THE CAN-AM CONNECTION

vol. 11 no. 8 | Newsletter of the Windsor-Detroit MG Club | October1991

Cider Run '91

You Autumn Have a Good Time!

This year's fall color tour will take place on Sunday, October 6. Cider Run '91 (poetic, isn't it?) will start from the Chili's restaurant on 8 Mile near Haggerty at 1 p.m.

Unfortunately, an early harvest means there will probably not be apples to pick, but that won't keep us from enjoying cider, doughnuts, and some beautiful scenery, courtesy of Guy St. John, who has the route planned.

We will visit three cider mills, each with its own unique kind of atmosphere, cider, doughnuts, and amusements (wagon rides, petting zoo, etc.) Perhaps the club will even spring for some cider for taste testing!

We will leave Chili's at 1 p.m. sharp, so if you want to eat, you will have the opportunity beforehand. The same goes for our Pace-aholic members (there's one two miles away!).

If we're lucky, we will have one last fling of hood-down weather before we tuck our little toys away for a long winter's nap. See you there!

Mark your Calendars!

By-Law Revisions, Elections on Hibernation Agenda, December 7 in Windsor

At the Hibernation Party being held this December 7 (buy your tickets now!), we will be holding our annual elections. We will also be voting to adopt the bylaws adopted by the Executive Board in March. There have already been proposed revisions to them (like what to do when the President resigns).

This year we will be requiring that you buy your tickets to the party in advance. Tickets will be available from Frank Lucente or Marla Zebarah for only $20.00 Canadian, $18.00 U.S. Non members will be able to purchase tickets for $22.50 Canadian, $20.25 U.S. This will pay for your dinner, dancing (we're going to have a disc jockey this year), and door prizes. There will be a cash bar set up, but be sure to have Canadian money— they will be taking U.S. money at face value with no exchange given!

The proposed bylaw revisions that have been suggested so far are:

ELECTIONS (New) Annual elections shall be held at a General Meeting each December or January. A quorum need not be present to elect officers.

SUCCESSION (New) In case the President is unable to finish his term of office, the Vice President shall become President for the remainder of the year. If the Vice President declines to become President, the Executive Board shall appoint someone as President for

(continued on page 3)

Is There Anybody Out There?

UML Tech Session In Danger

Well, we've been underwhelmed with the response for the UML tech session on October 12-13! As of September 28, we have has very little interest it this event. Art Stoyshin has gone to great lengths to schedule John Twist for this session.

If we do not get enough responses, we may be forced to cancel.

This is the same session as the one John hosts in Grand Rapids during the winter: The complete MG lube and tune-up. This is also a grand opportunity to ask John any and all questions about your particular car. This is also not carved in stone, so if there is something else that you would like John to do, he can do that, also.

We have eliminated the banquet and have lowered the price to $85 US and $100 Canadian. We need to know NOW!!!!!!

Let's not pass up this chance to show our club enthusiasm and learn a little more about our cars. Or maybe teach your spouse a little about your car. Reserve your space by contacting Art Stoyshin at (519) 735-7910 or Dan Zebarah at (313) 382-6715.

This Month's Events:

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

OCTOBER

6 (Sun)	**Apple Picking/Fall Colour tour, Details on this page!**
12-13 (Sat-Sun)	**UML Tech Session, Gill's Auto Sales, Windsor.**
14 (Mon)	Thanksgiving Day (Canada)

The Passenger Seat

by Marla Zebarah

Someone unfortunate enough to be married to a newsletter editor

I have to be honest; when I first met Dan he warned me that he was a member of the Windsor-Detroit MG Club. I thought his MG was real cute (that was when he still had his 1980 Snapdragon Yellow B), I thought it was nice that there was a club for people that really liked these cars, and I was slightly used to the English cars - my brother used to own a Spitfire (he was constantly working on it, and never did get it roadworthy). *(Editor's note: typical Triumph!)*

Now, 8 years later, I am the owner of an MGB-GT. I know a lot more about the MGs than I used to. I can tell you approximately what years each kind was manufactured and I can tell you approximately what colors were used (I learned all that while putting together the club directory). I helped Dan while he was rebuilding his engine last summer (generally where he needed smaller hands to put that ONE bolt on that no one can possibly reach). But I still have a long way to go.

