



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

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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 objectives 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: \$40.00 per yr payable on January 1st.

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



EXECUTIVE

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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 members 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



As the autumn colours emerge, we can say farewell to another beautiful summer. Many thanks to the organizers of the two GOOFs, Friendship Tour, home pub nights, "Day-in-the-country", and other local activities.

I felt great regret when Ted Jackson, our trusted treasurer and gifted webmaster informed me that for personal reasons he planned to resign from both of his functions. Ted has been of great assistance and guidance to me since my taking on the roll of the OMGTR president. I thank him very much for all of the work that he has done for the club over the years and look forward to his MG camaraderie into the future. I would like to announce that with the assistance of Murray Shantz, Nicole West has agreed to take on the roll as club webmaster and that Dave Count will be taking on the position of treasure. The transfer of these two positions will be a transitional one with Ted's assistance and training. I welcome these members into the executive/chair rolls.

As previously announced, this year's Christmas party will be held at the Mason residence on Sunday December 2nd. The 2013 AGM is back at the Dufferin County Museum; we had to move it into April due to Easter being so early next year. Perhaps with luck there may be a few more MG's out by that time. Fortunately, as of the very successful GOOF 84, we now have tentative locations for next year's GOOFs; the spring one will be in the Guelph area and the fall in Haliburton. Please keep an eye on the web page for forthcoming dates and details.

We are changing the membership application a bit for next year, hopefully collecting a bit more data from people such as cell phone numbers to be added to the published Register. We would appreciate your assistance in this regard so please submit the form with your registration money. Safety Fast. *Dave Elms.*



Gordon Lawson receives Charimans Award



PAUL AND JEAN HICKS  
RECENTLY CELEBRATED THEIR  
60TH - DIAMOND ANNIVERSARY

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"I'M AFRAID ALL I KNOW ABOUT THIS MODEL ARE SOME RATHER UNKIND JOKES"



Check out the NEW OMGTR web site at: <http://www.omgr.ca/newsite/home-2/>

## OMGTR NEW MEMBERS

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

Judy & Dave Erskine  
9042 Talbot Trail  
RR 1, BLENHEIM, Ont. N0P 1A0  
H: (519) 676-1151  
derskine@southkent.net  
1953 TD, Green, Chassis No. TD/22381,  
Engine No. XPAG/25631, Condition: Good

Change of address:

Richard Skidmore,  
9-2295 Kains Road  
LONDON, Ont. N6K 5E2  
H: (519) 641-0498  
robohogie@hotmail.com

### OMGTR NEW MEMBER - Submission to Wally Stubgen

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

The editor has received a good lot of photos from the fall GOOF but as yet no one has submitted a written report. If someone (or everyone) would send in a short note about the GOOF I shall include it with the photos in the next Trillium News. - Thanks

## SAVE THE DATES!! EVENTS

**Sunday December 2nd - 4:00PM OMGTR Christmas Party!**  
Marion & Bill Mason will host this year's Christmas party! At their home in Caledon. There will be a charge for the meal - \$25.00 per person. 1 Daybreak Lane Caledon, ON L7E 3M5 519-941-5777  
Details when they become available. In the meantime please reserve the date. Please RSVP for planning purposes, or for directions. Marion or Bill Mason 519-941-5777 or by Email [mgbill@sympatio.ca](mailto:mgbill@sympatio.ca)

### 2013

**Sunday April 7th OMGTR AGM** Dufferin County Museum - Airport Rd and Hwy 89 Coffee/Tea Museum Tour 9:15 -10AM. AGM meeting 10 - 12 Noon. lunch at The Globe Restaurant 2 km east on Hwy 89. Set menu of three lunch choices, two dessert choices, Tea/Coffee tax included at set price. Drinks and tips separate.

**April 19-21 2013 GoF South MK XLVII** at the Ocala Florida Hilton Hotel. [www.mgclassics.org](http://www.mgclassics.org)

**Sunday April 21 - Ancaster, ON Ancaster British Sportscar Flea Market and Car Show** [www.ancasterbritish.ca](http://www.ancasterbritish.ca)

**June 7- 9, GOOF 85** at the Holiday Inn Express & Suites on Highway 25 just north of Hwy 401 at Milton.

**Sept 27-29 GOOF 86** at the PowWow Point Lodge in Huntsville



Ontario MG T Register Inc.

# ONTARIO MG T REGISTER AGM (Annual General Meeting) Sunday April 7th, 2013

9:15 AM - 1:30 PM

Dufferin County Museum & Archives  
Highway 89 & Airport Road

Coffee, tea and looking around the museum 9:15 - 10 AM

AGM Meeting - 10:00 - Noon. Agenda TBA

Lunch to be held 2Km East on Highway 89  
at the Globe Restaurant.

There will be a set menu with 3 choices of lunch, 2 choices of dessert and tea or coffee and taxes included at a set price. TBA  
Pay separately for your drinks, and the tip.

RSVP Dave Elms by March 24th  
to confirm numbers with the restaurant  
[omgtr.president@gmail.com](mailto:omgtr.president@gmail.com)

### NEXT TRILLIUM NEWS

Copy Deadline: December 30, 2012! +/- Print Deadline: January 30, 2012! +/-  
Send in your articles, want ads, for sale ads, photos of events & projects area reports, etc. as soon as possible.

### THE ONTARIO MG T REGISTER

Maintain, preserve and enjoy.



Covers : GoF Central Wally Stubgen

Home



Objective

The Ontario MGT Register objective is to preserve and maintain pre-1956 MGs, and MGAs, and in doing so ensure these beautiful vehicles keep on going, providing driving pleasure to their owners. A very important part of that pleasure comes from meeting other owners at club events which are spaced throughout the year, but especially at those events during the spring, summer, and autumn seasons. Most members like to get out into their MGs and drive a club that keep their cars unused in a hermetically sealed dust-free

MOSS MOTORING TOP 10 -

LICENSE PLATES

Attention Members with custom license plates! Moss Motoring Magazine is looking for participants to enter a competition of Custom License Plates for their Top 10 October in an upcoming issue. If you have an interesting license plate on your MG an e-mail to [info@www.motoring.com/10](mailto:info@www.motoring.com/10) and send your photo.

GOOFs

Our next GOOF will take place June 7 & 8, 2013 at the

We have a new OMGTR website which is yet incomplete but functional. I will continue to work on it. It is a site that I will be able to manage and update. The original OMGTR website is still up and running but I am unable to successfully make changes to the pages. It will still be available but there will be no further updates made on that website. The new website can be accessed by clicking on the link below.

<http://www.omgtr.ca/newsite/home-2/>

If you have any questions or concerns, please feel free to contact me.

Nicole West  
Website Administrator -  
The Ontario MG 'T' Register Inc.



**April 12-14, 2013**

**The Bennington Museum & Hemmings Motor News Museum  
Bennington, Vermont**

Kimber Festival Registration

Name(s): \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_ email: \_\_\_\_\_

Registration fee includes Friday evening event and all day Saturday events, speakers, and meals at the Bennington Museum including seeing their collections.

Registration fee is \$85.00 per person and includes Saturday lunch and dinner.

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](http://www.nemgtr.org)

Please register by April 1. If you will be bringing items for the literature/memorabilia 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](mailto:FC7900@gmail.com).

**Motel Information:** The host motel is Paradise Inn across from Hemmings at 181 West Main Street, Bennington, VT.

Their special rate is \$75.00 per night but you must reserve early for this rate.

Telephone your reservation to 1-802-442-8351 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 12

- 1:00-4:00 Registration at the Motel  
In-room literature/memorabilia swap.
- 5:00-6:45 Dinner on your own.
- 7:00-9:00 Cecil Kimber's 125th Birthday at Hemmings Motor News Museum, Keynote presentation.

#### Saturday, April 13 All events and meals at the Bennington Museum

- 9:15- 11:45 Morning presentations
- 12:00-1:15 Lunch with speaker.
- 1:30-4:30 Afternoon presentations
- 6:00 Dinner with speaker.

#### Sunday, April 14

Departures



The New England MG T Register is seeking proposals for papers to be presented at its Kimber Festival to be held in Bennington, Vermont, USA, from April 12 through 14, 2013. The Kimber Festival brings together enthusiasts who are keenly interested in M.G. history. Organized as an academic conference, the program consists of presentations about all M.G.s with topics that may include design and production, technical discussions, competitors, and competitions. Papers about the last MGB will be as welcome as one about the first M.G., Old Number One. Presenters pay all of their own expenses, as there is no budget for honorariums.

After check-in at the host motel on Friday afternoon, there will be an "in room" literature/memorabilia swap meet for early arrivals. Attendees have an opportunity to sell, buy, and swap extra items from their collections. There will be time for renewing friendships and making new ones.

On Friday evening, April 12, the attendees will celebrate Cecil Kimber's 125th birthday at the Hemmings Motor News museum. Along with a birthday cake there will be a keynote presentation designed to set the tone for the rest of the weekend.

