THE CAN-AM CONNECTION

vol. 11 no. 5 | Newsletter of the Windsor-Detroit MG Club | July 1991

Help Wanted:

President Resigns!

To the officers and membership of the Windsor-Detroit MG Club:

It is with great sadness that I must submit my resignation as president of the Windsor-Detroit MG Club, effective June 24, 1991.

As most of you are aware, I have been conducting a career search since last December. Recently, I have been interviewing rather extensively with several contract and human resources companies located in the Metropolitan Detroit and upper midwestern areas. During the past week, I received and accepted an offer from O/E Management Services located in Chicago. The position is Recruitment and Placement Manager in their downtown Chicago office, "kitty-corner" from the Sears Tower.

My responsibilities will include: All phases of hiring administration, supervision of staff, project proposals, growth and expansion of services and "other duties as assigned" (or inherited).

Ann, Bradford, and I will be house/apartment hunting June 26-28. We will be moving to the Chicago area July 12, and I will be starting my position on July 15.

As far as my (our) relationship with the WDMGC—IT HAS BEEN THE BEST! Since joining the club, we have been treated as friends, family and MG enthusiasts (in that order). this is what makes a strong club and maintains lifelong friendships! I have thoroughly enjoyed my term as President and the volunteer support all of you have provided. THANK YOU!

We hope to see many of you during our periodic visits to the Detroit area in the near future.

(Signed) Hayden R. Heath

P.S.: I will always be a member of the WDMGC . . .

(Editor's note: I would like to wish Hayden & Ann all the best. I, for one, am really going to miss them — it's so hard to get anybody to write a regular column! (C'mon do you actually think I'd stay serious?)

Who's in Charge Here? See related article on page 6.

Hide the valuables!

Amherstburg, Here We Come!

This month, we will be heading south . . . to Amherstburg!

In a continuing effort to send our members all over the area (after all, our members LIVE all over the area), we will be heading to another of the club's old haunts, the Anderdon Harbour Light Tavern. The Anderdon offers good food and good beer, and if you mix that with a group of fifteen or twenty-odd MG owners (some odder than most) it will also be a good time!

We will meet on Wednesday, July 10, at 7 p.m., and you can expect to see some familiar faces. Once upon a time, half of our Canadian members (or at least it seemed that way) were from that area.

To get there: From the bridge, turn right and head to Riverside Drive. Turn left and keep going (Riverside turns into Highway 18). The Anderdon is about 9 miles from Windsor. Hope to see you there!

This Month's Events:

Note: Events in **boldface** type are WDMGC events!

JULY

10 (Wed)	**General Meeting, Anderdon Tavern, Amherstburg.**
14 (Sun)	**Rally to Hell and Back, Rescheduled from last month. Details on page 3.**
18-21(Thur-Sun)	AMGBA National Convention, Drake Hotel, Oakbrook, IL. For details, contact the Chicagoland MGB Club, P.O. Box 445, Addison, IL 60101.
19-21 (Fri-Sun)	GT-16, NAMGAR, Huntsville, AL. For details, contact Joyce Hart, (805) 566-1467.
27 (Sat)	**3rd Annual Homecoming Picnic at Patterson Park, Grosse Pointe Park, MI**

If the previous picnics are an indicator, this should be one of the best attended events of the year!

The park is located on Three Mile Road off Lakeshore Drive (see map on page 6).

The park has a wading pool and barbecue facilities, but you must bring your own food. Unlike last year, alcoholic beverages are permitted.

The festivities will begin at noon, with the highlight being the drawing for

(continued on page 6)

Behind the Wheel

by Hayden Heath, President

June has starred off with not only terrific weather, but great events, too! Beginning with the 28th annual Carnival of Cars, held June 9, the WDMGC has scheduled the upcoming Father's Day Rallye (June 22) and the southern joint event tour (June 30) with the Emerald Necklace MG Register of Ohio. In addition, you were forced to think of Dear Old Dad on Father's Day . . . Did you buy him a tie? Maybe some regalia? (An MG tie perhaps?) *(Editor's note: MG ties aren't ugly enough to qualify as Father's Day presents!)*

As I mentioned, the 28th annual Carnival of Cars was held at the General Motors Technical Center in Warren. This event included a vast variety of automobiles ranging from a 1926 Willys-Knight Model 70 four door to a 1989 Chrysler Maserati 2-seat convertible. In addition, the nameplates of Hudson, Packard, Rolls-Royce, Nash, Studebaker, and the Big Three filled in the spaces between the "real cars", MG, Triumph, and Austin Healey.

