may have gone bad if your car sat all Winter, or at the very least may have taken on condensation which means rust and pitting of brake cylinders.

If the rubber seals in your brakes are more than 3 or 4 years old, it's cheap insurance to renew them.

If your cylinders were not new when you bought or rebuilt your car, it's foolish not to check their bores and renew the rubber.

New TC cylinders can't be bought, so you will have to accept rebuilds at periods in keeping with their condition.

Slightly pocked cylinders wear rubber parts rapidly. Drain the system completely, and as you disassemble each cylinder lay the parts out in order so you won't have any doubts when reassembling. TD/TF cylinders are pretty cut and dry, so I won't dwell on them.

While you're at it, new hoses aren't a bad idea. For some reason nobody ever replaces hoses.

Assuming your brakes are only a year or so old, all you need do is flush them with new fluid. I've found the following to be the easiest way to do this.

Insert a paper towel or two into the reservoir to soak up as much old fluid as possible. Don't get it on the paint! Brake fluid is a great paint remover. After you've removed as much old fluid as possible, open the bleeder screw on one of the wheel cylinders and pump until you get only air. Fill the master cylinder and pump and bleed until you get fluid at the open wheel cylinder. Continue bleeding at this cylinder until you see new fluid. It is usually lighter in color, since the old fluid is clouded by absorbed water or condensation. Continue bleeding for several more pumps to be sure all the old fluid has been flushed out. Move to each of the other wheels and bleed and flush until you are sure the lines and cylinders are filled with new fluid.

I won't go into the old Lockheed fluid only versus U.S. brake fluid controversy here and now. Just look at it this way is your T worth going any way but first class? Use Lockheed (British) in the yellow cans not Wagner, Lockheed!

Now to the TC's. TC brakes are pretty straightforward except for a few relatively minor points. However, those points may conceivably cause problems. First, the master cylinder "tin can": This is especially prone to rust for a couple of reasons. One, if you don't drain it totally and refill it, the condensation just stays in the bottom since the port which lets fluid into the cylinder proper is about an inch above the bottom, and water goes to the bottom.

Secondly, it's right beside the exhaust pipe, which accelerates condensation through extreme heating and cooling. The heat is also hard on the rubber parts. Next comes the cotter keys which go through the brake shoe hold-down posts (about in the middle of the shoe). I have seen shoe movement due to new lining wearing in, etc. cause the washers to nearly shear these in 3-5,000 miles. When you disassemble the wheel cylinders, you should find some asterisk-shaped thin metal washers behind the rubber cups. These are intended to prevent the spring from cutting into the cup. Originally, the rubber cup had a little projection on the rear which

went into a hole in this washer and held it in place. New seals don't provide for this. Carefully bend two of the tabs of the washer over the spring, but only over the end coil as it will be flexed by movement and break if you bend it over more coils. In that event, or if you just insert it and hope it gets into place, there is a slight possibility of it causing damage to the rubber parts and eventual brake failure. Take good care of these washers as they are no longer made. These parts are another reason to rebuild brakes often as they are rather fragile and condensation attacks them quickly.

TD/TF Handbrake Cables

The ones from Moss are bad news. Their housings are too short and not large enough in diameter. This results in cable ends going about an inch or more too far forward, meaning the springs can't be installed, and you'd have to pull the lever clear to the rear bumper to get things tight. Since the housings are too small, the attachment clamps won't hold the cable in place. They also require either drilling out the guides in the floorboard or filing the corners off the hex portions of the threaded end; otherwise they won't go through the holes. Lastly, for you purists, they bear no resemblance to the originals. Bill Porter advised me that Abingdon's cables are faithful to the originals.

Technical Tidbits

By Grady Cook, Technical Advisor

This article appeared in the April 1979 issue of The Square Rigger.

As usual, I'm having a hard time coming up with a new idea for a tech article. Fact is, there are no new ideas, just variations on old ones. When I purchased our TD in 1975, the previous owner gave me the manuals and several years of back issues of TSO. Believe me, I read every one of them, especially the tech tips and articles. Frequently, I forget that maybe not all of you have the back issues, so I guess I'll dig back for some old ideas to re-tread.

One such idea came to mind the other day. In 1976, after the Bicentennial Rallye of the east coast, Len Renkenberger and Tony Roth wrote an article about losing a rear wheel at speed. Seems Renk and Tony were motoring along about 60 mph when the right rear of the car dropped to the pavement, and the wheel, hub and all, went shooting past. Fortunately, neither of them was injured, and aside from a damaged backing-plate, there was no serious damage to the car. They replaced the wheel and continued on their way. Luckily the hubcap had remained on the rim, and the axle nut was contained in the hubcap.

The fact is that a combination of many things — not adequately torquing the axle nut. wear on the axle or drum splines (or both), or a too-small cotter pin — occasionally allows the rear axle nuts on the TDs to work loose. Then, with repeated acceleration and braking the nut can shear the cotter pin (especially if it's too small), and the nut can work all the way off, followed soon by the wheel, hub, etc.

The tale impressed me so that I went right out and re-torqued both axle nuts and put in new, BIG cotter pins. Our restoration was still in progress and still had not been driven.

Well, last week when I pulled off the hubcaps to adjust up the brakes a bit before going to the car show at Big Henry's Ford, sure enough the left axle nut was loose!! I pulled the BIG cotter pin, torqued the nut one more flat, replaced the hubcap (after adjusting the brakes), and that was that. Just the week before, however, we had made the winery tour in the T, and had the cotter pin been

too small, I shudder to think we might have lost it all.