After getting the GT, I started making a list of all the parts that my car needs. We had a copy of the Roadster Factory catalog, so I started there. Now the Roadster Factory catalog has these real fancy things called "exploded diagrams". They are drawings that look like you dropped that particular section of the car 20 feet onto a concrete floor.

I opened the book to find the section of the car that I want, for example: the rear axle - but there are two types of rear axles?!?!

"Dan, do I have a tube type or banjo type rear axle?"

Instead of answering me, Dan goes into the entire history of the banjo type rear axle. "They were originally put onto this type of car, etc., etc."

"Dan! All I know about my car right at the moment is that it is a 1974½ GT, it is three of the ugliest shades of green I have ever seen (the third paint job is peeling off, showing an even uglier paint job underneath), and it has S.U. carburetors. Now, do I have a tube type or a banjo type rear axle?!"

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The Litter Bag

by Dan Zebarah, Editor

"Writing is easy: All you do is stare at a blank piece of paper until drops of blood appear on your forehead."

—Eugene Fowler

Excuse me, I've been suffering from writer's block. I occasionally have this whenever I can't think of anything funny to write about. Most of the time, I will ask Marla for ideas, take one of these, and run with it.

This time however, I think I sprained my creative ankle. Well, it's better than a creative groin pull (ouch!). I decided last week to go see a specialist, Dr. Harlan Wordsmith of the Webster Institute for Ridiculous Afflictions.

"Doc, you gotta help me!", I pleaded. My readers want funny stuff about cars, and all I can come up with is an empty floppy disk."

Dr. Wordsmith opened up a notebook. "Mr. Zebarah, It's a common affliction. I've seen it many times. A newsletter editor starts off with good material, but as time goes on, it gets increasing harder to think up new things to write about. Now, yours is a humor column, right?"

"Right."

"Well, write about your funny experiences."

"How do you know about those?"

"Every humor writer has those. I was talking to Erma Bombeck the other day, and she told me that whenever she can't think of anything to write about, she just writes about something that happened during the previous month."

"YOU know Erma Bombeck?"

"Well, not really. She was on 'Donahue' and I called and got through. But she's a real nice lady. Anyway, that's what you need to do."

"But that's different," I said, "Bombeck writes about everyday home stuff. I write automobile-related material for my car club."

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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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FINE PRINT

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In the Headlights

Big Happy Birthday Wishes to the following people:

Jennifer Trofin	Oct 1
Steve Graham	Oct 3
Sandie Newton	Oct 4
Philip Wiltshire	Oct 4
Tommy Shipley	Oct 7
Timothy Sokolowski	Oct 7
Eric Sand	Oct 8
Bruno Kaija	Oct 9
Judy Peters	Oct 9
Dave Hornby	Oct 10
Judy Pope	Oct 10
Bob Nevin	Oct 11
Jennifer Larwa	Oct 13
Jim Hunter	Oct 19
Judie Barber	Oct 21
Jeffrey Gora	Oct 24
Mary Kay Kollin	Oct 24
Nichole Hunter	Oct 28
Ozzie Pillon	Oct 28
Leslie Schultz	Oct 28

—Marla Zebarah

Litter Bag

(continued from page 2)

"MAKE it automotive. You have kids," he said, looking through his notes, "Write a story about letting your kid help you fix your car." He seemed pleased with his idea.

"I did that last year."

"How about childbirth?" he countered. "If you're creative enough, you can make childbirth automotive."

"I did that TWO years ago," I said. I was getting more depressed by the second. "If I don't come up with a column, I don't know what I'm going to do."