The Kimber Festival moves to the Bennington Museum for all of the Saturday activities. This venue has perfect meeting rooms for the presentations while containing an outstanding collection of Vermont historical items. In addition, the museum holds to world's largest collection of both Grandma Moses' paintings and Bennington Pottery.

Proposals for papers on subjects related to the old car hobby will also be welcomed. Following the Festival, a number of the papers will be selected for publication in The Sacred Octagon.

Proposals should include the title of the submission, names and affiliations of presenters, together with addresses, phone numbers, email addresses of contact personnel, proposed format (paper, panel, workshop, etc.) and a short abstract describing the content of the presentation. A computer projector will be available for power point presentations.

Proposals must be received by December 31, 2012; notification of acceptance is anticipated by January 31. Proposals should be submitted to: Richard L. Knudson, 9 St. James' Place #207, Oneonta, New York 13820 USA, email preferred to [FC7900@gmail.com](mailto:FC7900@gmail.com).



WORLD WIDE WEBSITE: [www.nemgt.org](http://www.nemgt.org)

#### JANUARY 2013

25-27 NEMGTR Natter n' Noggin. Sheraton at Bradley. watch for detail on our website.

#### APRIL 2013

12-13 NEMGTR Kimber Festival Bennington, VT Cecil Kimber's 125th birthday celebration.

#### JUNE 2013

5-9 NEMGTR GOF MK 93 North Conway, NH. Hosting the TD competition of The Survivor Challenge

#### SEPTEMBER 2013

18-24 NEMGTR GOF MK 94 Oneonta, NY. Hosting the TF competition of The Survivor Challenge and the beginning of the Celebration of 50th anniversary of the founding of The New England MG "T" Register.

#### 2014

Celebration of 50th anniversary of the founding of The New England MG "T" Register.

NEMGTR GOFs are to be in Middlebury, VT and Mechanics Falls, ME. the home towns of the founders of the Register -Frank Churchill and Dick Knudson.

### REGISTRATION CONTACT FOR

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

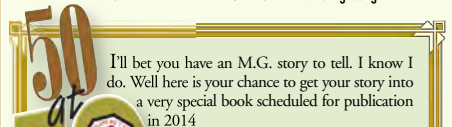
Mr Jan Hurd, Registrar

New England MG'T Register,

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

e-mail: [com11234@sbcglobal.net](mailto:com11234@sbcglobal.net)

WORLD WIDE WEBSITE: [www.nemgt.org](http://www.nemgt.org)



I'll bet you have an M.G. story to tell. I know I do. Well here is your chance to get your story into a very special book scheduled for publication in 2014

To help celebrate the Register's 50th anniversary, we are going to publish a book of 50 articles by 50 Register members. The subject matter should be your personal story about you and your M.G., and perhaps how the whole Register experience fits into the tale.

We are looking for articles running between 500 and 750 words with photos. The articles should be written in Word and emailed to Dick Knudson. The deadline for submission is June 4, 2013... that gives you a year to write it and get it sent to Dick.

Photos? Absolutely. Please send no more than 4 good photos that pertain top your article. The photos should be of publishable quality... nothing fuzzy. These can be sent via the computer as well.

Once the articles and photos have been gathered, a committee will choose the 50 for publication. Those not chosen for the book will be held for possible TSO publication.

Once we know the content, we will begin layout under Dave Lawley's supervision, and get bids for printing.

A pre-publication offer will appear in TSO and our print run will be based on the actual orders received ahead of time.

Send your articles and photos to Dick Knudson at [FC7900@gmail.com](mailto:FC7900@gmail.com)

## Driving Our New Again TF

Well, we missed several driving events during Dagmar's illness. First of all we were headed to Niagara-On-The-Lake from Kitchener when Dagmar started to complain of an un-sourced pain in the lower torso area. She was reluctantly transported via Automobile Ambulance to our local garage, and thence to my rental garage, cum hospital in Corunna.

You have previously read of the subsequent operation and troubles we encountered getting repair parts sourced and installed in proper places. Dagmar was up and running in time for Hobbyfest in Sarnia although missing a few cosmetic parts. Now sporting a new pair of front shoes (tyres), and a much needed bath, it was time to test the renewed parts.

We also missed the trip to Niagara Falls/Fort Erie for the Spring GOOF. It was to be a spectacular event as it was also the kick-off day of the NEMGTR/OMGTR "1812-2012 FRIENDSHIP TOUR".

We also missed the June meet in Port Huron and The Club Tour to Windsor and Essex, with Harry and Ellen Furman. It was now time for a few days in the TF by ourselves and so we set off for Essex County. We would travel many of the roads we used to drive on before leaving our home town of Leamington for Sarnia/Corunna.

If you didn't know we were driving our first red MG TF with tan interior, when we married; so this was a nostalgia run. After lunch in the French community of St Joachim, we crossed the county, and stopped in Colchester. It was here that Barbara spent many summers at her grandmother's house on the high banks of Lake Erie. Her uncle Manse was a fisherman on Lake Erie in the 30s to 60s. Barbara used to go out in the open boat on the sometimes rough Lake Erie waters, to watch them pull in the perch and 'pickerele'.

We stopped at the Anglican Church which her Grandmother attended and it still flies it's British Flag. We stayed in Duffy's Motel in Amherstburg and toured Old Fort Malden the

next day, then walked the streets of this picturesque town with many of it's old houses still well preserved.

We had no battery in our camera to get a photo of the TF parked in front of the Fort which was lost to the Americans during the War of 1812, after the British set fire to the buildings. We traveled to Comfort Suites Hotel in Windsor. It is one of the better hotels we have stayed in during our MG travels. We walked the streets of Windsor south of the Casino and bounded by Wyandotte Street and Oullette Avenue.

We found a nice Indian restaurant in the vicinity of the still famous Shandfield- Meyers China and Gift Shop. It is worth the visit if you have some time to spend in Windsor. After The House of India dinner, we walked the streets. There are many interesting places to eat near the Detroit River that cater to all tastes. The Casino also has many good eats. We made our way towards the Caesar's Casino. We wandered amongst slot machines and tables, I still had all the money I had when I entered. We discovered an open Greek Patisserie, and Barbara reluctantly followed me into the shop. With assorted delectables, we headed back to the Suites.

After the tour along Riverside Drive the next day, we visited relatives in Puce, and then crossed the county from north to south and arriving in Leamington to stay with old friends. It is Tomato Season in Leamington, and we often encountered tractor and trailer convoys loaded to overflowing as they made their way to the Heinz plant. Earl and Norma have tomato fields surrounding their farm and when Earl suggested a photo opportunity, I hit on the idea to put my S/D Card in his camera, so I could bring the result with us as we made our way back to Corunna on Saturday.

And here it is RED ON RED



## Bill Mason

Images of Bill Mason, Bill Tully and Jean Louis Valade working on getting Bill Mason's TD back on the road again. Bill Tully has a great shop with a hoist and other tools and accessories that make working a pleasure for us older folks who have trouble crawling under cars.



One of the most fun things you can do is plan a trip to take your friends and NEW friends on an adventure with your favourite mode of transportation...the MG T Series car! The tour was all about getting to know our countries and histories better, and making more new MG friends. June and July was the perfect time for the War of 1812 Friendship Tour this summer. Two hundred years have gone by since our little disagreement over whether we all wanted to be one political unit or remain each to their own devices. Several years ago Dick Knudson and I, over a few brews, planned a trip to celebrate a visit to the battlefields around the lower Great Lakes to take place during the festivities of the 200th Anniversary of the War of 1812. Sounds easy, doesn't it? Well timings and plans do not always mesh, but we finally set out on the 22nd of June to do the journey.

Niagara Falls provided a perfect start with all its history and battlefields. We were in the Niagara area twice. The first evening the Ontario MGT Register hosted a "Meet and Greet" for everyone so we could all get to know each other better. The centre court of the Best Western was full of MG cheer, and both groups mixed to discuss MG's and socialize. A couple of free rounds were hosted by the Ontario Chapter with plenty of "nibbles" to chew on before serious dudes went out for supper. The afternoon was filled with registration and a tour of the Lundy Lane Battlefield just down the road, in the centre of Niagara Falls. A very detailed, conducted tour was given by Bob Foley, local author and historical guide, and many great questions were handled by Bob. Lundy Lane was one of the largest battles of the war.

Early Saturday morning we were all off to the Official Opening Parade of the 200th Anniversary War of 1812 Celebrations in the city of Fort Erie, Ontario. Just before the parade started we had an early



War of 1812 "Friendship Tour" – June 22 to July 6, 2012



morning tour of the refurbished old Fort Erie, across the river from Buffalo, NY. The tour guides were excellent and the tour very interesting as the fort changed hands several times with some major battles taking place. The parade was filled with over 50 bands, marching groups and floats depicting the events of the War of 1812. Members were on their own for the evening, and people went every which way to see the incredible Niagara Area attractions in fine weather.