The point is: check those axle nuts frequently, especially before a Mini-GOF weekend. Make sure you have the largest cotter pin that will fit the hole. Add this to all the other little preventive maintenance checks you are (or should be) doing often.

And here's a semi-original idea you might be unaware of:

Are you having trouble getting that grimy old neglected engine cleaned up? Not exactly anxious to invest several dollars in Gunk or some other brand of degreaser? Well, Cheer Up! Help is as near as your laundry room. Mix up a solution of one part Tide and 2-3 parts water. I usually fill a quart jar about 1/3 full of Tide and slowly fill it with warm water. It makes a white milky solution without many suds. After protecting the precious electrical parts with plastic bags or something, apply the solution over the whole engine (or other parts to be cleaned) either by spraying or brushing. I like to use a pumper-type oil can because you can really direct the spray; brushing works very well, however. Allow it to stand 5-10 minutes and rinse with a water hose. You'll be amazed how clean it will come. Just one word of caution avoid the exterior paint job, as that strong solution will really leave a mark if not rinsed immediately. I scrape off large chunks of grease and dirt, and really bad spots may require two applications, but it is inexpensive, quick and very effective.

Show me the ZINC

During a conversation with Bob Wagner, owner of Wagner Motor Sports in Atlanta, the question about zinc levels in oils came up. I told him that I have been using Valvoline 20W-50 VR1 (racing oil) in five of my seven British cars for the past 15 or more years with no problems. Then I said "on the last Healey engine rebuild I added a zinc additive to the VR1 just for GP".

He said he has been using racing break-in oil with high levels of zinc on all of his race engine rebuilds and a mix of racing break-in oil and conventional oil on street engines with great success. He also said he was told by his race oil supplier about the problem that was found by using the additive. The additives are not working because the new detergent oils do not allow foreign matter to stick to engine parts. Zinc being a foreign matter is held in suspension and is not allowed to stick to surfaces such as the lifters and cam lobes. Bob and I agreed this sounded reasonable but was it true... we didn't know.

Since then I have talked with members of the Ford Flat Head Club, a hot rod buddy, representative from Joe Gibbs Oil and just recently Brad Penn Oil and they have all confirmed what Bob Wagner had said. From what I have been told the above oil companies have run tests that show zinc additives added to conventional oils offer little to no protection.

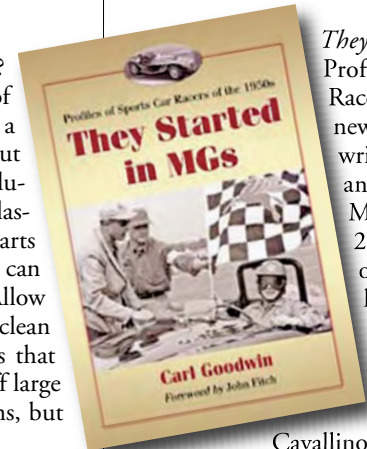
In my opinion, I would suggest is that engines with 10K miles or more should use either Valvoline racing oil or oil from one of the above manufactures or check with Summit racing for other choices. New engines need the protection of break-in oil with high levels of zinc... period.

Excellent choice is Brad Penn, Joe Gibbs or one of the oils offered at Summit Racing. Valvoline Racing Oil can be bought at most auto parts stores. Summit Racing has several oils available, check their web site. Joe Gibbs Oils are available at Will's Machine Shop in Doraville, GA. Brad Penn is available at a special discount price to Antique and Hot Rod Club members (by the case of 12) at RW Davis Oil Co., 4383 Lilburn Ind. Way, Lilburn, GA ph. 770.923.4411.

If you are not a believer in the need for zinc, let me tell you a little story. I tore down a Healey engine with less than 10K miles on the engine that had only been run on Mobile One 15W-50. I found that the lifters had started to deteriorate (pit)... No zinc. I also found other problems that could fill a book about Machine Shop Nightmares.

Len Thomas mgTalk, March 2012

ARMCHAIR MOTORIST



They Started in MGs — Profiles of Sports Car Racers in the 1950s is a new book on MG history written by Carl Goodwin and published by McFarland & Co during 2011. Goodwin is an old racer himself and has contributed to many of the current auto magazines such as Automobile Quarterly, Forza, Cavallino, Vintage Racer and Classic MG. He has won writing awards from IAMC and the Society of Automotive Historians.

WE should support these guys and their efforts to increase our automotive literacy. The soft cover book contains 283 pages of neat short stories on drivers, many eventually world class drivers, is ideal for those who like to read in 3 to 5 minute spurts... so to speak.

John Fitch writes the forward in an easy lead in to the type of vignettes contained in the book. Lots of great period photos supplement the short stories and the quality of reproduction of the photos is excellent.

The book is arranged alphabetically with all the big name drivers easy to find. Drivers like Arnolt, Ash, Bentley, Collier, Cunningham, Davis, Fitch, Ginther, Hassan, Hill, Ludvigsen, Manney, McQueen, Miles, Moss, Shea, Shelby, Stoddard, Neumann and Zuckert all jump out of the 79 names in the "Table of Contents".

The format is quick and easy to use to find someone to reread or use as a reference. The photos are mostly from personal albums and contain great period shots of casual pit scenes and action racing scenes. There are also shots of rare cars such as the Kieft MG, Inskip MG Special, Motto MG Special, McAfee TC Special, Ken Miles MGs as well as nearly every type of car that a person could graduate into once grown out of MGs.