Although there wasn't a cloud in the sky, it "rained" silver plates for three of our members! Congratulations to the winners in the primary judged class. First place went to Frank Lucente, whose 1974 MGB earned 91 points; second place was won by Dan Zebarah, 1978 MGB, 87 points; and third place went to Tom Peters, 1978 MGB with 84 points. In addition, Phil Wiltshire won first place with his 1974 MGB-GT V8, however, he was parked with NAMGAR, of which he is also a member. Thanks to all the participants from the WDMGC!

Our next regular meeting will be Wednesday, July 10, at the Anderdon Harbour Light Tavern in Amherstburg.

Note: If you were unable to attend "Carnival" this year, perhaps you should plan to attend next year - - from one enthusiast to another - - IT IS SOMETHING SPECIAL!

Until next month: Safety Fast & Safety First!

The Litter Bag

by Dan Zebarah, Editor

Well, it's finally summer and since your car is finished (it's not?) you have plenty of time to take in a movie. Since you've probably been in the garage for the past three months, here is a synopsis of some of this year's movies:

Backdraft: A fire fighter's vacation becomes a nightmare when the hatc
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Die Hard 2: Die Harder: A mad scientist, tired of having the battery stolen out of his car, develops a car which uses a 12,000 volt battery. I won't reveal the ending, but you're in for a shock! *(Editor's note: I would like to apologize for that awful joke, but I'm not going to!)*

Sleeping With The Enemy: A man marries a woman whose father works in a factory building Triumphs.

Truth or Dare: Madonna stars as a woman who is trying to buy a British car. Everyone who wants to sell her a car is lying about the car, and it is up to her to figure out which car to buy.

Teenage Mutant Ninja Turtles 2: Who cares 2?

The Adventures of Ford Fairlane: /as so disappointed with this movie. ; not about cars at all. Any kind of car. ven went to see the manager of the eater to complain, and he just looked me and said, "You must own a British car." I wonder what he meant.

City Slickers: An unscrupulous farmer buys old junkers, puts them in a barn, and sells them to those people you see at car shows. You know, those people that tell you, "Yeah, I found it in a barn in Missouri. The old guy told me it had been sitting there since 1964."

(continued on page 6)

The Can-Am Connection is published nine times a year by the Windsor-Detroit MG Club. Deadlines are the 15th of the month. Contributions are welcome in either written or typed form, or on computer disk using an IBM compatable word processor.

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In the Headlights

Big Happy Birthday Wishes to the following people:

Larry Dudek	July 1
Amy Sokolowski	July 3
Andrew Howard	July 4
Debbie Dudek	July 6
Pat Harton	July 6
David Ruch	July 6
Tom Greiner	July 10
Connie Trofin	July 10
Kathleen Pagen	July 18
Dina Nader	July 19
Tom Sand	July 19
Sarah Clarke	July 20
Ed Fleming	July 20
Art Kainz	July 20
Jan Tucker	July 20
Lou Tortola	July 22
Matthew Howard	July 23
Patty Deacon	July 25
Tom Newton	July 25
Gary Cooper	July 26
Jane Marshall	July 28
Amanda Rutherford	July 30
Bob Bondy	July 31
Patricia Ray	July 31

—Marla Zebarah

Heard it through the brakeline department: Guess which car club president and his wife are expecting an addition to their family? (and we don't mean a car!)

That's right!! **Ann and Hayden Heath** are infanticipating (since Ann is doing most of the work on this project, she gets top billing!) The due date is December 29. Some people know how to have a Merry Christmas! Congratulations!!! *(Editor's note: I've always wanted to write a gossip column!)*

Congratulations go out to **Chris St.John**, who received his Bachelor's Degree in Electrical Engineering from GMI. Maybe he can help everybody figure out their Lucas wiring.

And lastly, your friendly newsletter editor/treasurer marital combination have acquired a 1974 1/2 MGB-GT. It's going to take a lot of work, but I'm confident that Marla will have all the mechanicals done in time for next driving season. *(Editor's note: You didn't think I was going to work on it, did you? MY car's done!)*

Calendar of Events—1991

Note: Events in **boldface** type are WDMGC events!

