THE CAN-AM CONNECTION

vol. 11 no. 7 | Newsletter of the Windsor-Detroit MG Club | September1991

One more time!

A & W Rally Coming Up Sept. 20

This year's "Dave Clarke Memorial A & W Rally" (you like that, Dave?) Will be held on Friday, September 20. For those who have never participated, this is a very short, but fun rally that gets most of us lost in a foreign country, much to the amusement of the Canadian members.

We will meet at the A & W Restaurant on Huron Church Road at 7 p.m. sharp and be on our way. A prize for the best score will be awarded.

The route and rally will be planned by none other than Dave Clarke, and probably typed up by Gayle. For those of you who just wish to meet us after the rally, we will end up at the Dominion House, located right underneath the Ambassador Bridge at approximately 8:30.

Please allow for the usual tie-ups at the bridge so we don't have to complete the rally in the dark; remember the dying words of Joseph Lucas: Don't drive at night!

UML Summer Party:

Wish you were there!

University Motors' 15th annual Summer Party, held August 24, was the largest ever for both UML and the Windsor-Detroit MG Club. Thirty-five members attended, (that's over one-third of our membership!), with 30 cars representing our club.

The weather was perfect, the cars were beautiful, and everyone had a good time wandering around the field, grabbing a bite at the club tent, and of course, voting for their favorites, not an easy task with over 520 cars on the field.

The featured car, the chrome-bumpered Midget drew over 40 entries. Our own Tom Shipley, in "Old Trophy Hound", his red '72 Midget, captured First Place in the featured class, not to mention Cleanest Engine.

And the winners were:

MGA 1500:
6th place: Mo Mellor
MGB Mk II, 1968-69:
3rd place: Ann St.John
MGB Mk II, 1970-72:
3rd place: Art Stoyshin
MGB Mk II, 1973-74:
5th place: Frank Lucente
3rd place: Mike Stoyshin
MGB Mk III, 1974 1/2-76:
2nd place, Chris Mann
MGB Mk IV, 1977-78:
6th place: Dave Fraidenberg
1st place: Drew Hastings
Limited Edition, 1979-80:
2nd place: Hayden Heath
Prepared:
3rd place: John Peralta
Midget, 1975-79:
3rd place: Duane VanConant
Cleanest Engine:
2nd place: Drew Hastings
1st place: Tom Shipley
Chrome bumpered Midget (the featured class):
1st place: Tom Shipley

Congratulations to all the winners!

UML's Tech Session Coming to Windsor October 12-13

For those of you who don't want to drive to Grand Rapids in January to attend UML's tech seminar, we've got some good news: On October 12-13 the club will be hosting John Twist's travelling tech seminar.

John and his sidekick Greg Purvis will demonstrate (among other things) a complete MG lube and tuneup, and answer all our questions so every member will have a 100-point concours car (yeah, right). But all silliness aside, this is a grand opportunity to attend a fine tech session without driving three hours.

The cost will be $125 U.S. or $150 Canadian and will include a tech manual and a banquet. The seminar will be held at Gill's Auto Sales at 6550 Techumseh Rd. East, between Jefferson and Lauzon.

Attendance is limited, and registrations will be accepted on a first-come, first-served basis. Send your check (or cheque), made payable to The Windsor-Detroit MG Club, to: Dan Zebarah, 1327 Austin, Lincoln Park, MI 48146-2002 U.S.A.

If you have any questions call Dan at (313) 382-6715 or Art Stoyshin at (519) 735-7910.

This Month's Events:

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

SEPTEMBER

8 (Sun)	Battle of the Brits, Freedom Hill, Sterling Heights MI
20 (Fri)	A&W Rally. We'll meet at 7:00. Details on this page.
29 (Sun)	English Day at the Races, Waterford, MI

In the Headlights

Big Happy Birthday Wishes to the following people:

Derek Hanson	Sept. 1
Allyson Hornby	Sept. 1
Linda Lucente	Sept. 1
Benjamin Peters	Sept. 1
David Zebarah	Sept. 1
Jaimie Bondy	Sept. 2
Diane Howe	Sept. 2
Danielle Webb	Sept. 4
Mark Binkley	Sept. 5
Dan Harton	Sept. 5
Jennifer Hanson	Sept. 6
Felicia Tortola	Sept. 9
John Peralta	Sept. 10
Jennifer Kollin	Sept. 14
Mark Osowski	Sept. 16
Bob Lendt	Sept. 17
Scott Sylvestre	Sept. 17
Lynn Kainz	Sept. 19
Tom Shipley	Sept. 19
Tiffany Tortola	Sept. 21
Ron Harmon	Sept. 25
Chris Howe	Sept. 25
Paul Nevin	Sept. 29
Drew Hastings	Sept. 30
Michael Kainz	Sept. 30

We would like to welcome the following new members to our club:

Rose Lieberman joined our club right after English Day. Rose is the proud (but slightly scared) owner of a 1952 Red TD. Her traveling companion is her son Mark. Rose is in insurance sales.