Sunday saw most off to head towards Stratford, Ontario and the Stratford Shakespear Festival for a variety of plays. On route such places as the famous Canadian Warplane Museum, the Royal Chapel of the Mohawks and the Bell Homestead Museum were available to visit. Again the evening was filled with everyone enjoying all the famous restaurants in the city of Stratford and socializing. Renewed members, Tom and Shirley Jones and Ed and Sheila Meijer, joined us with the TD Mark 11 in Stratford.

Monday saw us off on a road tour of the American invasion route into the Thames River Valley and past the monument where the famous Indian leader Tecumseh was killed in battle by the invading forces. Late morning saw about 20 tour members taking advantage of the opportunity to tour the world famous restoration shops of RM Auctions in Chatham, Ontario. This was supposed to be a short 30 minute tour, with a quick look as some extraordinary restored vehicles, and a RUN through the restoration shops. Well, three hours later I was still trying to get people back on the road! Special thanks must go to the team at RM Auctions for their generosity. The group broke into two as everyone could not fit on the Pelee Island Ferry to Sandusky, OH. The road group headed to Fort Malden in Amherstburg, Ontario and

quarters at Duffy's Tavern and Marina, where they dined and told stories into the early hours. The "ferry group" hunkered down in Leamington for the morning ferry ride across Lake Ontario. Marty Grover had a leaky gas tank repaired on the TD in the hotel parking lot by a skilled gang of competitors!

Our first border crossing was uneventful, we will not mention the group who got lost on the short run to the border duty free shop... they obviously needed to stop for more supplies, and to clear their heads. The run around the west end of Lake Erie proved uneventful and most arrived in Sandusky before the ferry group arrived and had a great meal with some local MG T Series owners in the lake front restaurants. The next overnight stop was to be in Mentor, OH where Bob and Lynne Mendelsohn were joining us with their MG TF for the tour. Not only that but they had planned, with the Ohio Chapter to meet us at the local watering hole known as "Quaker Steak and Lube Restaurant". The place is a huge garage full of automotive memorabilia. What an event! A large contingent of the Ohio Chapter met us and we hoisted the flags, we had four to hoist... The Union Jack, the "15 Star" Stars and Stripes, the Canadian Maple Leaf and of course the current Stars and Stripes! All were hanging from the rafters. We must have set a record for noise, beer, food and great times! Nancy Seabrook also donated a wonderful quilt she made especially for the tour... and she also made everyone fresh MG cookies! Unfortunately Kep and Lou Phillips had to drop out of the tour that evening when Kep came down with a health problem that required some hospital attention.

Next day we were off to Buffalo and the incredible Frank Lloyd Wright restoration project known as the Martin House. DO NOT MISS THIS IF YOU ARE ANYWHERE NEAR BUFFALO! I will not say more than it was AWESOME. Several took in the Roycroft Arts and Craft Campus in East Aurora and a fortunate few stayed at the Roycroft Inn with all its incredible food, and Arts and Craft furniture. I know for sure the Jones, Meigers and Lawleys all had a super time soaking up the ambience and neighbors of the Inn.

We were on to Niagara again with stops at the famous Brock Monument Battlefield, across from Lewiston, NY, and the Laura Secord House (she is now famous for her chocolates...) with an overnight stay in Niagara-on-the-Lake. People again were all over, with some attending the Shaw Festival plays and others just doing wineries and fine restaurants. The second day in Niagara-on-the-Lake we took in the activities at Fort George. I must say that all the tours were very individualized and not repetitive, I was worried about that, hoping that we could grasp the importance of each individual event from both the British and American side.

Saturday we were on to the battlefield at Stoney Creek where the US incursion was halted in 1813. A super presentation of medical treatments of the



period were presented to thrill Doc and MJ Smith (our resident medical personnel). As we continued on to our overnight stop near Toronto we checked in and loaded on a bus to tour the Fort York facility in Toronto. With no cars to worry about, we saw the current fort as reconstructed after it was blown up and destroyed during the invasion in 1813. Again, we encountered remarkable tour guides and displays. Immediately after the bus returned us to the hotel we all got ready for the evening event held at Carolyn and Bob Grunau's home nearby. All flags flying, the Grunau's had gone all out to provide us with food, fluids and even an event cake decorated for the War of 1812! Bob gave all interested a tour of the facilities and a chance to hear a MMM MG run! Fortunately we were not too far from our overnight accommodation as I think a lot of social liquids were devoured.

Our run Sunday to Kingston was part of the Regularity Run and took us in various routes across Metropolitan Toronto. Kingston was a full four hour drive or more, depending on routes, stops for refueling, cars and people and antique shops... the city of Kingston was celebrating Canada Day (July 1 is Canada Day) so there were many activities to take part in within walking distance of the downtown hotel. The evening festivities took the form of a quick tour of the famous Fort Henry and a wonderful "Officer's Mess Dinner" within the fort. Fortunately some of our members were in good fettle so could provide us with some lively songs/ditties/poems/and general jokes to repent for their misdeeds during the meal. A wonderful evening was had by all and some great photos were taken of the cars parked in the foreground of the fort walls. The evening fireworks were spectacular and we tumbled into bed well exercised. Next day we were on our own to take in all the activities of Kingston, but we did get together for an dusk cruise on the St. Lawrence River on a paddle wheel ship with tasty meal and that ever present wine/beer and better.

Alexandria Bay came up quickly and we settled into the Bonnie Castle Resort with walk-in rooms and we simply took over the "gardens" on that side of the building. We were joined by Dick and Ann Knudson, Judy and Ron Embling, Vicky and Pete Hempstead (Pete had his famous pharmaceutical fluids) the two night stay proved a welcome road break. The boat museum in Clayton was very popular and well worth the stop, as was the Sacketts Harbour Park. Everyone watched the incredible firework display over Bolt Castle on the Fourth of July, (Marilyn and I are always pleased that the Americans get so excited over our wedding anniversary each year).

Thanks to Betty and Gil Langswager the "Rally to Rochester" took place for our drive into Rochester. It was a beautiful route and the weather still cooperating. We all arrived in one piece with many stops on route. The Fort at Oswego was particularly fine. Lunch at Pulneyville was also very memorable, and



I can see why Charlie and Irene Searles have taken the village on as a summer home and restoration project...

Wow! We were nearing the end of our run and the weather had not let up as far as the heat was concerned so some folks left early for home, but most "die hards" continued on to join the crew already in Rochester for the GOF. The tour group continued on to Fort Niagara, one of the most spectacular and oldest forts in North America, to enjoy the huge display of reenactors taking part in a weekend event depicting the events of the Seven Years War. What fun, to see all the families enjoying the outdoor activities all dressed in period costumes, living in period tents and reenacting the events of the French/British period in North America.

Friday night our round-up BBQ was joined by the GOF participants, and many old friends were reunited. Tour participants had all been given tour car badges, pins and dash plaques for the event. Flags again flying, we presented awards to the following winners:

**Rally**

Bev and Harold Beamer MG TF (War of 1812 Silver Medallion)

**Most Popular Car**

(voted on by tour members several different times)  
Nicole and David West MG Arnolt (War of 1812 Silver Medallion)

**Regularity Run**

Marianne McGarirty and Jim Finne MG TD with 37.5 mpg (War of 1812 Silver Medallion)

Many additional awards were presented in the form of books, gift certificates and automobile treasures. A hugely successful auction followed with special donations from Nancy Seabrook, Craig Seabrook, Fred Kuntz, Moss Motors, Apple Hydraulics, Armchair Motorist, KDC Ventures, MG Art Studio, Lant Insurance and Tom Jones Construction.

**Competitors:** ● Gord and Marilyn Whatley, #2711, TD Mark 11, Acton, ON. ● Bob and Carolyn Grunau, #204, TC, Port Credit, ON. ● David and Nicole West, #8406, MG Arnolt, Toronto, ON. ● Sarah Carr/Durl Edwards, #4062 MG TD, Tunkhannock, PA. ● Kep and Lou Phillips, #2569, MG TD, Green Pond, NJ. ● Harold and Bev Beamer, #6125 MG TF, Fonthill, ON. ● Jim Finne and Marianne McGarirty, #2756 MG TD, Metuchen, NJ. ● Mark and Heather Evenchick, #8703 MG TD, Ottawa, ON. ● Doc and MJ Smith, #8863 MG TC, Sycamore, OH. ● Frank and Cynthia Waterman, #9694 MG TC, Delhi, NY. ● Jim and Linda Herbert, #11891 MG TD, Calgary, AB. ● David and Donna Lawley, #3487 MG TC, Stratford, ON. ● Marty Grover, #4239 MG TD, Moultonborough, NH. ● Elliot Grover, #12080 MG TC, Moultonborough, NH. ● Bob and Lynne Mendelsohn, #9205 MG TF, Concord, OH. ● Tom and Shirley Jones, #AM 1532 MG TD Mark 11, Thunder Bay, ON. ● Edward and Sheila Meijer, #AM1533 MG TD Mark 11, Thunder Bay, ON.

