10th Anniversary
1980 MG 1990
WINDSOR-DETROIT

CAN-AM CONNECTION

vol. 10 no.5 Newsletter of the Windsor-Detroit MG Club July 1990

This Month's Meeting:

Homecoming '90!

The Second Annual Homecoming and Family Picnic will take place this year at Mic-Mac Park in Windsor. The event will be on Saturday, July 28th starting at 10:00 a.m.

Please bring your own food, beverages and a dish to pass, the club will provide ice cream. Also be sure to bring your bathing suit because the park features a water slide and swimming pool. There are also swings and slides for the kids.

We will be having a popular vote car show with awards for the winner, there will also be door prizes. Unfortunately, the park does not allow alcoholic beverages, so leave that six-pack at home.

If you think you'll be able to come, please call Frank or Linda Lucente (519) 977-6346, or Dan & Marla Zebarah (313) 382-6715.

To get there from the Ambassador Bridge: Take the left-hand exit labeled "401 - Hwy 3" (Huron Line). Go straight on Huron Line to Tecumseh. (There's an A&W on the corner.) Turn right on Tecumseh. Go to the first set of lights and turn right on Prince. Mic-Mac Park ill be on the left side. Go past the gateway arch and turn left into the driveway.

Hope to see you there! Last year's Homecoming was a lot of fun - I know that this year's will be even better.

Calendar of Events--1990

	JULY
14 (Sat)	Victorian Rally, Start at Pace Warehouse in Farmington. See details in this issue.
12-14 (Thur-Sat)	MG Fest '90, Niagara Falls, NY. Call Joe Gioffre of the Buffalo Octagon Association for details (716) 683- 9380.
28 (Sat)	2nd Annual Homecoming! MicMac Park, Windsor. See details in this issue!
	AUGUST
12 (Sun)	English Day on the Green, Dominos Farms, Ann Arbor, MI
24-26 (Fri-Sun)	University Motors Summer Party, Grand Rapids, MI
	SEPTEMBER
5 (Wed)	Cruise Night. Meet at the A&W in Windsor.
7-8 (Fri-Sat)	23rd annual Concours de'Elegance Sponsored by the Jaguar Affiliates of Michigan, Edsel & Eleanor Ford Estate, Grosse Pointe Shores. Contact Al Fuller (396-6560) or Ilene Harris (352-2771) for details.
9 (Sun)	British Car Festival, Chicago, IL. Call Mahlon Hiliard for details (312) 469-7031.
19 (Sun)	Battle of the Brits, Historic Fort Wayne.
	OCTOBER
14 (Sun)	Apple Picking/Fall Colour Tour.
	DECEMBER
1 (Sat)	Hibernation Party, Details TBA.

What??? Another Driving Event?

Wow! Three rallys in three months! Maybe Zebarah will get his car on the road for this one....(Nah!)

This month's meeting will again be a rally. The "Victorian Rally" will be held on Saturday, July 14th, beginning at 1:00 p.m. We will be starting from the Pace Warehouse Club at Haggerty and Grand River. This rally has been arranged by Guy and Ann St. John.

The rally will take us through Northville, South Lyon, Milford and Brighton, ending up at Gee Willikers Restaurant.

To get there from the tunnel: Turn left onto Jefferson. Immediately after going under Cobo Hall, exit to the right onto I-75 (to I-96). Take West I-96 many miles to I-275. Take North I-275 to Grand River and head west. The exit is real strange, but if you aim for Grand River, you'll be all right. From the Bridge, just hop on I-75 and follow from there. Of course, for our Canadian friends, it won't be very hard to find a Pace with wives present!

Behind the Wheel

by Hayden Heath, President

The month of June was TERRIFIC!!! Each of the events held were well-attended and everyone had a great time!! As you may recall, our June events included: The swap meet at Automania in Rochester, John Twist's Pre-Summer Party in Grand Rapids, The 27th Annual Carnival of Cars in Utica, and our first Downriver Rally and Meeting in Grosse Ile. In addition, our weather turned out to be pretty far, too! The only exception was the 561 raindrops that hit our beloved MGs at Carnival of Cars. *(editor's note: I SAW him counting raindrops!)*

Speaking of Carnival, we had several of our members in attendance, including a soon to be member, Phil Wiltshire, from England. Aside from his pleasant personality, however, his unique MG tells it all...a right-hand-drive, 1973, MGB-GT V8!!! What a CAR!! Welcome to the club! As far as the event itself, there were well over 500 cars this year with 226 (I think) being judged. Believe it or not, Yours Truly took first place with 94 points. Second place went to Bob Lendt and his '73 MGB-GT with 85.5 points, and third place was awarded to Frank Lucente and his '74 MGB with 85 points. Yes, I finally made it through the judging lane without being pushed or having some kind of mechanical problem! I'm sure we are all looking ahead to next year's event.