A great fun read for all our "Vintage" racers and race fans, who will relate to many of the drivers and the cars in this delightful book. A rare section to find in books these days is the excellent bibliography near the end and an equally useful index.

The fact that the many Canadian drivers are not mentioned is a small fault when you consider the scope of the work. Still a fun read! (Available at your local Armchair Motorist book dealer \$35.) 416 727 0441

CLASSIFIEDS

All ads are free. Keep in mind that this newsletter is bi-monthly... If you want to move/sell or obtain something quickly this is probably not the best place to advertise. This is where you notify other club members of your needs. If you know of someone looking for or selling items listed here pass on the information. If you are at a flea market and see something you know could be used by a club member.... get a name & number so we can advertise it here. It is this "networking"that keeps these cars running. You can help.

Cars for Sale



1949 MG-YT. Barn find for restoration. No.'s match Y/T/EXU/2819, XPAG/TL/12763. Indoor storage for 30+ years in Tavistock ON, SE of Stratford. Engine runs, car is partly disassembled. Running boards are welded to the body not bolted as normal. Original interior is there - in disarray - needs redo. Top not ripped but is faded, rear window hazed. All door wood remade - needs installation, doors, trunk and spare tire lid in primer. Chrome poor but mostly complete. Has original "cat eyes" headlights, original steel wheels. Tachometer w/clock missing everything else is there. Original generator, and starter. Clutch worn. Ownership in deceased fathers name transferrable to buyer after sale. Asking \$3,000 Cdn OBO. Justin 1-519-412-0888 leave a message, or green_er_dude@hotmail.com

MG TA for restoration. TA 1150 was manufactured 11 March 1937 and is looking for a good home. Car has large list of new parts and needs a tub restoration. Car is apart so can be inspected carefully. Normal MPJG engine and transmission is with car as well as a spare block. Full list of parts on request. Car comes with a complete MG XPAG engine and an MG TC transmission in the event that the new owner wants to make a racer in the fashion of the popular "Andy King" bodies. (ie. Boat Tailed Racer with cycle fenders) I will sell the car outright or do a full/partial restoration depending on wishes of new owner. Call Gord 416-727-0441 or gwheatley@mac.com

1950 MG TD Price reduced! Early 1950 MG TD in 2 tone mist grey (Beige-white) and black, on fully restored hand made black leather interior, convertible top, side screens and full tonneau c/w Singapore exotic wood dash and new Brooklands Wheel. The car is an original RH



drive export to Singapore Malaysia having spent the last 10 years in Canada. Original Singapore logbook and AA badge go with car. Great Chassis - No rust, sound tub, great chrome, Fog Lights, Lucas P lamps, Motometer, new radial tires. Correct early TC style instruments - all working. Recent overhaul of brakes, seals and tie rods. Original XPAG engine just freshened up with a bottom end overhaul along with all new bearings in the original gear box. Original rear end. Nothing to do but drive and enjoy! Asking \$22,500 Cdn. Call Ken Bannister at 519-651-9046 or kbcarbike@gmail.com



1953 MG TD and 1960 MGA A machine shop in Hanover is closing business and is clearing out a lot of stuff by May 1/12. He is selling a 1960 MGA and a 1953 TD:

1960 MGA - Asking \$5000, Engine rebuilt and is at 1622cc - has about 5000Km since rebuild new bumpers, tonneau, side curtains and interior - needs cleaning and paint.
1953 MG TD - Asking \$20,000 Complete older restoration - paint requires some touch ups behind passenger door
Stuart Lamont, Lamonts Machine Service
Hanover Ontario 519-364-3680



1953 MG TD No. 27992 Ottawa area - numbers match. RHD, white with green. Excellent original condition (current registration, safety certificate 2009, insurance appraised 2007). Brought over by ex RAF in the early 60's. My father, the second owner; bought it from him in the 70's. Kept in heated facility. Asking \$22,000. Happy to arrange viewing for serious enquiries. Contact Barry Wright at 613-520-2600 x3681 or b_wright@carleton.ca

1951 MG TD Needs restoration but body and engine are in good condition. Includes lots of parts and new upholstery. Asking \$12,000.00. For more information call Al at 905-639-7684



1959 MGA 1600 Price reduced! Body off restoration completed in 2009. Car is beautifully finished in its original Dove Grey with patinated red leather seats. All new carpets, tires, soft top, brightwork, etc. Options include a factory heavy chrome trunk mounted rack, and fog lamp. This car has been converted to a 1965 1800 MGB engine c/w late model overdrive gearbox and will drive on the 401 at traffic speed all day long. The car is ready for a summer of fun, are you? Asking \$21,500 Cdn. Call Ken Bannister at 519-651-9046 or kbcarbike@gmail.com



1960 1600 MGA restored mid 80s in BC. Paint is presentable - shows wear since body and engine total restoration in the 80s. Painted wire

wheels. It is a good strong driver. Asking \$18,900.00 John Orrell 519-699-9479 or hj.orrell@rogers.com

Parts for Sale

MG TF - New aftermarket Rear Splash Apron Finished in primer, Moss # 456-520. This apron has not been available for many years. This piece has never been used, it is reportably made in India and is typical of offshore quality. Great price for a part not readily available - asking \$125.00 Call Ken Bannister at 519-651-9046 or kbcarbike@gmail.com

MG T parts for sale I have quite a few parts left over from my father-in-Law, Joe Wilson (Wilson Sports Cars), list on an Excel file so easy to send to interested parties. Contact: Iwan Lewis 519-485-0374, or iwanlewis@sympatico.ca