	JULY
10 (Wed)	**General Meeting, Anderdon Tavern, Amherstburg.**
14 (Sun)	**Rally to Hell and Back, Rain date. Details on this page.**
18-21(Thur-Sun)	AMGBA National Convention, Drake Hotel, Oakbrook, IL. For details, contact the Chicagoland MGB Club, P.O. Box 445, Addison, IL 60101.
19-21 (Fri-Sun)	GT-16, NAMGAR, Huntsville, AL. For details, contact Joyce Hart, (805) 566-1467.
27 (Sat)	**3rd Annual Homecoming Picnic at Patterson Park, Grosse Pointe Park, MI**
	AUGUST
3-4 (Sat-Sun)	Vintage Sports car races at Waterford. The featured car is the Alfa Romeo.
10 (Sat)	Lansing Area MG Association Rally. Details to follow.
10 (Sat)	Wallaceberg Antique Motor & Boat Outing, Wallaceberg, Ontario. Entered cars must be 25 years old (before 1966). For details, contact Brian Thornton, (519) 627-3188.
16-18 (Fri-Sun)	American MGC Register National Convention, Park City, Utah. For details, contact Tom Boscarino, (516) 751-8107.
18 (Sun)	English Day on the Green, Domino's Farms, Ann Arbor.
23-24 (Sat-Sun)	University Motors 15th Annual Summer Party, Grand Rapids.
	SEPTEMBER
7 (Sat)	**A & W Rally, Canadian side.**
15 (Sun)	Battle of the Brits, Freedom Hill, Sterling Heights MI
29 (Sun)	English Day at the Races, Waterford, MI
	OCTOBER
6 (Sun)	**Apple Picking/Fall Colour tour, site TBA**
14 (Mon)	Thanksgiving Day (Canada)
27 (Sun)	British Car Autojumble Flea Market, sponsored by the MG Car Club of Toronto. Toronto International Centre Airport Road, 10 a.m. to 4 p.m. For details contact Ed Moody, (416) 425-4878.
	NOVEMBER
28 (Thur)	Thanksgiving Day (U. S.)
	DECEMBER
7 (Sat)	**Hibernation Party, Bobby's Country House, Livonia.**
25 (Wed)	Christmas! Did you remember batteries?
26 (Thur)	Boxing Day
31 (Tue)	New Year's Eve—Don't drink and drive!!

Wetter Than Hell?

Rain Dampens Rally: Rescheduled For July 14

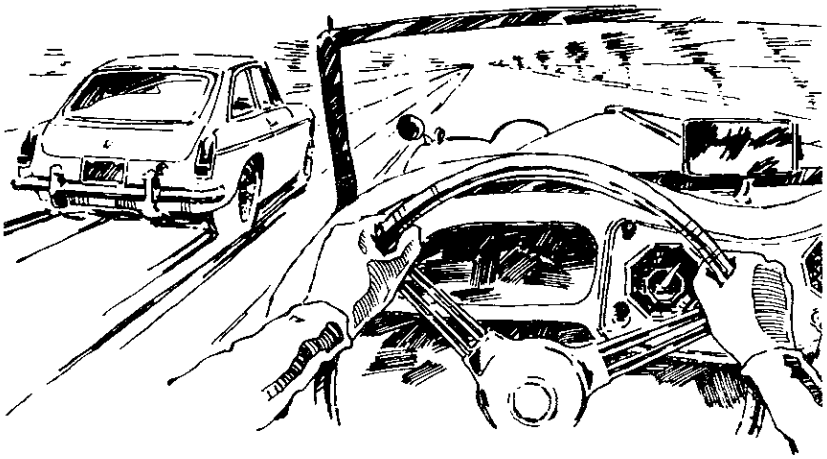
Even though Hell didn't freeze over, it sure was wet enough to put out the pilot on June's Hell & Back Rally. It has been rescheduled for Sunday, July 14, rain or shine, at 2:00 at the Pace Membership Warehouse on Haggerty and Grand River. Look in last month's newsletter for complete details.

A few members braved the elements to show up, notably **Lou & Linda Tortola**, who forgot the hood for their car, and **Ed Fleming**, whose hood might as well be down even when it was up.

A special thanks to all who showed up and we hope to see many more of you on July 14!