The Downriver Rally was a fun event that had its share of comedy, too! Especially when a certain Mini couldn't find the mark(s). Gee, Bob do you really think those maps will help? All kidding aside, though, between the weather, camaraderie, and the Filters' hospitality, we had a marvelous time!! By the way, the winners of the Rally were: Gayle & Dave Clarke (Canadian), and Ann & Guy St. John (U.S.) Congratulations!

Remember, our next event is the Victorian Rally (see page 1), on July 14th, with the route provided by the St. Johns...AND on the 28th, we will have our 2nd annual Homecoming Picnic, at Mic-Mac Park in Windsor. See you there!

The Litter Bag

by Dan Zebarah, Editor

All right, it's summer at last and everyone (but me) has their car on the road. So what do you do with all that free time? You go see a movie! Therefore, as a public service, I will review some of the films out this summer.

"Gremlins 2: The New Batch"—A real shocker about a man who finally gets his MG running, only to have the entire electrical system crap out on his way to a meet.

"Driving Miss Daisy"—Your typical love triangle, with Dan Ackroyd having to choose between his wife and Miss Daisy, his MGTC. I won't reveal the ending because I haven't seen the movie yet.

"Another 48 Hrs."—Nick Nolte stars as a poor car owner who leaves his car with Eddie Murphy for a 15 minute oil change. Two weeks later, Murphy says that the car will be ready in a couple of days.

"Cadillac Man"—A shifty used car salesman, played by Robin Williams, palms off lemons on unsuspecting car buyers. This film is not for the squeamish.

"Teenage Mutant Ninja Turtles"—Who cares?

"Days of Thunder"—Tom Cruise owns a cursed MG. Every time he puts the hood down, it starts to rain.

"Total Recall"—A comedy starring Arnold Schwarzinager as a futuristic man who buys a Midget and gets inside, only to remember that he cannot get out of it.

"The Texas Timing Chain Massacre, Part 48"—Leatherface teams up with Jason to defeat Freddy Krueger, who is haunting the dreams

(Continued on page 7)

Editor's Mailbox

Windsor-Detroit MG Club Members,

It was with great enjoyment that I was able to attend your meeting in Windsor at the "Coach and Horses" in mid May. I was most surprised to see that things have not really changed. The President still has to keep people on the business at hand while numerous MG talks are taking place around the room. It's an onerous job and it was the same in the "olden days".

The nicest thing I found was renewing old friendships. Gary Howe, Roli Sylvestre, Frank Lucente (former student as well . . . ha! ha! Frank), Dan Zebarah and others are still active. Nice to see all of you. The newer members proved to me that the interest in the MG will never falter. Hopefully I'll be getting another one in the future - then I'll be back full time.

Dave and Lynn Hornby's arrival was a very pleasant surprise. What a coincidence! (Dave still talks funny.)

I'm looking forward to the July 28th Homecoming. Sure hope everyone can attend.

Thank you kindly to the executive and the present membership for making Dave, Ron, Mark and myself lifetime members of the club. This is a real honour - one that I will certainly cherish! (Now if someone would give me their MG . . . Nah! Just dreaming.) I look forward to reading my Can/Am Connection each month to see what is happening with the club. As I said . . . someday I'm getting another MG . . . then I'll be back as a more active member.

Once again, "Thank you".
Sincerely,
Jim Trofin

P.S. See you all on July 28 . . . HOMECOMING!

editor's note: Jim is one of our founding members who were awarded a lifetime honorary membership. We hope to see him (and some more of you) at our upcoming functions!

In the Headlights

Big Happy Birthday
Wishes to the following people:

Larry Dudek	July 1	Lou Tortola	July 22
Debbie Dudek	July 6	Gary Cooper	July 26
Pat Harton	July 6	Jane Marshall	July 28
Kathleen Pagen	July 18	Amanda Rutherford	July 30
Sarah Clarke	July 20	Patricia Ray Balsis	July 31
Jan Wiltshire	July 20	Bob Bondy	July 31

-Marla Zebarah

Lucas Mystery Solved!