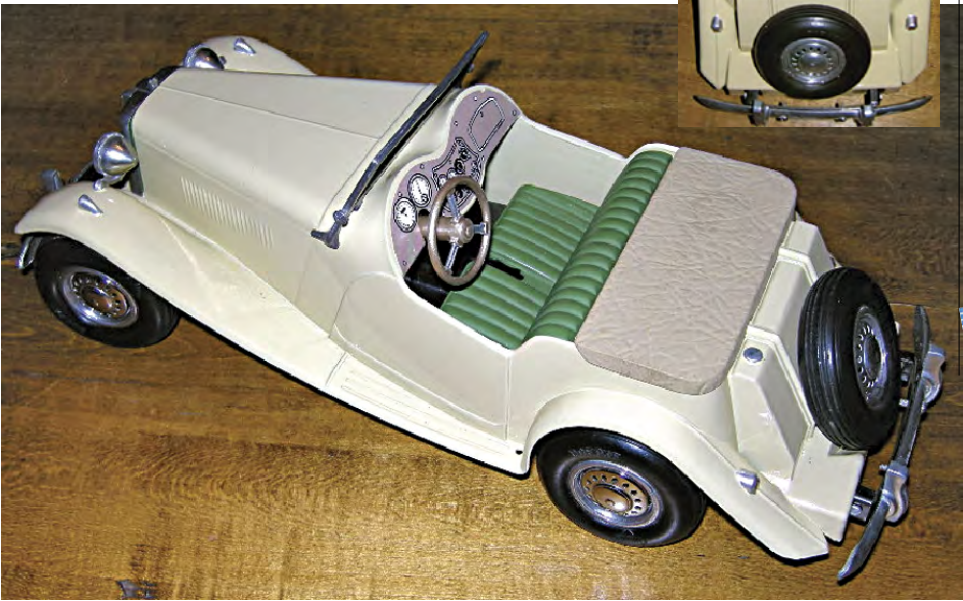
Parts Wanted

MGTD Glove box chrome trim (26-Feb-2012) For both the box opening in the dash and for the glove box door. Also need small nails with these trims if available. Dean Corkins 905-481-0942 or dean.corkins@gmail.com

Miscellaneous for Sale

Exclusive Opportunity

Doepke MG TD restored models available from a master model builder. Bill Zimmerman's widow is selling his collection of Doepke's and has the following available; one in each ORIGINAL MG TD paint colour of Black, Grey, MG Red, Silver Streak Grey and Clipper Blue. These models are beyond just the normal kit assembly as Bill took the time to polish and complete them to an exceptionally high standard. This is a very rare opportunity to acquire one for \$325 each. Contact Helen Zimmerman at 905-562-7095 or Zimmerman_@sympatico.ca. These will go fast so act now.



Oil drip pan

Oil drip pan as seen in TSO for all T Series cars... those with a small drip from the pan at least! Very easy to install as it fits right under the cotter pin where the oil drips out of your bell housing. One bolt to undo. First production run all sold out now and second bunch has arrived. Sell for \$65.00 plus \$10 PP or you can pick up at a meet. Gord 416 727 0441



When properly installed it reduces the rear main bearing leak to a tolerable level. It's great for getting though racing tech and car shows.

Parts for Sale

Various parts for MGTD, MGTE, MGA and MGB.

T Series Parts for sale

TD	
Shaft driven gear 435-130 new	\$20
Oil seal 120-750 new	12
Bushing set A arm	5
Rear spring bushings	2
Leaf spring rubbers	3
Switch brake light 141-700 new	8
Door striker mounting plate	5
Striker plate & wedge	15
Door locks	10
Windscreen mounting bolts new	15
Windscreen corner brackets	10
Badge bar clip 408-567 new	5
Rear light plinths round 3 each	5
License plate lense,gasket, screw new	12
License plate light cover & base	5
Door handles pitted each	5
Fender mirror	10
Coil	25
Horn	15
Wiring harness straps 161-800 new	2
Speedo & tach bezels each	10
Ammeter	75
Oil pressure/water temp gauge	100
Right front fender	300
Right rear fender	150
Rear splash apron	150
Gas tank	200
Running boards each	30
Door skins pair	40
Seat back bracket @ wheel arch	10
Seat back sleeve	5
Side curtain mount hole covers	2
Head light mounting bolts	10
Gas cap	75
Rear view mirror base with gasket	30
Steering column collar	3
License plate bracket	10
Shifter selector with knob	40
Clutch fulcrum pin 190-390 new	25
Wood front top rail inner 450-885	15
Wood top rail 453-240 new	27
TF	
wiper shaft grommets 281-168 new	25
radiator badge 201-030 NOS	40
side rails 449-805 & 795 new each	20
MG A	
Front & rear brake hoses new	10
MG B	
14" wire wheels OEM 5 wheels	200
wire wheel knock offs 4	40
Contact Jerry Jean evenings and weekends at (519) 747-4204 or jerryjean@hotmail.ca	



1950 MG TD Factory Sales Brochure (code NEL 150) Original in perfect shape, no rips, no torn folds. Shows TD and Y Type. \$65.00 Bob Grunau grunau.garage@sympatico.ca

Personal History - from your President

My deep seeded “British Roots” are a contributing factor in my love and adoration of British cars. Here is my story:

My father was an aeronautical engineer at the latter stages of World War II, after which he married my mother and they

purchased a garage in Devon England. I was born in Tiverton, Devon and was introduced to car maintenance as soon as I was able to walk. I filled up customer’s petro tanks; spending any tips immediately at the sweet shop across the street, I helped the →



mechanics with oil changes and grease jobs and knew the names of practically every mechanic’s tool before the age of three. A scar across my right cheek can be traced back to an open tin can of grease left on the garage floor.