673 2550

EXHILARATION SAYS IT ALL



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Classified Ads

FOR SALE: Aftermarket hard top with hardware, good condition, $200 or best offer. Factory hard top, good condition, with hardware, $275. Dan Zebarah, 382-6715. (ufn)

FOR SALE: Showroom brochures: MGB 1967-80; 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. (ufn)

FOR SALE: 1979 Midget, white with black interior & top. Low mileage, stored winters, $4500. Walt Jenkins, (313) 476-1310 work, or (313) 349-8469. (2/3)

FOR SALE: 1967 MGB. Green, runs good, good shape. Wire wheels, hard top, overdrive. Price $1200. Includes extras: engine, trans, hood, trunk lid, windshield and more! Gene Skupinski (313)562-2232. (12/90)

FOR SALE: 1968 MGB, stripped to shell, new body panels, wire wheels, car is basket case, parts car included. Philip, (313) 932-0072 (2/3)

FOR SALE: Seat kit for 78-80 MGB, black. $250 Canadian. Also MGB LH front fender with new patch panel, 78-80 fuel and temperature gauge. Dave Hornby, (519) 734-6952.

FOR SALE: MGC Parts. Engine, suspension, interior, etc. Too numerous to list. Tim Covert, (313) 355-0749. (3/91)

FOR SALE: 1974 Austin Marina, new paint, BRG, 4-door deluxe model, very solid, needs very little work, stored 11 years.
1969 MGB-GT, pearl white with black, good running shape, wire wheels, overdrive, needs brake, tires, and tuning.
1966 Austin Healy Sprite, mint, racing screens, red on black, stored 15 years.
1979 Austin Mini Special, hot pink, great shape, stored 2 years, runs well, 3-year-old restoration. Call Bob Nevin, (519) 969-6260. (2/3)

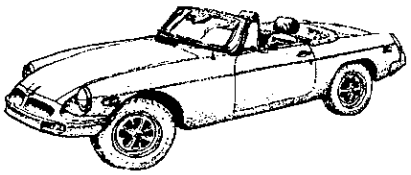
WILL TRADE: 1970 MGB engine for 1978 MGB engine. Will also consider sale. Ray Filter, (313) 676-8379. (2/3)

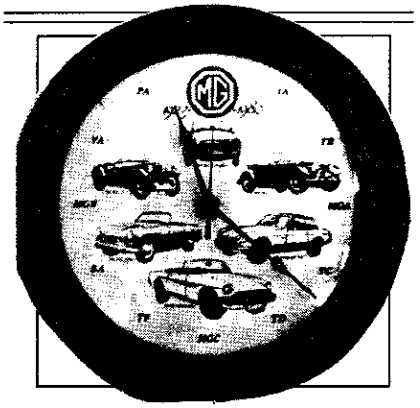
WANTED: MGB engine for rebuild project, also wire wheels and splined hubs. Ozzie Pillon, (519) 734-7355. (2/3)

WANTED: (2) HS4 Carbs for 1974 MGB. Call Will Zehring, (313) 577-4199 days, (313) 885-4180 evenings. (2/3)

WANTED: Emission control components; Air pumps, Zenith carbs, Air manifolds, gulp valves, etc. Dan Zebarah, (313) 382-6715. (ufn)

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





WIN ME!

You (yes,you!) can win this attractive MG wall clock being raffled off by the WDMGC!!!!

This 14-inch diameter commemorative clock has an oak frame and will look great on the wall of your living room or den. (The photo doesn't do it justice, so you can see it in person at club functions.)

At this point, you're probably asking yourself, "How can I win this wonderful prize?" I'm glad you asked!

Tickets are available at all meetings and club events for the low, low price of $1 each or 6 for $5. See Dan or Marla.

The raffle will be held at the Homecoming Picnic on July 27. You need not be present to win.

All proceeds will go to the club.

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Tech Talk

Those ★☼@#!!! Zenith Strombergs!

by John Twist

The Home model MGBs and Midgets were not plagued with this Triumph-inspired imitation SU, but we are. The Home and most export model MGBs (except North America) continued to use twin HIF4 carbs, the Midgets, HS4s on the Triumph 1500 engine, while the Canadian, Federal, and California Specification MGs were fitted with the Stromberg. Emission specifications were cited as reasons to move to one carb (more easily kept in tune than a two carb setup), but why not choose the HIF6? Despite all the assurances of the manufacturer that this single carb could lessen emissions, the Zenith often runs dramatically rich.