A sheet of paper crossed my desk the other day and as I read it realization of a basic truth came over me. So simple! So obvious we couldn't see it. John Knivien, Chairman of Polamar Repeaters Club, an Amateur Radio club had discovered how IC circuits work. He says that smoke is the thing that makes IC circuits work because every time you let the smoke out of an IC circuit it stops working. He claims to have verified this through testing.

I was flabbergasted! Of course! Smoke makes things electrical work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it quit working! I sat and smiled like an idiot as more of the truth dawned. It's the wiring harness that carries the smoke from one device to another in your Mini, MG or Jag. And when the harness spring a leak, it lets the smoke out of everything at once and then nothing works. The starter motor requires large quantities of smoke to operate properly and that's why the wire going to it is so large.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electrics more likely to leak than say Bosch, HHHMMMM. AHA! Lucas is British and all things British leak. British convertible tops leak water, British engines leak oil, British displacer units leak hydrostatic fluid and I might add, British tires leak air and the British Defense Unit leaks secrets, so naturally British electrics leak smoke!

I thought this might help explain some of the mysteries of Lucas electrical components.

(note: The WDMGC will join a long list of plagiarizers to print this article which we think came from "Octagon Topics".)

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FOR SALE: Aftermarket hard top with hardware, good condition, $275 or best offer. Factory hard top, good condition, with hardware, $325. Dan Zebarah, 382-6715.

FOR SALE: 1960 MGA roadster, outstanding condition. Red, wire wheels, 26,000 actual miles. Needs absolutely nothing. $10,900. Mike Cohen, 399-1979.

FOR SALE: 1973 MGB, repainted royal blue with blue interior. New clutch, brakes, rebuilt carbs. 47,000 actual miles. Beautiful! $3900 or best offer. Barrie Barber, (313) 793-4502.

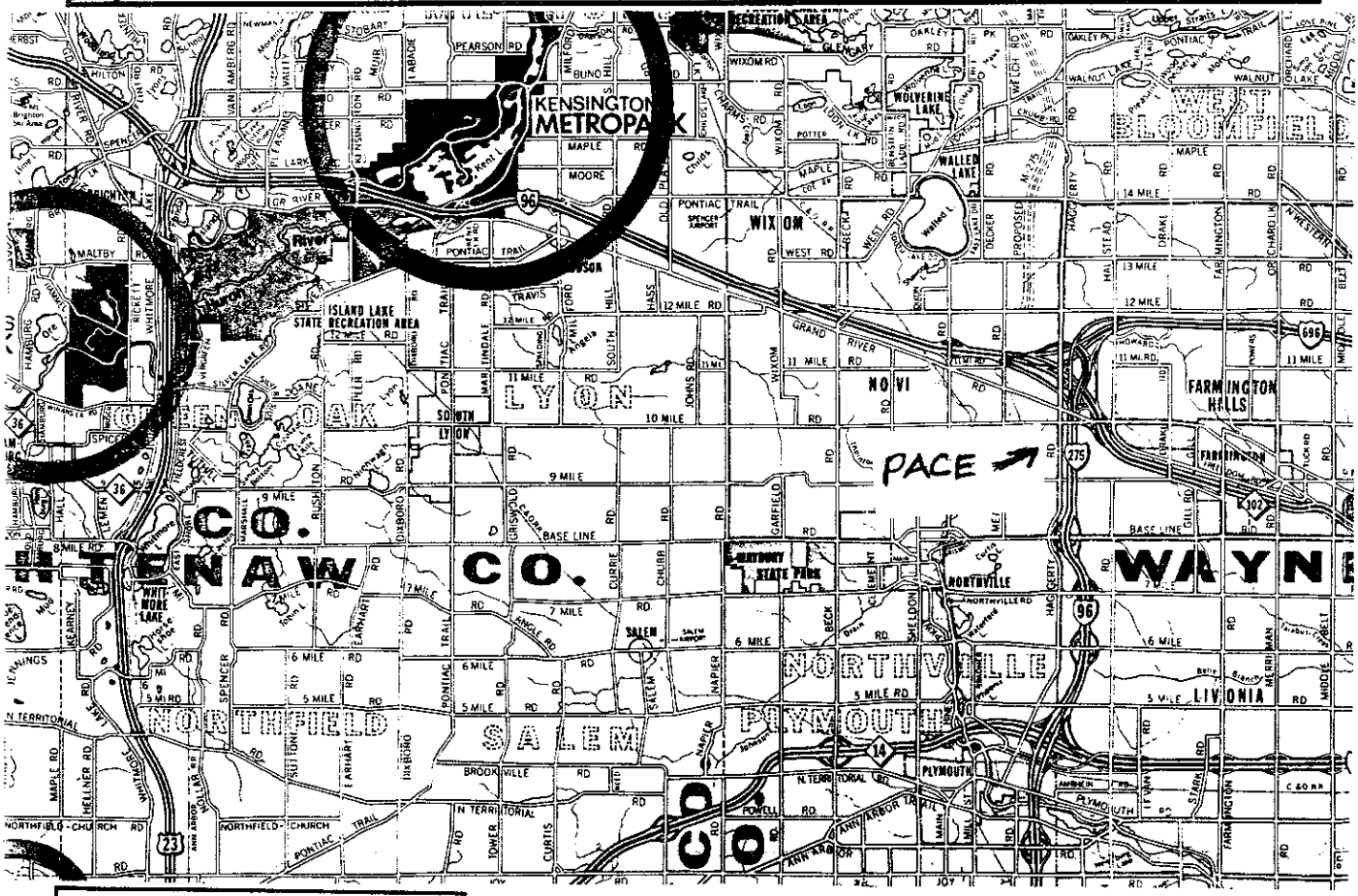
FOR SALE: Used Midget parts: Rostyle wheels $60/pr. Cylinder head assy., $55, flywheel, $10, Air cleaner assy., $25, other misc. parts, will make package deal. Jay Kollin, (313) 464-4381, after 6.