My first real memory of a motor vehicle was that of a car that my father built out of scraps - called “The Bister”, as it was made out of bits and pieces. I have no recollection of the origins of the frame or engine but do have a childish memory of the riveted but noisy sheet metal sides, loose wooden floor boards and not-so-water-proof canvas roof.

Unfortunately, the economy of the UK in the 50’s was not very good, the garage location was poor, and the expenses exceeded the business revenue. We sold up, moved to West Wickham, Kent for a couple of years and then Dad was offered a job working on the Avro CF105 Aero in Malton, Ontario, Canada. We sold everything and immigrated to Canada; just at the same time that Diefenbaker pulled the plug on the Aero. One can guess that my father’s aeronautical career was truly over; he pumped gas in a gas station for a while and then started selling British cars. He worked at Root’s Motors for a while, bringing home a different demonstrator every night.

When I was fourteen I was awarded my first car, an AMC Rambler, which was falling apart. I pulled the head off, cleaned out the piston chambers, the exhaust manifold, and the carburetor. Those who well remember the various cars of the 60’s will recall the rapid rust decay; the body just fell apart. It never ran on the road again but was a very valid learning experience for me, plus I got \$25 from the wrecker’s!

After getting my driver’s license at 16, the first car I bought was a 1963 Morris Minor for the huge sum of \$200. When its battery died and I couldn’t afford to replace it, I would always try to park it on a downward slope such that I could push start it. Leaving it up on blocks for a year while I was thumbing my way around Europe, upon my return I decided to give it a complete overhaul. A paint job, inside and out, replacement of the entire wiring harness from front to back and a complete engine job; replacing the rings and bearings, resulted in a lovely reconditioned vehicle. A month later it threw a rod right through the block – the car was dead! That was the last engine job that I have ever done, or wanted to do.

Since the death of my beloved Morris Minor I have owned a Ford Cortina, Datsun pick-up, Honda Civic, Jeep Cherokee, Nissan Pulsar, Nissan Multi, Ford Mustang, Honda Accord, Mazda Tribute, Mazda Miata, Hyundai Santa Fe, and a Hyundai Elantra, as well as my 1953 MGTD.

My admiration for this square frame car had been with me for many years but it was only eight years ago that storage facility and financial credit could permit my indulgence. I attribute my love back to Dad’s “Bister”; I wish he had lived to see me now driving my TD; he’d be proud.

My technical knowledge and mechanical experience is now far past resurrection so I shall have to rely upon those members with the know-how if and when I need to service my ‘baby’. In the meantime I shall enjoy my childhood dream whenever time (and weather) permits.

Dave Elms.



OMGTR Restoration Progress Winter 2011/12

Photos showing progress on John Orrell's TC restoration.



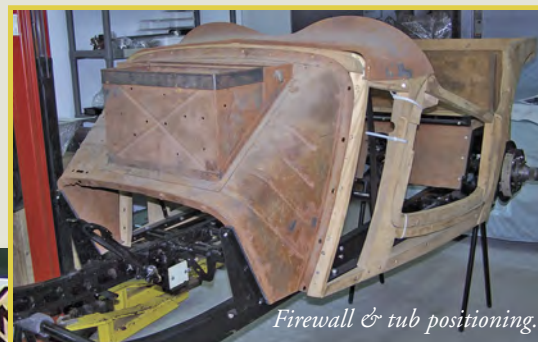
Real beginnings of a frame-up restoration.



Organizing front suspension parts.