When the carburetter does run extremely rich, and if the emission control system (air pump and catalytic converter) is still in place, then the converter will glow cherry-red hot. This carb is responsible for hundreds of underbonnet fires! Yet, with a little regular maintenance, this carb will perform correctly and safely, while offering relatively high mileage compared to the twin SUs.

ADJUSTING THE CARBURETTER

To properly tune the Stromberg, one must have the Stromberg adjusting tool (an 1/8 inch Allen wrench within a pinned tube), a 10mm long open-end wrench, a small screwdriver, and a medium screwdriver. A tach/dwell meter is always most helpful.

The engine is started from cold, and the spring-loaded idle screw is adjusted until the engine is running at 1800 rpm maximum. Once the engine has fully heated and the engine dropped to its lowest rpm (choke all the way off), then the locknut screw (hence the 10mm wrench) is adjusted until the engine is idling at about 850-900 rpm. All further adjustments to idle speed will be made again with the spring-loaded screw.

Now the mixture is adjusted. Lift the air piston ever so slightly and judge the change in rpm. If the idle speed continues to rise as the piston is lifted, the mixture is too rich. Turn the Allen wrench anti-clockwise to lean it out. If, on the other hand, the idle speed slows or stumbles when the piston is slightly lifted, then the mixture is too lean. Turn the Allen wrench clockwise to richen it. A proper idle mixture allows the rpm of the engine to rise and steady, or rise and slowly fall off as the piston is slightly lifted. As the correct mixture is reached, the idle speed will rise, and several adjustments may be necessary to hold the idle at that 850-900 figure. Be certain to rev up the engine, to clear it out, between each adjustment.

When adjusting the carb at home, tighten the air bleed screw (MGB) so that no air passes through this circuit.

RUNNING RICH

The most common complaint is that no matter how many turns anti-clockwise the Allen wrench is screwed, the mixture is still far too rich. There are five major reasons for this:

1) The air cleaner is filthy and sooted. This is not uncommon, and any leaks in the manifold or exhaust, especially a cracked exhaust manifold, will soot up a new air cleaner in no time. This causes a much higher vacuum in the venturi, and more gasoline is drawn into the air stream.

2) The ELC (Evaporative Loss Control) system is pressurized. This is very uncommon, but easily checked. Remove the vapour line, the vent line, and the overflow line from the carb. This line travels across the valve cover on the MGB to the charcoal absorption canister, or directly to the canister on the Midget. There should be no change in the idling or operation of the engine. If there is any change, then the ELC system needs to be cleaned and checked for blockages. It is far more common for this system to develop a vacuum which creates a lean running condition. In fact, it's the primary reason for lean operation!

3) The automatic choke is the most common cause of rich running. These problems are:

a) The choke assembly has come loose from the body of the carb. The vacuum from the carb then draws fuel from the float bowl around the valve which should be closed during warm running. Simply tightening the three slotted copper coloured screws eliminates this as a problem.

b) The choké lever and cam have stuck in a part-open position. A good tune-up requires that the choke assembly be removed from the carb, that it be well cleaned in spray carb cleaner, the pin nut tightened, and the unit well-lubricated.

c) The bimetal spring in the heat mass is not correctly calibrated. Simply place the heat mass in a pan of boiling water, and wait for the bimetal spring to rotate clockwise to its fullest extent. The notch on the bimetal spring should be in line with the mark on the aluminum housing. If it does not line up, than scribe a new mark with a hacksaw blade. The line on the heat mass, on the black plastic insulator, and the choke body should all be in line.

d) The small passageway from the carb throat (past the butterfly) to the top of the auto choke assembly allows vacuum to pull off the spring loaded enrichment plunger. When this passageway fills with soot (as it does after years of running), this plunger remains seated, holding the choke on. By cleaning this passageway with a small wire, the vacuum can take its proper route.

e) Only several times have we encountered a choke assembly whose brass choke valve was not fully inserted into the housing, so that even when the choke pin was moved fully downwards, it was not seated in (and therefore not closing off) the choke. This condition can be positively determined by removing the automatic choke and covering the screw holes and fuel passageways with a piece of masking tape, then checking the mixture again.