Jeff Monroe and Judy Morgan own a 1972 Caution Yellow MGB. They are getting married on September 15, 1991 - CONGRATULATIONS! They will be making their home in St. Clair Shores. Jeff is an antique furniture restorer.

Pat and Mary Webb joined our club after Twist's Summer Party. They own a 1975 White MGB and a 1973 MGB-GT. They have three children, Angela, Patrick and Danielle. Pat is a pipefitter and also the owner of "Portside Marine, Inc."

Hope you enjoy being a part of our club!

We would also like to congratulate **Dave and Sheryl Fraidenburg** on their recent marriage. They told us the good news at the University Motors Summer Party.

We recently reported that new members **Rich and Laurie Wroblewski** were in the market for a car. Well, they have found one! They are now the proud owners of a 1974 Green MGB. Rich tells us that his 9 year old son Norman is his chief mechanic's assistant.

There was an error in the last report about **Ann Heath's** pregnancy. The expected birthdate is the end of Janu-

(continued on page 3)

The Litter Bag

by Dan Zebarah, Editor

This one should get me an earful.

MGs are better than kids because:

You can turn them off.

You can lock them in the garage all weekend and nobody calls the authorities.

They never barge in on you when you are in the bathroom.

They're cheaper to outfit; I've never had a car outgrow a perfectly good carburetor after three months.

They don't go through puberty.

They don't borrow your clothes.

They stay off your phone.

They don't misbehave in supermarkets.

They don't need babysitters.

They don't break their toys.

They don't argue.

They never embarrass you in public (well . . . almost never).

You don't have to send them to college.

They never have to have the latest anything because one of their friends have one (Their owners might, but the cars never do).

They never leave the living room a mess right before company arrives.

They don't talk back.

On the other hand, none of my cars has ever gotten me a beer, given me a hug, drawn me a picture, thrown me a ball, given me an excuse to watch cartoons, or called me "Daddy".

I think I'll keep them all.

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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Headlights

(continued from page 2)

ary, not the end of December as previously reported.

John Peralta and Holly Orlowski had one of THOSE weekends at University Motors. Upon entering the field, John's oil pressure switch came uncapped and drenched his engine bay, not to mention Holly's brand new white shoes. Then, on their way home, the alternator AND battery fried in Wixom. They were kindly rescued by a tow truck driver by the name of **Mikael Jensen.**

He interrupted his dinner to come to their rescue and tow them all the way from Wixom to St. Clair Shores. They said that he really took a lot of care towing the car and kept talking to John about what a nice car it was and how he had always wanted one. The twosome left Grand Rapids at noon and got home at 9:00 p.m. They asked us to please thank the tow truck driver for them. *(Editor's note: I think John should start making room on his mantle for a certain MGB grille!)*

Congratulations to Reggie DiRezze! Reggie's Corvette won the "William L. Mitchell Memorial Award" at the St. Ignace Auto Show. This is the people's choice award for the most popular GM product. We're real proud of you, Reggie!

—Marla Zebarah

Hibernation Party Scheduled for December 7

This year's Hibernation Party has been scheduled for Saturday, December 7 at the Sicilia Hall in Windsor.

Organized by Lou Tortola and assisted by Frank Lucente, this should be a good time. *(Editor's note: I don't know what Lou has up his sleeve—he won't tell me, but you can be sure it's more than just his arm!)*

Tickets will be available in advance only and will cost $20 U.S., $22.50 Canadian.

We will also have our annual awards, elections, door prizes, a raffle, and perhaps a few surprises.

By the way, we will have a keynote speaker this year, none other than John Twist, MG guru.

Sounds like fun? Contact Frank Lucente for details at (519) 977-5346.

Calendar of Events—1991

Note: Events in **boldface** type are WDMGC events!
*subject to change without notice

SEPTEMBER

8 (Sun)	Battle of the Brits, Freedom Hill, Sterling Heights MI
20 (Fri)	A & W Rally, details on page 1
29 (Sun)	English Day at the Races, Waterford, MI

OCTOBER

6 (Sun)	**Apple Picking/Fall Colour tour, site TBA**
12-13 (Sat-Sun)	**UML Tech Session, Gill's Auto Sales, Windsor.**
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, Sicilia Hall, Windsor.**
25 (Wed)	Christmas! Did you remember batteries?
26 (Thur)	Boxing Day
31 (Tue)	New Year's Eve—Don't drink and drive!!