**Participants:**

● Dick and Ann Knudson, #1 Oneonta, NY. ● Ron and Judy Embling, #10071 MG TD, Otego, NY. ● Karl and Penny Koch, #12081 MG TD, Ottawa, ON. ● Doug and Kathy McClure, #1428, Richmond, ON.

Many thanks to all who helped make the event a success!  
*Gord and Marilyn Whatley.*

**GoF Central**

(Wally Stubgen - Ontario MG & T' Register)

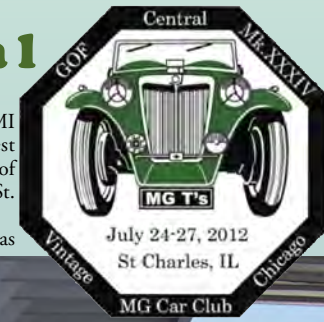
Last year at GOF Central at Kalamazoo, MI the WOWOWs (West-of-West-of-West and Associated MGRs) discussed the idea of travelling together again to GOF Central at St. Charles, IL.

After laying out the route the decision was made to overnight at Napoleon, Ohio. The Dobrenski TC, Stubgen TC and Ward TD converged at London and proceeded to Sombra where they met the Count MGA and the Gilberts who were travelling in their Miata.

Unfortunately three of last year's travelling partners did not join us. Due to health issues Carol and Russell Muncaster were unable to travel with us although they did in spirit; John Orrell had elected to attend NAMGAR GT-37 in Dayton, Ohio; and the Warwick TF was not ready to travel after suffering a broken crankshaft earlier in the season.

Prior to the trip a few hectic days were spent preparing our cars.

The Count MGA had been running erratically stalling at times and periodically Dave was unable to shift gears. A thorough cleaning of the fuel system and an ignition tune-up resolved the stalling problem. A rebuild of the combined brake/



**2012**

clutch master and clutch slave cylinders cured the shifting. (No difficulty was encountered bleeding the clutch hydraulics but we were unable to bleed the brakes until it was discovered that one of the seals in Moss rebuild kit 180-970 was oversized. This would not allow the piston to return properly after depressing and releasing the brake pedal.)

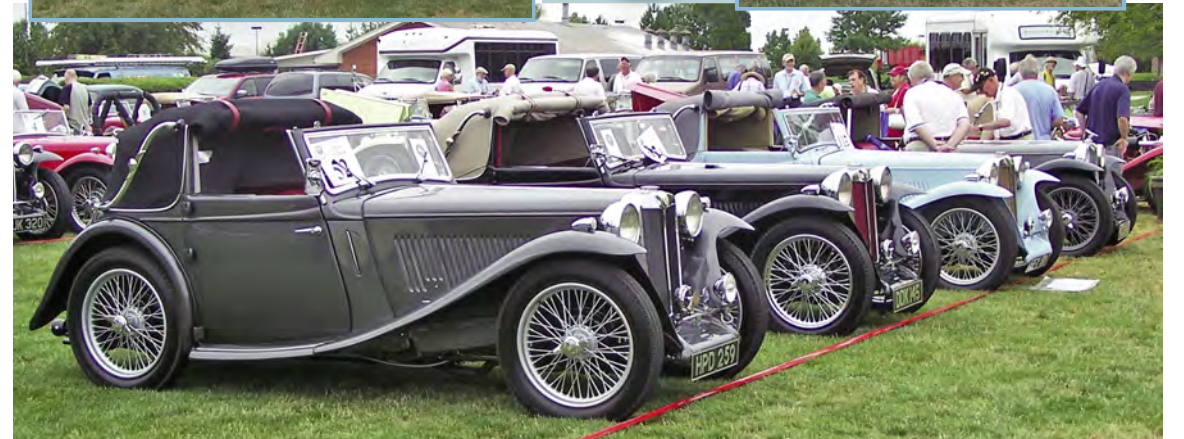
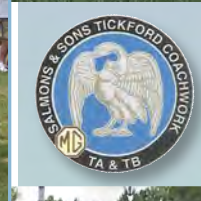
Having travelled many miles, Bob Dobrenski replaced the front axle bushings on his TC and gave the car a careful inspection.

A wobbling water pump pulley on my TC was remedied by installing a replacement. Fortunately a new spare was on-hand in anticipation of a problem. Concern about the condition of the half-shafts rose several notches after learning of Dave Lawley's TC break-down returning from the 1812 Tour. This was the second occurrence of a tapered rear axle half-shaft failure on Dave's TC. Since my TC already exhibited twisting at the inner splines of the half-shafts obtained from the same vendor, emergency spares included one of my original shafts and a new one borrowed from Dave.

Brian Ward spent a couple of days going over his TD which was running very well.

The WOWOWs arrived at









Napoleon about 7:00 PM with only a couple of minor incidents... my TC's fuel pump quit just past Strathroy but a quick emery cloth wipe of the points revived it with no subsequent failures. Dave Count couldn't find his glasses as we departed on the ferry at Sombra... he stayed back to look for them to no avail... taking a later ferry he continued searching in his car... no luck. Turns out Lora had them in her purse!!! No one's sure how they got there.

The temperature when we arrived in Napoleon after a 300 mile run was 96 F. It was very windy at times with the TCs getting caught in crosswinds and zigzagging down the highways. Fuel was dirt cheap (by Canadian standards)... lowest we saw was \$3.19 per US gal., mostly around \$3.60 compared to our near \$5.00 per gal.

All of the cars ran well exhibiting no overheating or other problems. However with excess weight in rear of my TC (dual spare tires, full tank of gas, tools, spares (including the two half-shafts) and luggage) the balance of the car was disturbed and

subject to oversteer on sharp turns. Also I had to slow the TC traversing grooved pavement on several of the Interstates as the car was tracking from side to side as the narrow tires followed the grooves... felt like I had a flat tire.

The following morning we started out at 7:00 AM to avoid the heat but this wasn't a factor as the temperature was in the mid-70's F with overcast skies. Dark clouds ahead looked ominous but the group kept going top-down even after it started to drizzle... no problem as long as we kept moving. The drops got larger and we finally relented pulling into a gas station occupying five bays as we erected our tops... it wasn't time for a fill-up so we soldiered on not aware of what was ahead. Timing was great as the skies opened up as we drove through a deluge. Several trees and power lines were down and hydro was out which meant gas stations were out of commission (and we were starting to run low) and many traffic lights were non-functional (first time I've encountered



intersections with three lanes in all directions effectively at 4-way stops). This really slowed us down for many miles.

Consequently our route plans were modified and we reverted to Interstates one of which had tolls... at each toll booth we had to stop and pay anywhere from \$1.90 to \$3.80... about \$10.00 overall... problem was the last toll booth which was unattended and only took coins... we (Joan and I) didn't have the requisite 90 cents, searched our wallets and car for a few moments, scratched our heads... then made an Executive decision!

Mid-afternoon the convoy arrived at St. Charles, IL with no car problems after covering about 275 miles.

The First Timer's Display that evening featured 28 MGs. The popular choice First Timer Award went to a beautiful 1937 SA belonging to Dennis Hatch from Wisconsin.

Parking area activities weren't limited to car washing, polishing, chatting, etc. Bob Griffey's TC had a bent push-rod due to a stuck

valve. With the cylinder head removed Bob was in the process of using a variety of unorthodox methods to free the stubborn valve. He finally succeeded at which point a deposit of a black tarry substance inside the valve guide was evident. Similar droplets were also seen on top of the pistons. Estimating the inside diameter of the valve guide, Bob went to a nearby gun store and returned with a "Pistol Cleaning Kit" which did an admirable job of cleaning the guides. Fortunately a collection of spare push-rods was available. With Bob Dobrenski's assistance (advice, cleaning, push-rod selection, etc) the damage was repaired and the TC was mobile again for the next day's Car Display.

The Display consisted of about 106 MGs (tallied by Dave Count). There were too many of special interest to itemize but special mention has to be made of the seven Tickfords present. The MMM Display featured a 'survivor' 1933 L Magna which drew a lot of attention. Owned by Gerry Risner it received the "Most



Loved" Award.

Another eye-catcher was the staging of Milly Player's 1939 TB Tickford and her 1955 TF alongside potted ferns and a variety of grasses. In jest I asked her if she planned on smoking them after they were dried. Without missing a beat she responded "Yes, and I'll share them with you".

Another unique MG was Bob "Kermit" Wilson's rare German manufactured 1952 TD. One of 25 MG-TDs bodied by the Zeppelin Garage in Stuttgart, Germany. The bare chassis was shipped to Cologne and driven to Stuttgart with a box of chrome parts used as a seat. A BMW motorcycle gas tank provided the fuel supply. Only six are known to remain.