4) Should the rubber diaphragm in the carb tear or perforate, the engine will run very, very rich, and the maximum speed of the MG will be limited, until, at last, it can travel only ten or fifteen miles per hour, all the while spewing forth incredible clouds of black, sooty, uncombusted exhaust. A torn diaphragm is easily found by removing the top of the suction chamber (four Phillips screws). While the diaphragm is being inspected, pay attention to item 5.

5) Rarely does a needle disassemble itself, but it does happen. The metering needle is held in a small barrel against spring force by a very small pin. If this pin breaks, the needle pops upwards by 1/8" or so, and no amount of adjusting can correct for such a gross misplacement of the needle. The shoulder of the needle can always be seen on the underside of the air piston. If it has slipped up inside, and the metering needle has a lot of up and down (against the spring) movement, then the pin should be checked and replaced (a paper clip works wonderfully).

RUNNING LEAN

A leanness at road speed is often described as a hesitation, as if a wind was blowing against the car. This can be caused by retarded timing or not enough gasoline in the air/fuel mixture. There are several possibilities for a lean running condition:

1) The ELC system is plugged which can place a vacuum above the gasoline in the float bowl. As noted above, remove the vent line from the carb and note any change. A plugged charcoal absorption canister (from dirt or from a previous overflowing carb condition), or a plugged vent line from the bottom of the anti-run-on valve are the most common problems.

2) The float height is set far too low.

3) The air cleaner is not fitted to the carb. As unusual as this seems, and for reasons that are unclear to this author, the Stromberg carburetted MGB will not run with the air cleaner removed (or a vanity air filter to replace the original). Oh, it will get to 2500 rpm or so, but then flattens out — no good for any kind of driving.

CARB WILL NOT IDLE DOWN

Sometimes the carb will not idle at lower than 1000 or 1200 rpm. this is almost always a mechanical problem, but the possibilities include:

1) Throttle cable is stiff or incorrectly adjusted. Leave this cable loose until the carb is completely adjusted, Then tighten the two nuts with 7/16" wrenches.

2) The cam within the automatic choke is not returning to a "full off" position, sometimes caused by a melted plastic plunger on the bottom side of the unit. Melted? remember that cherry-red hot catalytic converter? Sometimes the levers are bent. They all work on nice, 90-degree angles.

3) The overrun valve is floating open at very low manifold depression. The spring loaded valve on the throttle disc is designed to open only at extreme manifold vacuum — deceleration. If there has been a fire within the carb, the spring may have lost its force. The valve is easily soldered shut eliminating any further problem (and increasing throttle deceleration response). Heat the valve from the button side with a propane torch and flow solder into the valve from the spring side.

The Midget overrun valve can be completely shut off by fully unscrewing the small slotted screw on the triangular-shaped device on the right side of the carb.

AIR LEAKS AT IDLE

Any tuning or mixture adjustment is impossible if there are air leaks between the carb and the cylinder head. This is a very common occurrence, unfortunately, but the leaks are easily identified. With a can of aerosol carb cleaner, spray into areas where leaks are found while the engine is idling. If there is an air leak, the rpms will rise or fall (depending on the size of the leak, the adjustment of the carb and the type of aerosol spray). Areas that leaks most commonly occur are:

1) Between the cylinder head and the intake manifold, most commonly at the 1/2 intake port.

2) The tubing and fittings associated with the smog pump (gulp valve, line from the valve to the 90-degree fitting, and the 90-degree fitting itself).

3) The EGR (Exhaust Gas Recirculation) valve located right on top of the intake manifold.

4) Between the brake master cylinder and brake booster.

Any leak must be corrected before tuning commences!

OTHER COMMON PROBLEMS

Oil in the dashpot is essential for proper operation! If there is no oil, the engine will start with difficulty and will not accelerate quickly. Use engine oil, and do not worry, the dashpot (despite warnings to the contrary) cannot be overfilled. If the oil disappears too frequently, then the O ring must be changed. A need for oil more than once per fill-up would certainly be aggravating.

The screws holding the heat mass to the choke assembly are stripped and the heat mass will not keep a proper alignment. The holes in the choke housing can be tapped out to 10-32.

The screws fixing the top of the suction chamber to the carb body are frozen tight. They can be freed by using vise-grips for the first 1/10th turn (then use a screwdriver), or smack the end of the Phillips (posi-drive) screwdriver with a hammer to seat the end of the screwdriver and shock the threads loose. Use new 10-32 screws when reassembling.

The carb heater is cracked, broken, or not connected. There is no concern here. Everything works just fine without this piece of emission control.