1992

JULY

7-11 (Wed-Sun)	MG Canada '92, Peterborough, Ontario. Hosted by the MG Car Club of Toronto and the North American MGB Register.

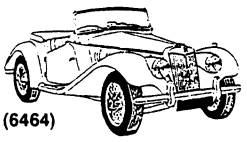
British Day at the Races

Caravan to the Races: September 29 at Hershell's Deli

A caravan has been planned for those heading to British Day at the Races, Sunday, September 29 at 10 a.m. The first 35 cars registering for the run at the Drury Inn (Hershel's Deli) will receive a dash plaque, and all who register will be eligible for door prizes.

The track is open to all British made cars at a reduced spectator rate. Take I-75 to Sashabaw, turn left to Pelton, turn right to Waterford and turn left.

If you don't want to or just can't participate in the caravan, you can just show up at the track. For more information, call Larry Moss, (313) 540-3733.



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You Know You've Owned a British Car Too Long When . . .

Reprinted from the *Triumph Review*, newsletter of the Detroit Triumph Sportscar Club. *(Editor's note: Since there is no author listed, it is assumed that they stole it from somebody else)*

You know you've owned a British car TOO long when:

You always park facing downhill.

The guy at the parts store:
Gets a cheesy grin when he sees you walk in.
Is listed as a dependent on your income tax form.
Sends you a get well card if you haven't bought parts for 2 weeks.
Recognizes your voice on the phone.

You buy a parts car, and not even you believe that you will part it out.

You hear "head job", and think of adjusting valves.

You get in a car and are surprised:
When all of the instruments work.
By it not needing oil, brake fluid, or anti-freeze.

You get in a car and are not surprised by:
A spare battery.
A tool kit that fills half the boot.
A slightly singed instrument panel.

You actually LIKE the smell of Chemtool.

You hear someone talk about new shoes, and you think only of brakes.

You call AAA and THEY recognize your voice, too!

You look under your bonnet and see:
More duct tape than hose.
More electrical tape than wire.

You tell your wife that the reason you were out until 3 a.m. was that the car broke down, and she believes you.

The people you live with are no longer fazed by sitting down to dinner and sharing half the table with a carburettor.

You pay more visits to the parts store than the gas station.

Your car makes a funny sound and you immediately know:
What is wrong,
How much the part will cost,
What tools will be required.

You wash your hands when working on your car so you won't get the engine dirty.

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: Half Tonneau, red, for early MGB. Excellent condition, $35. Dave Clarke, (519) 966-3449. (1/3)

FOR SALE: Left hand sun visor, $14. Rear view mirror, day/night, $15. Guy St.John, (313) 349-3649 (1/3)

FOR SALE: MGB parts: rubber front bumper, 4 wire wheels, 4 Michelin 14 x 155 tires, steering rack, Zenith carb, etc. All good condition. Norm Lupo, (313) 296-0215 (1/3)

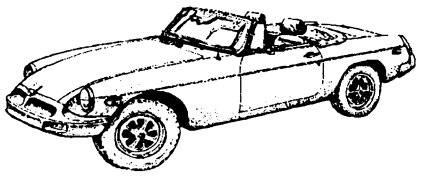
FOR SALE: 1967 MGB. Green, runs good, good shape. Wire wheels, hard top, overdrive. Price $1200. Includes extras: engine, trans, hood, trunk lid, windshield and more! Gene Skupinski (313)562-2232. (12/90)

FOR SALE: 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. (2/3)

FOR SALE: MGC Parts. Engine, suspension, interior, etc. Too numerous to list. Tim Covert, (313) 355-0749. (2/91)

WANTED: Emission control components; Air pumps, Zenith carbs, Air manifolds, gulp valves, etc., Any condition, 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.