Taking a stroll through the parking area prior to the banquet we counted 31 trailers several of which were capable of carrying multiple vehicles. At the Awards Banquet Dave Count was presented with 2nd place for his MGA. Having accumulated 2419 miles the WOWOWs received an honourable mention for the chapter having driven the most miles to GOF Central. Brian Ward's raffle ticket was drawn winning him a free night's accommodation at the Pheasant Run Resort. The Distance Award for T-Series went to a chap from Colorado who logged over 3200 miles!!!

The next day we elected to make an early start for the run home. Overcast and with darkening skies we decided to erect our soft-tops. Temperature enroute was 82°F but didn't seem that hot. We had a problem-free drive from St. Charles, IL to Charlotte, MI (about 290 miles) to our over-night stop at the local Comfort Inn.

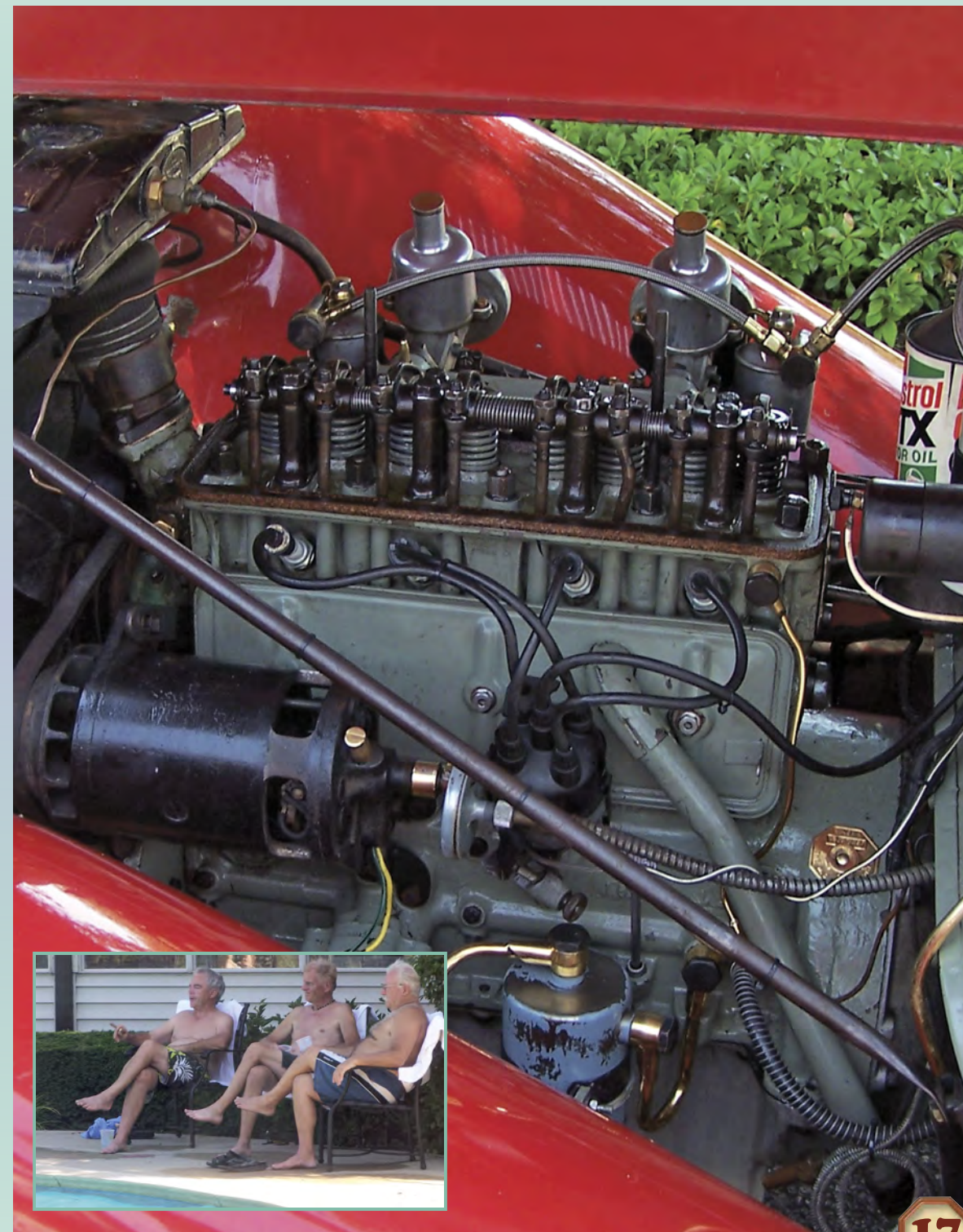
Again leaving early for the last stretch home we had an uneventful run until near Port Huron, MI the Ward TD's oil pressure dropped and the engine started to knock. The symptoms suggested the TD should not be driven any further and Brian exited the Interstate. While pondering the next step, a passing pickup hauling an empty landscape trailer was waved down by Elaine Dobrenski. Very friendly Rob Samuelson of Fort Gratiot kindly offered to trailer the TD about 15 miles to Port Huron where it was dropped off at the Duty Free parking lot. CAA was contacted and eventually Marg and Brian with their TD made it back to Waterloo.

After the trip the WOWOWs pondered next years tour but in the meantime two of our cars require repairs.

#### Postscript

After removing the engine it was determined that Brian's crankshaft had broken... the second occurrence this year of a WOWOW MG crankshaft breakage. An XPAG rebuild is currently in progress.

Replacement of my TC's tapered rear axle half-shafts is mandatory as a Rockwell Hardness test indicated the shaft material was not axle-grade steel. By comparison the original axles tested over three times higher. Also, the tapers on the axles and hubs were mismatched. Failure could have been disastrous in the Interstates and byways on which we had travelled.



## 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



**1950 MG TD** Why pay a lot of money for a "Fixer Up" T-car and pay over the top to restore when you can have a priced to sell, older restored and ready to drive, pretty 2 tone mist grey (Beige-white) and black 1950 MG TD, with a fully restored hand made black leather interior, convertible top, side screens and full tonneau c/w Singapore exotic wood dash and new Brooklands Wheel. This unique car is an original RH drive export to Singapore Malaysia having spent the last 10 years in Canada. Original Singapore logbook and AA badge (\$250 badge value) go with car. Great Chassis - No rust, sound tub, 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. This is a fully original drive train - the original XPAG engine has just been just freshened up with a bottom end overhaul along with all new bearings in the original gear box, and retains its original rear end. Nothing to do but drive and enjoy! The car price has been seriously reduced to the priced to sell "as-is" asking price of \$18,700 Canadian. don't wait too long at this time of year! Asking \$18,700 Cdn. Call Ken Bannister at 519-651-9046 or [kbcarbike@gmail.com](mailto:kbcarbike@gmail.com)



**1954 MG TF 1250 CC motor**, all original parts, garage stored, summer driven, owned for last 48 years. Less than 5,000 of this vehicle model ever made. Motor has been re-built, along with a new frame. Vehicle has annual maintenance. I have not put more than a thousand miles on the car in the last 5 years. Manual, side windows, cover and leather split cover included. This is a fun car to drive but I am getting to old. More pics available if requested. \$29,995.00 London, ON N6B 2R3 Date Listed 06-Jul-12 Contact:

<http://ontario.kijiji.ca/c-cars-vehicles-classic-cars-1954-MG-TF-Series-WOQQAdIdZ394081439>



**1954 MGTF Midget Roadster RED** Completely restored. History with The Petersen. Featured in American Rodder magazine. Showroom condition. \$39,500.00 Date Listed 19-Jul-12 Leamington area, Staples, ON N0P 2J0 Serious inquiries 519-791-1974 <http://ontario.kijiji.ca/c-cars-vehicles-classic-cars-1954-MGTF-ROADSTER-WOQQAdIdZ392605470>



**1938 MG-TA Chassis #2070.** Engine # MPJG2893. British racing green with apple green leather. Meticulous frame off full restoration completed in 2003. New: seats; interior leather; top; full tonneau; side curtains; body; lights; and wiring. All original parts rechromed. Professionally rebuilt engine; SU carbs professionally refurbished. Instruments refurbished. New tires and tubes. Eight coat professional paint job. Original tools in their trays; correct jack, folding jack handle, tire pump and set of Whitworth tools. 'Midge' radiator cap. Headlight stone guards. Brooklands wheel with correct Blueemels insignia (original 3 spoke wheel included but needs restoration). Mitten/car cover. Car is correct except dash-knurled maple used and finished with several coats of polished tung oil-beautiful and highlights the apple green leather, the BRG exterior and the chrome. Car was an absolute piece of garbage when bought and took 32 years of on and off restoration. Shown at Canadian International Autoshow and Bronte British Car Day. Date Listed 09-Jun-12 \$32,950.00 Goderich, ON N7A 3K9 <http://ontario.kijiji.ca/c-cars-vehicles-classic-cars-1938-MG-T-Series-Convertible-WOQQAdIdZ386820667>