A last warning: Do not spray carb cleaner down the throat of the carb. The aerosol will attack and expand the rubber diaphragm. Be safe — carry an extra diaphragm!

The Zenith Stromberg carburetter will work wonderfully well on your MGB or Midget — if you keep it clean, oiled, and adjusted. Refer to your workshop manual for more details, and work with it before buying some foreign carb to replace it. Remember: If MGs were meant to have Webers, Kimber would have made a deal with Mussolini!

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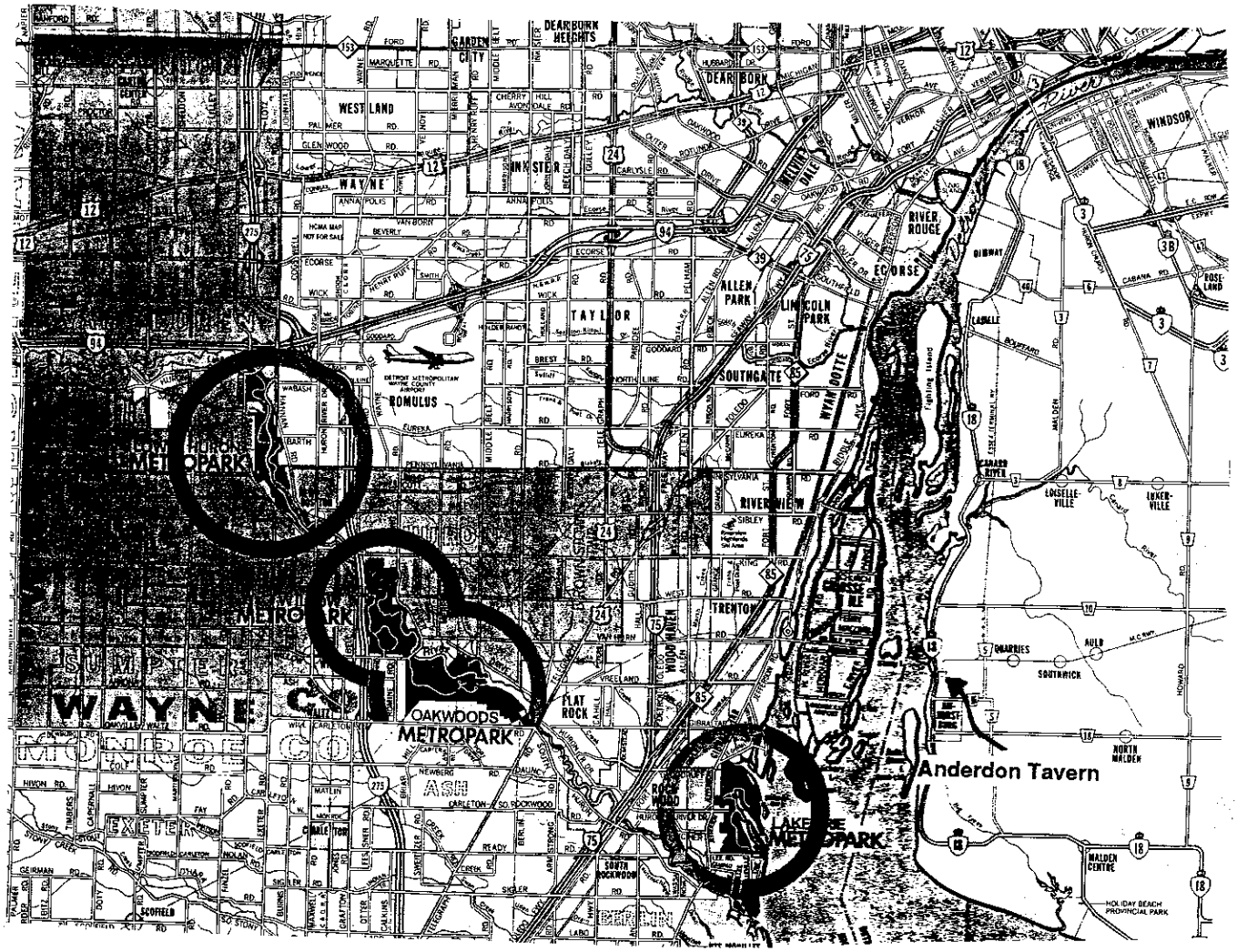

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