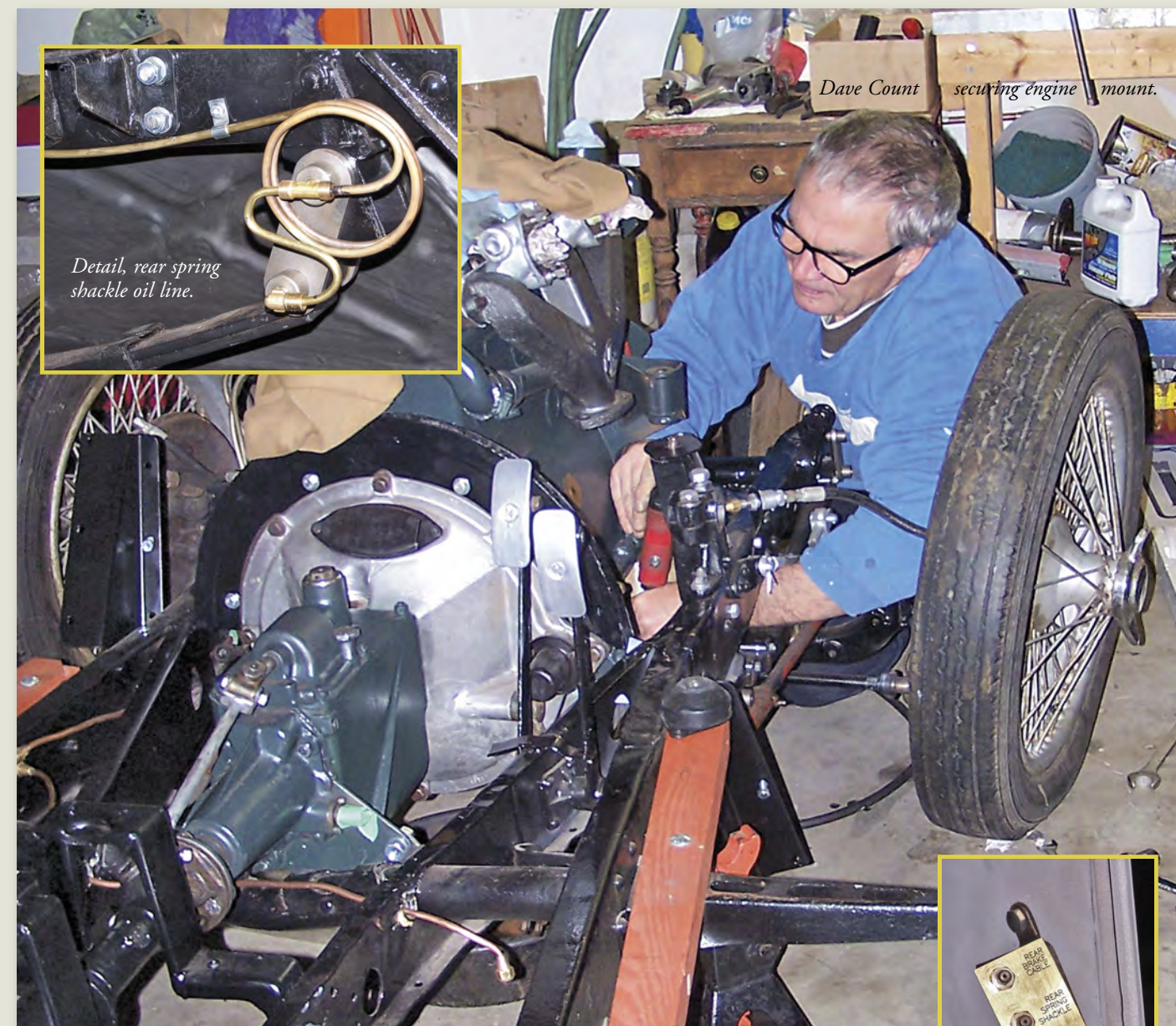
Rear axle installed.



Firewall & tub positioning.



First time tub mounting.



Detail, rear spring shackle oil line.

Dave Count securing engine mount.



Detail, oiler zerks.



Temporary firewall installation.

*Photos showing progress on David Count's VA restoration.
We had quite a time bending up the rear spring oiler tube but I think the end result is neastlooking.*

Photos : Wally Stubgen

Bringing a Car Out of Storage

www.mossmotors.com/SiteGraphics/Pages/out_of_storage.html

The payoff for the time and effort spent preparing a car for a long winter nap (or longer) comes in the spring. The process is essentially “undoing” the steps you took when putting it up for the season, and looking for problems that may have developed while the car sat idle.

Read the Spots

Take a good look under the car. The signs will give you an idea of any problems that you will need to look into. Coolant: check the hoses for rot and cracks. Look at the weep hole on the underside of the water pump – a leak here means the internal seal has perished. Inspect your radiator connections & fittings. Fuel: carefully inspect the tank for leaks at seams or on the bottom surface (rust pin holes). Examine all hose and line connections. Brake Fluid: failed seals in wheel cylinders, calipers or master cylinders. Bad hoses or hose connections. Rear Axle: seals at the pinion or axles. Steering: failed seals or boots. Gearbox: failed seals, fittings or plugs. Anything you find will have to be checked out and corrected as needed.

Critter Damage

Make a thorough inspection of the wiring in the engine compartment and under the car. Insulation seems to appeal to some animals and they can do some serious damage to the wires. Do the same in the cockpit. Any collections of nut shells or stuffing material is a reason to look more carefully.

Exhaust

Remove the plug from the tailpipe(s). Check the hangers and clamps.

Cooling System

If the car was stored for more than a year, drain and refill the system using a name brand antifreeze. Use a mixture of 30% to 50% antifreeze (no more than 50%). Check the hoses for cracks, especially around the clamps. Give all the hoses a good squeeze; any hoses that are suspect should be replaced.

Brake System

If the car has been sitting for 18-24 months (or more) and you use glycol fluid, drain, flush, and refill the brake system. Bleed the brakes. Check operation at all wheels independently. Have an assistant step on the brakes as you rotate each wheel one at a time. The brakes should clamp down and release smoothly. Any problem detected needs to be corrected before the car is driven. Have your assistant apply the hand brake gradually as you rotate each rear wheel one at a time. Again, the brakes should apply increasing friction until the wheel is locked up, and the release should be smooth. Perform any service as needed based on the inspection.

Hydraulic Clutch

Check the fluid in the clutch reservoir. Top us as

needed (or change if the car has been stored for more than 18 months). If low, check the hose and slave cylinder for leaks. Have someone depress the clutch pedal while you observe the movement of the slave cylinder pushrod. If the pushrod is not moving, or moving only a little, bleed the clutch system. Fluid inside the dust boot of the slave cylinder indicates a failed seal in the slave, and that needs to be rebuilt or replaced.

Manual Clutch

Check all linkages for free play and free movement. Operate the clutch several times. If there is a provision for lubrication of the various joints, do so.