**1962 MGA MK II** in a 95+% restored, 70% assembled condition. Body off restoration with a \$5k finished body in grey mounted back on the running gear. The great running original 1622 cc engine and transmission is the result of an earlier engine overhaul. Full working and restored instrumentation is mounted in a beautiful burled walnut dash. All new chrome bumpers, nave plates, wheel trims, grille, windshield, trunk rack and body trim. Complete new carpet set and interior with black and red trimmed full leather seats (Driver seat and armrest are finished upholstered). All new tires and powder coated wheels. Car comes with tonneau cover, side curtains and its original fully restored Radiomobile AM radio. All parts needed to complete the car are included. Have spent over \$22k on this car to date and many hundreds of hours. To many projects to complete, priced for a fast sale at \$14,500 Call Ken Bannister at 519 651 9046 or email [kbcarbike@gmail.com](mailto:kbcarbike@gmail.com)

**1962 MGA MKII DELUX ROADSTER** Rare model-only 290 made. Serial GHNL2-108305. NAMGAR #3913 Full nut/bolt body off

restoration using original and authentic reproduction parts. New NOS 1622cc short block with original slightly modified head set up for leaded gas, street cam. Original block included if desired-good shape Negative ground electric system with alternator. Walnut dash, Lempert three-spoke steering wheel. Body, chassis, suspension completely redone. Colour black with black top and interior and red leather seats. Car is located in St. Catharines Ontario. All set for touring or show. Asking \$47,900.00. Photos and spec. sheet available on request. Paul Montgomery 905-684-2550 Email [pmonty5@cogeco.ca](mailto:pmonty5@cogeco.ca)



**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](mailto: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 [alstenekes@sympatico.ca](mailto:alstenekes@sympatico.ca)

### Parts for Sale

Various parts for MGTD, MGTF, MGA and MGB. To see the complete list email [jerryjean@hotmail.ca](mailto:jerryjean@hotmail.ca) for Contact Jerry Jean evenings and weekends at (519) 747-4204 or Email [jerryjean@hotmail.ca](mailto:jerryjean@hotmail.ca)

**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 reportedly 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](mailto: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](mailto:iwanlewis@sympatico.ca)

New grill for 1973-1974 1/2 MGB (25-Feb-2012) Moss #455-340. Never on car in original box. \$150

Gord Whatley 416-727-0441 or Email [gwhatley@mac.com](mailto:gwhatley@mac.com)

### 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 through racing tech and car shows.

### 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](mailto:dean.corkins@gmail.com)

### Cars Wanted

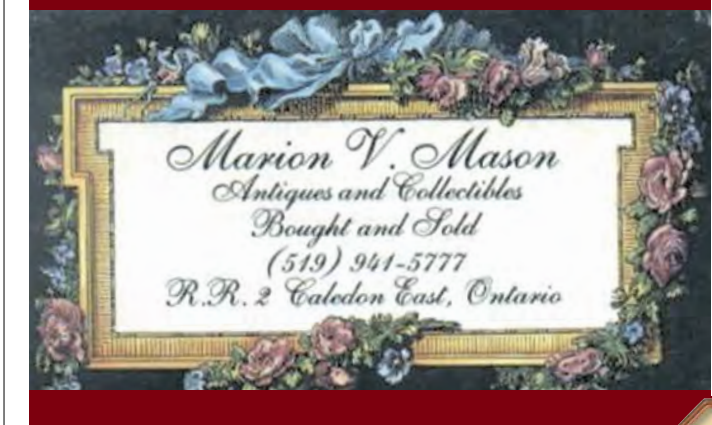
Victor MG TF Replica. Whole or unfinished project. These cars were made in up state New York in the early 80's. About 10 were sold as factory assembled and some 90 more as unassembled projects. Not really a kit car as the frame was a strengthened TF, the chrome bits were apparently from Abingdon and the body was fiberglass. Meant to be mounted on MGB running gear and suspension. Please contact Norm Peacey [norm@nors.ca](mailto:norm@nors.ca)

### Cars for Sale

**1936 MG TA- TA 0612** engine MPJG 850 Rarer Early wide body/gas tank - narrow fenders/running boards model. Restoration started. Completed chassis. Much work done. Much work still to do. All original matching numbers car with Original registration book from UK. Original engine with all original components. David lawley 519-273-7999 or [david.lawley@rogers.com](mailto:david.lawley@rogers.com)



### Miscellaneous



**Hints from Austin's Morris Garage**

*This article appeared in the January 2011 issue of Octagon Topics, newsletter of the Vintage MG Club of Southern California.*

**Do You Hear Strange Noises?**

I get a magazine called MOTOR. Usually there are articles in it that are slanted toward domestic and current import cars. However, some of the subjects are appropriate for our little MGs. So I thought I'd dwell this month on some causes for the racket emitting at your feet and wiggling your cochlea.

**Noisy Pilot Bushing**

This particular one is heard while standing still with your gearbox in neutral and the clutch pedal pressed to the floor. This action allows only the engine to turn over, That means that that bronze bushing in the crankshaft is spinning around the gearbox input shaft or in the crank. There is no lubrication of that porous factory-lubricated bronze bushing, and after probably many miles, it has to wear. When it does, the gearbox mainshaft or the bushing itself gets to jumping around; thus the racket.

**Noisy Clutch Release Or Throwout Bearing**

This noise starts out slowly and gets worse as you use the clutch pedal. The bearing's carbon face plants itself against the plate on the clutch pressure plate to disengage the gearbox connection each time you shift gears. You may finally hear metal-to-metal grinding away. It is then certainly time to renew that bearing and probably the complete clutch assembly. Look at the faces of the disc and replace it if the rivets are almost or are even with the facings. NOTE: Even ball bearing replacements fail — then the howl and rattle you'll hear will drive you nuts!

**Noisy Gearbox Mainshaft Bearings**

Assume you hear this noise when your car is just standing there all by its lonesome with the gearbox in neutral and the clutch fully engaged (your heavy foot not on the pedal), most likely the input shaft main or needle bearings have gone astray. To prove this, apply a bit of pressure on the pedal. If the noise doesn't change, it is inside the gearbox where the problem resides.

**Going Forward Noise(s)?**

There are several types of noise that can be caused by wear in your gearbox:

**Noise In One Forward Gear**

There could be two different problems. When you detect noise only in first, the usual cause in MG Ts is a worn cluster or laygear and the first gear wheel. There is also noise in reverse, as the same gear on the laygear engages that gear, too. Usually, though, the reverse gear itself will not need replacing unless you might have been reversing in a spectacular movie stunt! The laygear is usually the first one to fail become pitted. When the wear becomes severe, the noise develops and is easily detected by ear alone. This noise certainly requires a gearbox overhaul to replace the very expensive cluster gear if not both the first and reverse gears. With any gear it's wear or careless clashing when shifting that causes most of the damage, although the same may be caused by inadequate or incorrect gear oil, HINT: Always try to 'double-clutch' — that is first, quickly pressing the clutch to disengage the gear you are in and second, quickly press the pedal again as you shift to the next gear. And please, don't try this to engage first or reverse while you are rolling.

**Noise In All Forward Gears**

In all forward gears whether or not the clutch is engaged. The noise usually varies with speed. The problem here is probably the gear-box output shaft bearing or failing side bearings or ring & pinion in the differential.

In reverse, the gearbox uses the separate reverse gear in the short term to transfer power from the input shaft to the output shaft. If this gear or its shaft is worn or the bushing in the gear is bad when the clutch is fully engaged while in reverse, (foot off the pedal). You may be able to locate the culprit(s) by getting under the car (ALWAYS USE JACK STANDS) and using a reasonably priced stethoscope (available at most tool stores), listen while a companion revs the engine in the various gears, allowing unloaded noise as well, when the accelerator pedal is released.

**Jumping Out of Gear?**

When your car jumps out of a gear, it is caused by galling because of inadequate or in-correct lubricant. The suspect gear then wears and is allowed to move back and forth on its shaft. If the gears moves far enough, it can jump out that gear. The only cure involves a teardown and inspection of the jumping gear and its shaft and other nearby parts. I never believed the rumor that jumping out is caused by the shift forks, and the preceding is really true, Bad Ujoints make noise, too!

**Brake Cylinders Stuck?**

When dealing with your car's hydraulic braking system, many run into wheel cylinders that refuse to return to their original at-ease states. The other day, I spoke to Mike Walsh whose friend has this problem. I suggested that with the stubborn cylinder exposed and all other drums in place that he have a partner slowly press the brake pedal (a successful bleeding having been done) while he watches for a slight movement at the cylinder. You then hurriedly shout to partner to stop and hold the position he has. NOTE: where there are two cylinders, the working one must be clamped so it cannot move internally You can accomplish this by use of a C-clamp or wide grip vise-grip pliers. Pliers are available at many tool stores. If there is no movement as further pressure is applied, the cylinder should be removed with the brake pipe still attached and heat applied evenly around the cylinder until it is just beyond warm to the touch. When that temperature is reached, have your partner repeat the pedal pressing until there is just a slight movement. If this operation still fails, you can stop the pressure, put a pan or large can under the stubborn cylinder to catch the fluid that will drain until equilibrium is reached, and remove it. Then you can try to apply more heat to the cylinder on the bench. Then grasping it with pliers gently tap it against the open end, and hopefully the piston will emerge. That, too, failing you can either send it to a shop that advertises cylinder rebuilding or go to the expense of getting a new one from one of the MG suppliers.