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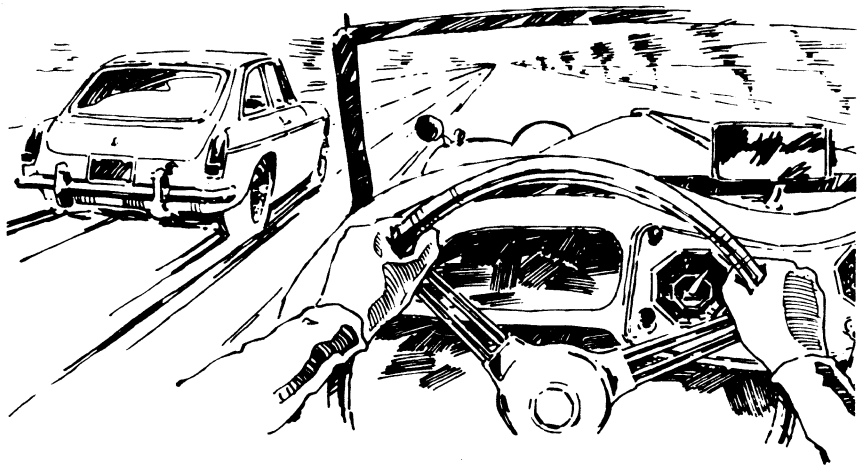

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Tech Talk

Rover: New MGs in Near Future

Reprinted from *Car* Magazine, August 1991

Dramatic Plans at Rover should see a new MG on the road as early as autumn next year, and a whole family of roadsters by 1995. The strategy calls for three new models, launched at intervals over the next four years, and would ensure a dramatic re-entry into the sports car market for Britain's biggest car maker. The bare bones of these plans look like this:

Autumn '92 - MGB V8 limited edition. Powered by Rover's V8, uses modern suspension. Bodywork based on old B, using the British Heritage shell, but extensively repaneled. Planned run of 1500 units at £25,000 (approximately $40,000 U.S.) apiece. To debut at the Birmingham Show.

Late '93 - MGD. An all-new, mid-engined 1.4 litre roadster using the K-series, designed to undercut the Mazda MX-5. A series production car, the MGD is entirely designed by Rover and uses no Honda components.

Late '94 - MG V8. A modern interpretation of the V8 roadster theme, using a Rover 800 floorpan. Rear wheel drive, it's likely to be powered by a big bore version of an updated V8 motor, feature sophisticated suspension and luxurious cockpit trimmings. The projected price is about £40,000 (approximately $65,000 U.S.)

While Rover's management has yet to give official approval to these plans and sign them off, sources reveal that the company is still extremely serious about the rebirth of the MG marque, and has been conducting extensive market research clinics over the past few months. Had the recession not struck, there's no doubt that at least one MG project would be under way by now, but today's chilly economic climate has brought on a bout of soul searching.

However, advocates of the retro MGB project within the company are anxious that approval be almost immediate, so that there's a good chance that the car can be displayed at the Birmingham Show in '92, even if it does not go on sale then.

That it can be produced relatively quickly is down to two factors - first, development of the project has been underway for two years now, and second, it hinges on a clever piece of opportunism, namely, using the British Heritage produced MGB bodyshell as the basis for something new. There are huge advantages in this. The body is in small scale production already, saving a mass of tooling and development costs. And though it is an old design, Rover knows that the structure is good enough to pass the crash regulations, here and in the U.S., because they haven't changed in their fundamentals since the car was last sold in 1980.

This will save Rover millions of pounds and millions of man-hours. Nor is there much doubt that the basic proportions of the MGB, always thought a handsome and thoroughly executed piece of styling, are basically right.

The same isn't true of its entrails. Few original mechanical bits will survive. Power will come from the old Rover-Buick V8, which has already seen brief service in the MGB GT, of course, though it will be in modified form. At the moment, it looks as if a 3.9 litre injected version, delivering between 260 - 280bhp will be installed, but the 4.5 litre 32-valve version being developed for the new Range Rover would fit just as easily and produce more than 300bhp. However, this option may be considered excessive given today's greener feelings.

The gearbox will come from the Discovery, which uses an upgraded version of the old SD1 77mm box, but the back axle and rear suspension are certain to be all new—probably an independent set-up capable of handling the torque, something the B's live axle, leaf spring arrangements would never manage. Expect a limited-slip differential, too. Up front, the lever arm dampers will have to go, perhaps replaced by a more modern double wishbone set-up.

Though the core of the body—the floor, front and rear bulkheads, the doors, their apertures, the engine bay and the chassis rails—remains virtually unchanged, the B will be extensively restyled, to look a little more modern but mostly more aggressive. Using the core structure leaves the designers free to alter much of the exterior paneling, even if the doors and boot-lid remain unchanged.

The wings are more bulbous to house fatter rubber, giving the car something of a coke-bottle shape and, it's said, something of the look of a Cobra. Inside there's a traditional leather interior and a facia well stocked with circular gauges—more upmarket than the B's cabin, but redolent of it nonetheless. The result is certainly said to be attractive and unlikely to offend purists.