Oil & Lubrication

No matter where you live, and what you have done to limit it, some moisture will have gotten into the crankcase. With the appropriate oil, the amount of rust and corrosion will be minimal. If the car has been in storage for 2 years or more, change the oil and the filter before you try and start the car. Less than 2 years – plan on changing the oil and filter after the first 30 minute drive. Top up the gearbox. When was the last time you checked the oil in the differential? Might as well do that, too.

Suspension

Check all the suspension joints, pivot points and bushings. Visually inspect the rubber boots and seals for cracks, splits or other deterioration. Touch them – they should be soft and flexible. Hardened or stiff boots will soon crack if they have not already. Lubricated joints, like tie rod ends, will dry out eventually if the boots are torn because the grease will harden, losing its ability to lubricate. Correct any problems that you find. Lubricate the suspension, following the procedure in your workshop manual. Check the shocks for signs of fluid leaks. If they leak, they need to be replaced with new or rebuilt units. You can put that off for the purpose of a test drive by topping up the fluid in the shocks – use only proper shock oil.

Belts

Inspect all belts for cracks and replace as needed; adjust the belt tension.

Wheels & Tires

Air up the tires to the recommended pressure. Visually inspect each tire for cracks in the side-walls or between the rows of tread. Remount the wheels & tires as necessary. Check the knockoffs or wheel nuts for tightness/torque. If the car is on jack stands, remove them and get the car back on the ground. Make sure the handbrake is set or chock the wheels.

Battery

The battery should be ready to install, fully charged. Check battery voltage – you should see 12-13.8V. Clean the battery posts and the battery cable ends. If you have a vintage-type lead-acid battery, buy a pair of the red and green

felt battery terminal rings. Run a bead of silicone sealant around the base of each terminal/post. Press the felt rings down over the posts, down into the silicone. Coat the posts with and the insides of the cable connections with Vaseline (to protect against corrosion) and connect the cables after making sure you have the polarity right. Tighten the cable connections.

Ground Connections

Remove and clean ground cable connections both at the battery and the engine. A good battery and bad ground will not start the car. Wire brush the connections to bare metal. A squirt of WD40 will protect the bare metal for a while. I prefer a dab of copper grease. It will stop corrosion and guarantee a good electrical connection for a year or more.

Lights

Verify that the brake lights, turn signals, head lights and running lights all work properly. If one is not working, check the bulbs, the switch, the power feed and ground leads. Work through one light at a time, one component at a time until you discover the fault and correct it. Turn signals which don't flash can be caused by a bad flasher, one bulb not grounding properly or a bulb of the incorrect wattage.

Lubricate the Pistons/Rings

If the engine has been sitting for over 90 days it is usually a good idea to get some oil to the rings. Mark the plug wires for future reference then remove the spark plugs and squirt a little oil into each cylinder. On the web, Marvel Mystery Oil is frequently mentioned as the oil of choice for this purpose, although no one explains just why. If you don't have that, use the same oil you use normally. Let that oil soak for 24 hours. Crank the engine over by hand. Use the starting handle if you have one; otherwise use a suitably sized socket on the crank dog nut with a breaker bar. There may be some initial resistance, but the piston rings should break loose and the engine should spin smoothly after that. Leave the spark plugs out.

Fuel System

If you drained the system, you will need to get some fresh gas. As you add fuel, stop several times and check for leaks in the tank, fuel lines and hoses. If you did not drain the tank, and the fuel in your tank has ethanol in it, check for phase separation before you do anything else. There are products designed just for this purpose (like Water Probe Indicator, Moss 220-362). If water is detected, you can either re-emulsify the water/ethanol/gasoline mixture (using E-Zorb, Moss 220-355), or you can drain the old gasoline and replace it with a couple of gallons of fresh fuel.

Fuel in the Float Bowls & Lines

If the gas in the float bowls is old, remove the float bowls and drain the fuel. If there is old fuel

in the lines, disconnect the hose/line at the carb and direct the end into a bucket or old coffee can. Energize the pump or pressurize the tank and push enough fuel to clear the lines and hoses of the old gas.

Getting fuel to the Carbs - Electric Fuel Pump

With a supply of known good fuel in the tank, reconnect the hose to the carb and energize the pump to fill the float bowls. The pump will click quickly and loudly until fuel reaches the pump; it will then slow down and become quieter. As the float chambers fill, the rising float will close the needle valve and shut off the flow of gas. The pump will stop clicking. A pump that continues to click rapidly indicates a problem either with the supply of fuel from the tank or a stuck needle valve in the carb, which will be obvious because there will be gas coming out the overflow pipe on the float chamber. Whatever the issue, it needs to be corrected. Be aware that the gaskets and seals in the carbs will dry out and shrink if left for a long time. When the fuel first reaches the carbs, there will probably be leaks, and you will need to attend to those before you go any further.

OK, Where Are We?

Cars run because three things happen in the right order and in the right quantity: spark, compression, and fuel. We should have spark (once we put the plugs back), meaning enough and at the right time, because the car was in tune when we put it up for the season, and the fully charged battery is in place. Compression should be fine, again because the car was tuned up before we put it up and because we have added oil to the cylinders. We have fresh fuel in the carbs. We are almost ready to start the engine. Most bearing wear occurs in the first 10-20 seconds every time the engine is started. That is because the oil is present in a thin film only, and oil under pressure has not reached the bearings yet. Cold oil is not as good a lubricant either. An engine that has been sitting will take time to get the oil to all the moving parts, and we need to get the oil moving throughout the engine before we fire it up.