**Save your wiring harness!**

Everyone who does not have two inline fuse holders should seriously think about getting and using them. They are installed between the headlamp switch and the park lamp and headlamp terminals. Some come with tips (which you can alternately clip then remove some insulation) and others not. Some you can use Lucas connectors that accept a plug-in terminal. Please twist and solder all the bare ends, That way when one end is inserted under the screw on the switch, there will be good contact.

In the first TD schematic in the factory and other service manuals two connections are made to the Headlamp Switch "T" - # 41 (Red wire) and H-#1 (Blue wire). The second and third schematic connections are the same. The TF schematic is laid out differently and instead of connecting at the Headlight Switch, the positions at the Side & Headlamp Switch are at #51— #41—(Red wire) for the park and tail lamps, and #52—#1— (Blue wire) for the headlights. With the holders in place, if you were to get hit in either front or rear sufficient to break a lamp, you will be fully

protected from harness destruction. □

**Tire Replacement 101**

**New Tires on the Front or Back?** By Gary A. Derian, P.E. Tire maintenance is an important part of vehicle safety, everything a vehicle does: go, stop, and turn, is directed to the roadway through the tire footprints. In an ideal world, all tires would be rotated often, about every 5,000 miles, and all tires would wear evenly and wear out together. Then a new set of 4 tires would be purchased and installed. The cycle repeats.

QUESTION: In the real world it is common for a vehicle to need only two tires replaced at a given time; in this situation, where should the new tires be installed?

SHORT ANSWER: Newer tires should always be installed on the rear of a vehicle.

LONG ANSWER: In the event of a loss in control, the vehicle does not go in the manner or direction the driver intends. In some cases, the front tires lose traction. In this event, the vehicle understeers, it turns less than the driver intends. Sometimes this results in the vehicle traveling to the outside of a curve and sometimes even going off the pavement. In an understeer, the natural reaction of the driver is to lift off the gas and turn a little sharper. Both of these reactions will often bring the vehicle back under control. Sometimes, the rear tires lose traction. In that event, the rear end swings out causing the vehicle to yaw. This action often occurs very fast and requires quick and precise counter-steering by the driver to correct. Unfortunately this condition is outside the experience of most drivers and rarely can an oversteer be corrected. This often results in a crash. Therefore, it is always preferable to have a vehicle lose traction at the front than to lose traction at the rear. This is how all vehicles are designed. They all have some built-in understeer. If the front tires and rear tires are different in age, or tread depth, it is important that the better tires always be mounted on the rear wheel positions. This will maintain a safe handling condition of the vehicle. This seems counter-intuitive because sometimes it seems that the better tires should be installed on the harder working front wheel positions, but that can result in an unsafe oversteering condition.

Another reason to install new tires on the rear is that new tires have a smaller chance of failing than older tires. Just as the rear tires need to have better traction to maintain a controllable vehicle, a vehicle with a rear tire failure is much harder to control than a vehicle with a front tire failure. Therefore, it is always necessary to ensure that the better tires on a vehicle are mounted on the rear wheel positions. This applies to any 4 tire vehicle. One-ton and heavier trucks that have dual rear tires have more to consider.

Gary A. Derian, a Tire Safety, Pressure and Failure Expert, has a broad background in tire manufacturing and automotive engineering. He has also trained drivers in high performance driving and designed factory automation equipment. These experiences have given him a good sense for many aspects of safe engineering and the protection of end users. His tire experience includes tire safety, pressure monitoring, explosions, failure, design, defects and more. He spent 12 years with The BFGoodrich Company where he designed the first U.S. built passenger tire capable of 170+ mph, and he owns two patents for tire design. He then went to the National Academy for Professional Driving to develop a drivers training program for Police, Fire and Ambulance drivers. While there, he also performed tire testing and accident reconstruction. To round out his automotive experience, he became Chief Engineer at Avanti Automotive Company and was responsible for all aspects of engineering and manufacturing for the Avanti automobile. Gary is a licensed Professional Engineer in Ohio, and he is a member of the Society of Automotive Engineers. In addition to his patents for tire designs, he holds four other patents as well. □

Robson Forensic, Corp. Hdqs. 354 North Prince Street, Lancaster, PA 17603 WWW.ROBSONFORENSIC.COM

**Silicone Brake Fluid**

From: Ernie Preston TA 3101 is running all the original wheel cylinders and copper brake pipes since I got it 64. Silicone fluid is a must if you don't want water in the system and a little silicone grease on the pistons/under the rubber boots will help. To prolong the life of copper brake pipes I annealed them - take them off the car. get them fairly hot with a blowtorch. Let them cool to remove work hardening and they will be good for another 70 years! .

**Hi Ernie,**

You are inviting disaster for yourself and anyone you crash into. Silicon fluid does not stop water getting into the system. Modern silicon systems are sealed systems. The MG T Type brake system is not and water will get in via the master cylinder airway whatever fluid you use.

Silicon fluid was developed for military vehicles which were sealed systems stored for many years and had to be operational immediately. As a feature of many required military specification it was required to be non hydroscopic - ie. not absorb water from the air. If water gets in it is not absorbed and will cause corrosion.

In T Type non sealed system, as you have experienced, water will get into the fluid and not be absorbed safely as in a non silicon fluid, but will settle at lowest points and cause corrosion, or in worst case, freeze in winter and block the line!

Annealing brake lines does not repair existing and developing work hardening cracks, and in fact will weaken pipe flanges which will not stand up to repeated dismantling and retightening, especially if a crack is already developing. I delt with numerous cases of old pipes breaking in use with various degrees of subsequent disaster. If you have original pipes, replace them and be glad you are still alive to do it. They are a death trap now, never mind the "another 70 years".

By all means use silicon, if only because it does not damage the paint-work as other fluids do, but replace the old copper brake lines with new Kunifer type copper nickel lines, and renew the rubber seals and rubber brake pipes (otherwise the old fluid impregnated rubber will react with the new silicon fluid and sieze up). Also DO replace the fluid (whatever type you use) every couple years to get the water out.

**Clive Oxford, UK**

As silicone fluid does not absorb moisture but lets any water contamination settle to lowest point, flushing the system gets involved on a TC. The lowest point in the master cylinder is the bottom of the can. The cylinder port is 1 1/2 inch from the bottom so water can collect there and never get flushed out unless you remove the whole cylinder and invert it. I doubt if water gets into the rest of the system if in the bottom of the can (unless there is so much that it reaches the port). Brake lines have low points and so do the wheel cylinders. The inlet and bleed ports on a wheel cylinder are at the top so if you flush, water can remain in cylinders at bottom. You need to remove cups to get water out if suspect water has gotten that far.

Regular brake fluid is hydroscopic and does absorb water. So while you can flush the system, the old fluid (with any moisture in it) mixes with the new fluid. You can get most the moisture out by just flushing, but because of the low points in the M/C and wheel cylinders you can never expel all the moisture unless you invert the M/C and remove the cups in the wheel cylinders.

Brake lines can be cleared with compressed air but remember to use a moisture filter on the air line otherwise you can just introduce new moisture.

As it was mentioned, the TC does not have a closed system, so that vent hole in the M/C which sits a foot off the road will surely get splashed in the rain at worst but also allows moisture in the air to enter in. David Edgar, TC 5108, El Cajon, California

"and a little silicone grease on the pistons / under the rubber boots will also help" Sorry Ernie I must disagree with that. It sounds so intuitive that silicone grease (high melting point/waterproof) should prevent water ingress, and maybe it does. I used to do this but I found that I got regular stuck pistons after a winter layoff. Since I stopped doing this I have only the occasional stuck piston. It would appear that silicone grease brings other problems.

Ian Thomson Notts. UK

## Day in the country with the Bumby's



Sunday August 26th turned out to be a perfect weather day to hold one of the only other driving events for this year, once again, A Day in the Country was hosted by Stella and Walter Bumby. The event began with everyone meeting at 09:30 for a buffet breakfast at St. Andrews Golf and Country Club in Aurora.

The following members and guests were in attendance along with a variety of T's, A's B's and other marques.

Stella and Walter Bumby, Sandra and Dave Knight, Janet and Dave Nicoll, Sharon and Murray Shantz, Diane and John Burgess, Lynn and Jack Wylie, Marie Baker and Rob Ried, Sylvia and Jim Slyfield, Shari, Dave and Katrina Elms, Lois McEachern and Jeff Golde, Malcolm Stanton, Olive Johnson and Jean and Derek Kirby.