Support for this project is not universal within Rover, detractors claiming that it would be better to relaunch the brand with an all-new car rather than a rework of something past. The thinking behind the B V8, however, is that it offers Rover the chance to produce something quickly, that it will promote the MG name - which has been officially dead for 11 years now - and that it will prove that the company really is serious about rejoining the fray. In our view, at least, it seems a sensible way back into the market, and at £25,000, very good value for what should be a very desirable limited-edition model.

Manufacturing will not be a straightforward process, and it's likely that the car will be built by specialists, possibly Tickford, or more likely IAD at Worthing, which is keen to establish a car-assembly facility so that it can provide similar services to Bertone and Pininfarina.

The mid-engined MGD, on the other hand, is likely to be a full-scale production car, perhaps built at Longbridge using a Metro floorpan. The car is aimed at a cheaper market sector than the Mazda MX-5, Rover almost openly admitting that it's missed the boat in this area now. An MX-5-sized MG was developed some while ago now, but the project's been mothballed because few reckon there's room for two cars in this class.

So, at today's prices, the MGD would cost about £13,500 (approximately $22,000 U.S.), £2,000 less than the Mazda, and it would provide a different driving experience - less performance, but more agile handling from its mid-engined format. The strategy for

this car seems to have altered recently, probably as a result of the MX-5's success. Originally it was front-engined, though still using the K-series engine. The new configuration distances it further from the Mazda.

Though the 1400 motor will be a 16-valve multipoint injection version producing some 105bhp, performance won't be startling - expect a top speed of around 120mph and a 9.5-second sprint to 60 mph. There's talk of offering 1.6 or even 2.0 litre power units at a later date, but the emphasis will be on all-round driving enjoyment rather than roaring performance, in the tradition of the MG Midget.

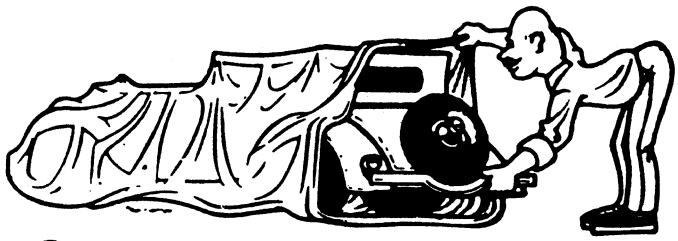
There's no news yet on what suspension system this sportster might use —Hydragas is a possibility—but there will be innovation in the transmission department, because a Torotrak gearbox, a more sophisticated continuously variable transmission, may well be an option.

The MGD will be quite a basic car in other respects, in a bid to keep manufacturing costs down. So the cockpit will be decently trimmed, but free from electronic excess. Expect wind-up windows, a simple four-dial instrument pack and a total absence of felled tree. The hood will be a manually erected affair, too, folding into a small gap between the seat backs and the rear bulkhead. There will be room for two - and decent room, too, it's claimed - but no more.

Keeping costs down will be absolutely critical to the future of this car. In fact it's hard to see how Rover can expect to build it for less than it costs Mazda to assemble a MX-5, unless it has hit upon some clever ways of saving money. However, keeping it cheap is likely to be the only way it will penetrate the U.S. market, where recent research shows that customers view MGs as cheap, affordable fun cars, and where more and more is expected for less and less. But the U.S. market, and the preservation of Rover's slender presence there, can be the only business justification for this project—selling in Europe alone will not be enough. However, the fact that Rover is still developing and researching the car suggests that there is a reasonable possibility of it appearing, perhaps in late 1993 or early 1994.

The American market is also the major target of the third player in the strategy, an upmarket MG V8 in the modern idiom. Somewhat Jaguar-esque, it's likely to be based on a Rover 800 platform, though it will be rear drive. The trusty old alloy V8 will power it, either in 3.9 or 4.5 litre forms, and almost certainly capped by the upcoming 32-valve cylinder heads. The strategy behind this car is to appeal to the older more affluent MG fans who owned a B in their youth. These people are still interested in MGs, but want modern amenities and refinement.

To this end the interior will be very opulent, using lashings of leather and wood, the hood is likely to be electrically powered, and options such a air-conditioning and automatic transmissions will be on the agenda from the start. This car is the least developed of the trio of MGs, but its attraction for Rover is strong - it's more likely to succeed on the American market, and it will certainly offer more scope for earning money, being priced at around £40,000 at today's prices. Volumes would be relatively limited, but it would be a series production car, perhaps built at Rover's Cowley plant.



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