Building Oil Pressure

There are several ways to pressurize the oil system. Some of you have a tank that can be filled with oil and pressurized with air, and then plumbed into an oil gallery. These are perfect for loading the system with oil under pressure. If you have such a tank, use it to pressurize the oil system. This will pre-oil all the bearings and moving parts in the engine and minimize the chance of damaging bearings or other internal engine components on start-up. If you don't have such a tank, you will use the starter to spin the engine over and pressurize the oil system. The last place to get oil is the rocker assembly. If you pull the valve cover, you can easily see when oil reaches this point. If the engine has been sitting for years, or if this is a fresh rebuild, it is strongly suggested that you remove the tappets (carefully noting their original position) from the engine to prevent scuffing the face or foot of the tappets. The load on the engine bearings is minimized by having the plugs out. Turn the key to the start position and hold it

there. As the engine turns over, the oil pump will fill the oil galleries and push oil into the main and con-rod bearings. With the engine turning over, the oil pressure gauge should come to life and once you see pressure on the gauge and oil at the rocker assembly, shut it off. Reinstall the plugs and reconnect the plug wires. Reinstall the tappets in their original locations with a dab of ZDDP paste or other cam lube on the foot of each tappet.

Start the Engine

If you are in a garage, push the car so the rear end of the car is outside. Place a fan where it will keep the exhaust gas from blowing back into the garage. Make sure the transmission is in neutral. Engage the emergency brake. Do not “pump the gas” as SU and Zenith carbs do not have accelerator pumps and you won't accomplish anything. Engage the choke and turn the ignition key to the start position. The engine should crank over and start. If the engine does not start immediately, you need to determine why before you start “fixing” things. Random adjustments will make the situation worse.

Once It Starts...

Let the engine warm up without revving the engine or “blipping the throttle” but don't leave the choke fully engaged; ease it in as the engine warms up. Take a good look around, checking obvious problems. There may be smoke as the various components heat up. You can verify thermostat function by feeling the top radiator hose. When the thermostat opens, the top hose will warm up quickly. As the systems come up to temperature, keep an eye open for leaks.

Trying Clutch & Gearbox

Step on the clutch and try to engage reverse gear. If you can, lift off the clutch and back the car out into the driveway and stop. Try first gear. With the clutch working normally, you are ready for a short test drive. If you cannot get the car in gear, and the clutch is moving as it should, the clutch friction disc is very likely stuck to the flywheel, the pressure plate or both.

Frozen Clutch

A car left standing will sometimes develop a frozen clutch because the friction disc is trapped under tremendous pressure between the flywheel and pressure plate, and either the metallic particles in the friction disc or the adhesive matrix in the disc fuse to the flywheel or pressure plate. When this happens, the engine crankshaft is fused to the input shaft of the gearbox. Before you try to cure this problem, be absolutely sure the clutch linkage (hydraulic or mechanical) is working as it should. There are two simple things to try first. Start the engine in neutral and let the engine run until it is well and truly warmed up, say 15 minutes. Push the clutch pedal to the floor and blip the throttle several times, sharply raising the engine RPM to 2000 RPM. The heat from the engine and the rapid change in engine speed will often break the friction disc loose. If that does not work, there is another simple procedure that may work.

With the engine off, pump the brakes and hold the pedal down (we don't want the car to move

an inch). Press the clutch pedal to the floor. Shift into 4th gear. Turn the key to the start position and run the starter motor for one second. What this does is use the torque of the starter motor to rotate the flywheel, breaking it loose from the friction disc. As soon as the flywheel breaks free, the engine will crank over normally. If this does not work the first time, try it a couple more times. If that does not do it, stop. There are other more aggressive ways to break the frozen clutch free; call Moss Technical Services.

Test Drive

Assuming all has gone well to this point, you are ready for the first test drive. The purpose of the test drive is to exercise all mechanical, electrical and hydraulic systems so that you can find any remaining problems. Plan out a route about 20 minutes in a circle around your house so that you can walk back if need be. As you drive, listen to the various clues. Is there a miss in the ignition? Does the car pull to one side or the other when braking? How is the steering? Stiff? Loose and “wandering”? How about the shocks? How is the oil pressure? Any problems with the gauges? Back in the garage, make a list of the things you discovered on the drive. Check your fluid levels (except your coolant level; you cannot do this till the engine has fully cooled). A change will indicate a leak you need to find. Top up as needed. After attending to any minor corrections, plan your next drive. Include a run at higher speed on a local highway. After another 30 minutes on the road, back in the garage to take stock of your situation. There will probably be a few things that need attention. Once these are done, you have a car that is ready to hit the road. Because of the time invested, you can set out with a much higher level of confidence than you might otherwise have.

Conclusion

There is no doubt that putting a car into storage and bringing it out is not a trivial undertaking. The longer the car is in storage, the more important it is to consider all the steps presented here. While obviously somewhat generic, the issues covered here apply to all older cars, and this list should be supplemented by additions of your own based on your experience. It should also be clear that the time and effort invested in preparing a care for storage pays off in the time saved in getting the car back on the road. It is also clear that these lists really are the routine maintenance operations that we need to do regularly, and doing them at the beginning or end of a season's driving makes some sense. It also makes driving the car every month throughout the year when conditions permit much more attractive - the problems that develop with a car in storage are best avoided by simply using the car regularly. That does not eliminate the need for the routine service that has been included in the procedures given here - that still needs to be done using a schedule that suits you.

Contact Us on the Moss website or call our Technical Services Department at 805-681-3411.



Vintage photos of MGs



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