After breakfast the group went for a short, but interesting, drive along the backroads around the Newmarket area and around Musselmanns lake winding up at the Bumby's farm for lunch, more refreshments and a friendly game of Croquet.

The weather was very pleasant throughout the day and really good time was had by all, we all look forward to a repeat next year. Thank you Stella and Walter for this most enjoyable day.

Malcolm Stanton



## Ride with Maisie Dobbs as she solves mysteries in her MG 14/40!



One of the great things about being in the book business is you get all sorts of recommendations from people. One avid reader I always take seriously is Dick Knudson and he has recently been recommending *Jacqueline Winspear's* series of books featuring an English female detective set after World War 1 in the UK. Now, I did collect quite a bunch of reading material for the ladies when we had the open shop on Woodbine, but I must admit I have fallen off since we have gone the internet sales route. The Winspear novels are definitely great reads, regardless of your gender.

Dick has been reviewing the series in the Sacred Octagon so most of our NEMGTR members will have some knowledge of the series. I got into the series after Dick sent me a copy of one of her most recent novels. What fun! Not only does she drive an MG 14/40, but her "man" friend drives a Vintage Aston Martin... It takes more than the mention of an MG to get me into a series and I must admit I was hooked as soon as I got

into a few chapters of Winspear's writing. She is an easy read, for me that is not having to run to find out what the hell she means in some passages... so I can carry on with the main flow of the book. Many female writers seem to want to impress the readers with obscure quotes or references and I think Winspear has resisted trying to impress the readers with her knowledge of the hinterlands of English. Generally set after World War 1, the series deals with all the changes in society that took place as a result of the war and gives us some wonderful insight into UK society viewed through the eyes of Maisie, an extraordinary, young woman who really grew up serving in the war as a nurse. I particularly enjoy her mentors, a process I fully support, and one that fills in all those blanks in our character's knowledge without too much stretching the story line. Lots of colourful people and a full range of society give the series some fresh depth and realism. Remember the 100th Anniversary of World War I is coming up....

I would recommend you start at the beginning of the series as you will get a real feel for the development of Maisie Dobbs, Winspear's main character, better than picking her up in her later, much more developed character. I have found the books in Canada in all the popular book shops and she has been around long enough now that you will even find her in most used pocket book stores, if you do not want to go the hard cover route. The libraries also now have them so you can download them for free, if you are the electronic reader like Donna Lawley...

For some fun reading check out: *Jacqueline Winspear's Series: Maisie Dobbs, Birds of a Feather, Pardonable Lies, Messenger of Truth, An Incomplete Revenge, Among the Mad, The Mapping of Love and Death, A Lesson in Secrets, and Elegy for Eddie*. If you want to buy any copies you can always contact *Armchair Motorist* as we will keep some in stock. Gord Whatley 416 727 0441



## Lime Rock Vintage Festival 2012

Every now and then we try to relive the past...or at least experience some of the feeling...WELL, you must visit the Lime Rock Vintage Festival in future! Every September long weekend, Labour Day Weekend, Lime Rock hosts an incredible four-day event that has something for everyone. Starting Friday, the weekend goes through to Monday as there is a hiatus from racing on Sunday because of the local noise laws. But, is there lots to do?

Marilyn raced her TD with her girlfriend, Mary Jacobson, at Lime Rock during the years when the NEMGTR had events for MG at the track. These events were great fun and the main focus was track time. Track veterans are still talking about the two girls who did quick change racing suits, Mark Donahue GOLDEN fire-proof ones, in the ladies washrooms during the event and still managed to finish respectfully not at the bottom of the pack! Now, you can have track time, if you want, and there are pit shows, flea markets, new product vendors and a huge car show all day Sunday. Top all that with great restaurants, many antique shops and specialty shops as well as events like the final performances at "Tanglewood" where the Boston Pops perform.

Given the restrictions of approaching what some people refer to as the "golden years" we chose to sleep in most days, get to the track by 10:00 am and do a quick run through of events, sales opportunities and social responsibilities. Plenty of time was left for a fun lunch, off track, some antique shops and driving on some of the most fun roads in Connecticut.

Stirling Moss was the special guest at the track this September and plenty opportunities were given for people to meet him and attend his presentation. Some of his cars were brought in for the event and they were spectacular! The Vanwall GP car I could give a home to in my living room... I brought a box of Moss books and they all were gone in the flea market by Saturday morning! One team even had an Aston Martin DB4 GT Zagato bodied car there in polished alloy finish. BEAUTIFUL! Now I see why it is one of the most sought after cars ever made.

A few hints to make life better are in line here: order your tickets on line (they cost less) and pick them up at the "Will Call" building right before you enter the gates at the bridge over the track. You can park there to get the tickets so you have only a short walk...you will get lots of opportunities to walk later, get your tickets with "in-field" parking, or you have to park outside the track. Next, remember there are golf carts for free transportation once you are inside and you will need them...unless you are fit like Bob Grunau and can walk everywhere. Marilyn and I chose to do this, especially up the hill from down in the track and pit area. There are lots of washrooms and food concessions. They give you a good map/booklet when you enter. LOOK AT IT WHEN YOU ENTER.... This will save you lots of time and steps.

Check when the race is going on, that you may want to see, because once you get in the concessions you will lose track of time...Oh yes you will! You can spend a whole lot of money here so be careful. They have stuff for ladies too, so keep a close watch! The staff handle movement of cars and people well so it is no problem to get in or out, compared to some events.

Remember the car show and concourse is Sunday and it

completely fills the outside of the track surface. It is about a mile and half around if you want to see the displays and it is well worth it...but it is also a hot walk and hilly as you are on asphalt. We found we had enough heat and sun by noon most days, so we were off to see the thousands of interesting things in the area within an hours drive.

A reminder on accommodation to book early as it fills fast with the Tanglewood event and just non-automotive folks out for a drive in the beautiful tourist area.

Things to see on the way down are the Collins Diner in North Canaan, CT as they have the best coffee and breakfast in the area. The best bagels are on Route 7 south of Great Barrington at the Great Barrington Bagel Factory. FAR OUT stuff to get the conversation going at your parties is the Asia-Barong Megastore that sells Asian Art and collectibles (I had to drag Marilyn out as she was looking at the erotic sculptures with an evil eye...). An art town is Kent with the "Kent Village Barn Shops" which are very clean, new and have great restaurants and washrooms (I am supposed to mention the washrooms).

Places further afield, two or more hours from Lime Rock, are The USA Navy sub base at Groton where you can tour Nautilus, many museums (Marilyn tried driving the first US submarine Bushnell's "Turtle"), more gun shops and book stores than you can count, and of course the fantastic Newport Mansions.

We did see the Mounts' racecar and campsite, but Frank was deep in negotiations over parts (what else) and Connie was nowhere to be found...she was probably hiding parts she had bought...

We can really recommend this trip as a "DO NOT" miss event, I know it is on a bad weekend (Labour Day), but it is well worth the drive (seven hours) and money...

(Gord and Marilyn Whatley #2711)



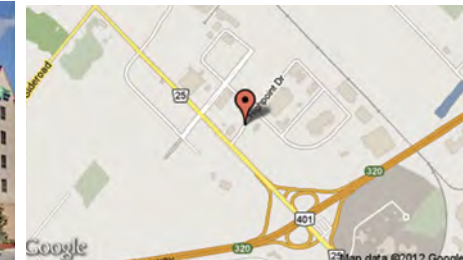


*Vintage photos of MGs*



# GOOF 85

## June 7 - 9, 2013



**Holiday Inn Express & Suites**  
 2750 High Point Drive, Milton  
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Please reserve your room directly with the Hotel and mention GOOF for the rate of \$120.00 per night. Rooms will be held at this rate until May 19, 2013. Parking is free; the room rate includes (hot continental +) buffet breakfast. There's an indoor pool & hot tub and fitness room for our use (no charge). There will be a Hospitality Room.

Check out the hotel website:  
[www.tripadvisor.ca/Hotel\\_Review-g499275-d579384-Reviews-Holiday\\_Inn\\_Express\\_Suites\\_Milton-Milton\\_Ontario.html](http://www.tripadvisor.ca/Hotel_Review-g499275-d579384-Reviews-Holiday_Inn_Express_Suites_Milton-Milton_Ontario.html)

### Registration Form

Name(s) of Registrants \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Mobile \_\_\_\_\_

Email \_\_\_\_\_

Registration \$15.00 per person x \_\_\_\_\_ = \$ \_\_\_\_\_  
 Banquet \$39.00 per person x \_\_\_\_\_ = \$ \_\_\_\_\_  
 Total = \$ \_\_\_\_\_

Mail this form and your cheque payable to:  
**Kathy Sanford**  
 12318 Fifth Line, Limehouse, Ontario. L0P 1H0

Please bring something for the auction and the raffle.  
 We're looking forward to seeing you for a fun weekend with great people, cars & food.