FOR SALE: Showroom brochures: MGB-67-80; MGB-GT-66-73; Midget-63-79; Also MG Princess, Sport Sedan, Spitfire, GT-6 and other misc. brochures. Jay Kollin (313) 464-4381, after 6.

FOR SALE: 1974 Midget: "Cherry" condition (second only to Tom Shipley's). Red with black interior; new top, tonneau and solo covers; Blaupunkt AM/FM cassette; new Michelin tires and DieHard battery; additional parts. Low mileage. Must see to appreciate. Jim Carr, (313) 547-9050.

WANTED: MGB engine for rebuild project, also wire wheels and splined hubs. Ozzie Pillon (519) 734-7355.

Looking for something? Selling something? Don't forget, these classified ads are FREE to members! Call or write the newsletter editor.



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The Tool Box

Before You Pull that Engine. . .

by Dr. Bud Laird

If you own a late model MGB, it's likely that you can pull the gearbox, replace the clutch, check the rear main bearing for oil leakage, and/or replace the rear main seal with much less effort than you might be led to believe. These are all those wonderful jobs that start with that the dreaded phrase: "First remove engine form car". Not necessarily true. I have worked out the following procedure on my daughter's '79 MGB, and it should work on most later model "B"s without overdrive. Since pulling the engine is a time-consuming, Knuckle-bruising adventure that can be difficult on both yourself and the car, take the opportunity of checking this procedure out. Almost all of the following steps are required in ;the old "remove engine" sequence anyway, so you wont be out much time if your set-up doesn't accommodate the new idea. If you have an overdrive gearbox, all bets are off.

The rationale behind this procedure is: Get the gearbox clear of the body of the car, without bending anything or moving the engine. The major problem is that the height of the bell housing runs smack into the firewall when you try to scoot the gearbox back, so you can't get the shaft clear of the clutch assembly. Or can you? Here's the way around the problem, in a step-by step sequence.

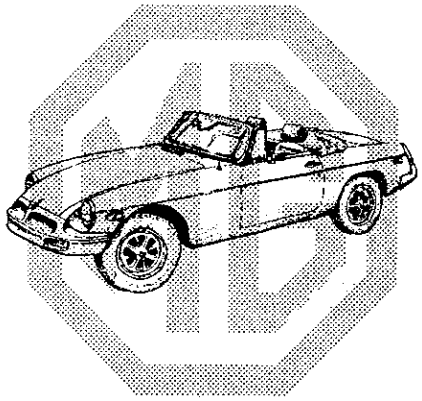
1. Clean the entire region that you will be working in, especially the area of the gearbox and housing. Try to get as much dirt, grease and grit out from the area between the gearbox and the car itself. Then clean it again. Disconnect battery. Disconnect gear shift lever. Put a clean, lint-free rag in top of gearbox remote control unit (what you just took the control lever out of). Put the car up on jack stands, firmly supported all around, with enough clearance underneath to lie on you creeper/ back and work comfortable under the gearbox. Give yourself some room here.

2. Remove clutch slave cylinder. Remove starter motor, tucking wires up out of the way. I always use a wire tie for this- it's cheap, fast and works super.) Remove exhaust system attachment to gearbox. Some cars may require removal of the exhaust system from the rear of the catalytic converter on back. Remove gearbox to engine mounting bolts. Drain gearbox. Remove drive shaft. Disconnect speedo cable (another wire tie here). Disconnect 4th gear vacuum advance wiring (that makes three wire ties, but who's counting?) Remove gearbox mounting. Disconnect backup light switch wiring (that's four).

So far, all the of the steps are covered in the gearbox removal section of most workbooks, and in greater detail. Now, we get on to the new lifestyle.

3. Pull gearbox back a half inch or so from the engine, so that it rotates around the shaft freely.

4. Rotate gearbox so that the remote control is turned toward the right hand (passenger) side of the drive tunnel.



5. Support the underside of the gearbox with an appropriate jack (to take the weight off the shaft).

6. Carefully, noting which bolt comes from where (different lengths!) remove the six bolts holding the remote control assembly cover from the gearbox housing. To this you have to work by sense of touch, since the bolts are up on top, between the gearbox and the car body. I have small fingers, so I can get my socket wrench up in there without damaging my knuckles. If you have big hands you might have to fashion a special short depth socket by cutting about a third off, leaving just a half an inch or so of socket to grab the bolt. Sockets are cheap, compared to engine removals.

7. Wiggle the remote control cover loose, or lightly tap and pry at appropriate, safe points. Use care here, since there is a paper gasket between the cover which can often be saved with tenderness. Remove the cover. Stuff another lint-free, clean rag into the opening.

8. Now, remove the jack supporting the weight of the gearbox; rotate the gearbox so that it is approximately upside down (watch for some gear lube coming your way-extra rags are handy), and reposition the gearbox jack back under the gearbox again. Slide gearbox (with jack supporting) back away from the engine. You will find a range of several inches backwards travel before coming to the firewall. If there is not enough room, keep rotating the gearbox until you have enough clearance.

(continued on page 7)

Tool Box

(continued from page 6)

9. When the shaft end clears the clutch housing (possible sudden drop of front end of gearbox-care needed here), you can lower the gearbox free of the car. Congratulations! You now have a clear shot at all those good things that the manuals say you can't reach without removing the eng ine!

10. Assembly is the proverbial reverse of the foregoing, with a cautionary note regarding the paper gasket between the remote control unit and the gearbox (namely, don't forget it or you may get a leak), and of course, to fill the gearbox with the appropriate fluid.

I have used this procedure on three different occasions-one clutch replacement, one rear main seal job, and one replacement of the gasket between the engine and the rear mounting plate (a source of oil leakage sometimes confused with rear main bearing wear). I have never pulled the engine out or even loosened the engine mounts, and have accomplished the job, start to finish, in three and one half hours.

(Note: Mike Goodman's MG Service in Los Angeles and John Twist of University Motors in Grand Rapids, Michigan have confirmed the practicality of Dr. Laird's technique and use it regularly when undertaking clutch jobs on 1968-80 non-overdrive MGBs. This procedure will not work on 1963-67 MGBs or on later model overdrive gearboxes due to insufficient room in the transmission tunnel area. It is extremely important that the back of the engine is properly and safely supported. John Twist has constructed a special crossbeam which rests in the fender mounting bolt area and secures to the rear of the cylinder head. Mike Goodman use a telescoping jack and a full car lift to enable the mechanic to walk under the car. A number of variations are possible, just be certain that the engine is well supported and that you have room to safely maneuver under the car.)

(Thanks to Tom Newton for this article)

Cross-Country Tour Scheduled for June '91

Mark your calendars! The Great East-West MG-A-B-C-T-Midget Cross-Country Meet-Your-Neighbor Event is being planned for June 15-29, 1991!

This is a cross-country event for "every MG in the U.S.A.", a crossing from Maine to California. Before you say to yourself, "Self, my car won't make it that far," read on.

The trip is done in segments of about 200 miles, and each driver will only drive one segment (almost like a relay). The idea here is to drive 200 miles, meet more MG types, spend the night, and go home.

This event is being organized by Lee Keene of Charlotte, North Carolina, who is trying to get corporate sponsorship from the likes of Coca-Cola, Motel 6, and Burger King. All proceeds will go to the Muscular Dystrophy Association.

The entry fee is $20 for car & driver, and an additional $7.50 for passengers. This would include a dash plaque, pin, etc.

We would have two choices of routes, since the event would not go through Michigan: Cleveland to South Bend, or Columbus to Indianapolis. Remember, this is NEXT JUNE, so there is time to decide.

If you have any questions, write or call Dan Zebarah at 382-6715. It sounds like a fun event.

Litter Bag

(continued from page 2)

of the man who designed the TR-7. Afterwards, they realize what the man has done and take care of him themselves. (This isn't a real movie, I just wanted to see if you were still reading this.)

"Shoot to Kill"—Story of a man whose camera breaks while walking in the woods, stumbling upon the Loch Ness Monster, Bigfoot, and Donald Trump.

Well, that's this year's list. Enjoy them in the theater. After all, where else can you spend $6 for a candy bar?

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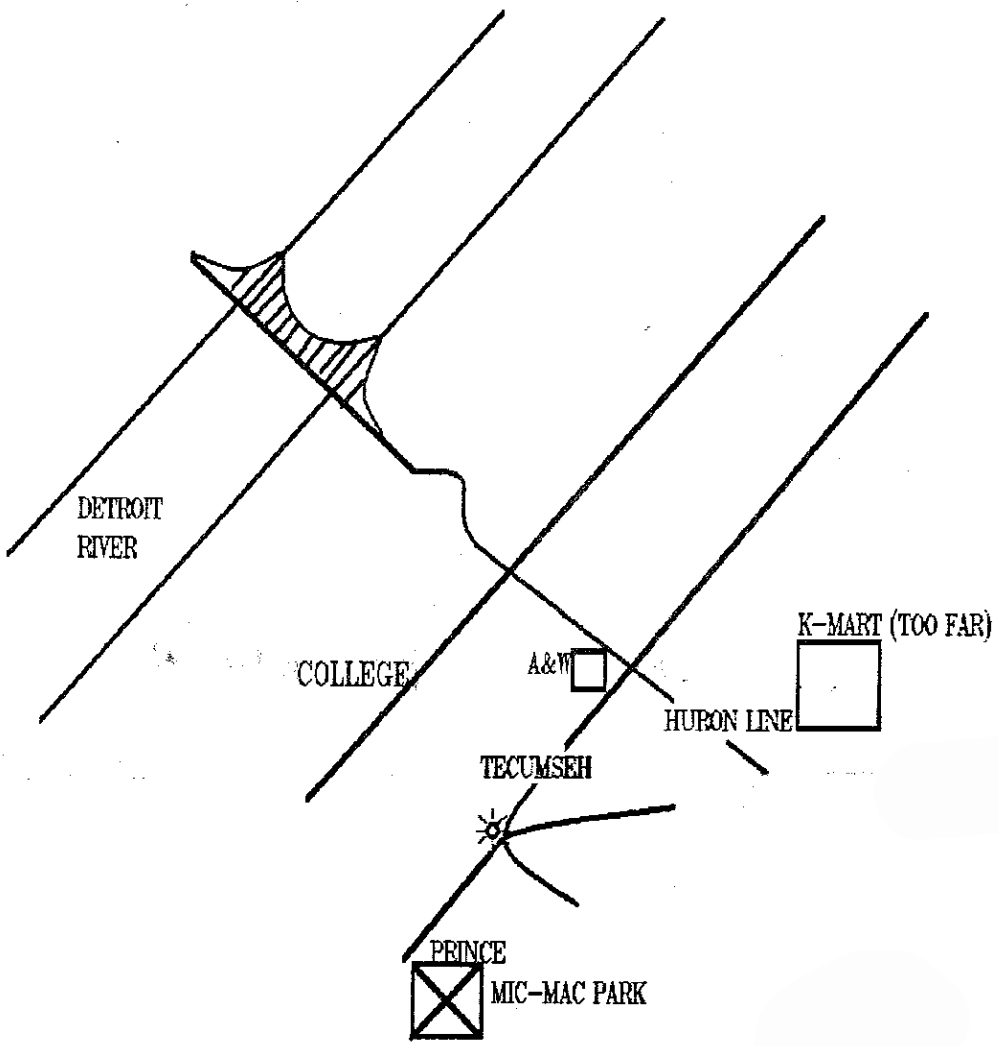
Homecoming '90



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