"I'VE GOT IT!!!" He jumped out of his chair. "Write about how you overcame your writer's block!"

"Wait a minute," I said, getting up, "You expect me to write about coming here and calling it a column. How am I supposed to do that?"

"You just did. Pay up on your way out."

Well, it's better than a big white space.

Calendar of Events—1991

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

	OCTOBER
6 (Sun)	**Apple Picking/Fall Colour tour, details on page 1.**
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.

Hibernation Party

(continued from page 1)

the remainder of the year.

HONORARY MEMBERSHIPS (Change) Lifetime Memberships (with no dues) have been awarded to Jim Trofin, Mark Deacon, Dave Hornby, Ron Harmon and Harry Mueller. Additional Honorary Lifetime Memberships shall be conferred upon the recommendation of the Executive Board.

EXECUTIVE BOARD (Change) The elected offices are President and Vice President. The term of office is one year and individuals may run for reelection for an unlimited number of years. The Board will be composed of the following officers: President, Vice President (of Events), Treasurer, Newsletter Editor, Spares and Parts Officer and 2 (Two) Regalia Sales Officers.

VOLUNTEER OFFICES (Change) The volunteer offices are Treasurer, Newsletter Editor, 2 (Two) Club Regalia Officers, BSCC Representative, and Spares and Parts Officer. Committees may be formed to assist on any task.

VICE PRESIDENT (Change) It will be the duty of the Vice President to conduct WDMGC meetings in the absence of the President, provide leadership as Chairman of WDMGC events, and prepare written reports of said WDMGC events for the Can-Am Connection.

If you have any questions about any of the proposed changes or any additional bylaws you feel we need, please call any of the club officers.

Elections will also be held for President and (if the proposed bylaw is approved) Vice-President. Believe it or not, we actually have volunteers for both positions! Phil Wiltshire has volunteered to run for President and Dave Fraidenburg has volunteered to run for Vice President. Nominations are still open for these and all other jobs, though. If you would like to run for any of the Board Positions, please contact Gary Howe or Dan Zebarah.

We now have T-shirts & Sweatshirts with the club logo. Contact your regalia chairman for availability!

More New Members!

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

Joe Berkowski owns a 1973 British Racing Green MGB. He lives in Dearborn Heights.

Dan and Diane Leighton live in Fenton. They own a 1977 Green MGB. They have one son named Matthew. Dan is a Vice President for Orchid Automation.

Otto and Judy Pope live in Dearborn. They own a 1971 Vermilion Midget. They have three children, Julie, Chris and Don. Otto is a Design Supervisor for Ford.

Manuel and Peggy Ramirez own a 1978 Red MGB. They live in Lincoln Park, and will be moving to Wyandotte at the end of the year. It was real funny - Dan and I kept spotting him driving in his car on the roads near our house, but could never figure out where he lived. Then, one day, Dan saw the car parked. It was the day he had picked up the newsletters from the printer, so he stopped and put a newsletter on the window. Manuel later told us that the car was parked in front of his house for about 5 minutes that day! Anyway, his car is absolutely beautiful!

Suzanne and David Snyder own a black 1980 MGB LE. They live in Sterling Heights with their daughter Jaimie. Suzanne is a teacher. They joined our club after Battle of the Brits.

Hope you enjoy being a part of our club!

In other news:

Bob and Ruth Lendt want to report that they have been unable to go to any events this year because they have moved. They had a new house built up in Lapeer. They promise to try to make some events real soon!

HEATH UPDATE: Ann, Hayden, Brad and ?? are all doing real well. Hayden likes his new job in Chicago, Ann's pregnancy is going real well and Brad loves having all the new kids in the neighborhood to play with. In answer to the question I get wherever I go, they are definitely going to try to make the Hibernation Party.

—Marla Zebarah

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.

Don't Forget! The Hibernation Party is December 7. Get your tickets now! See page 1.

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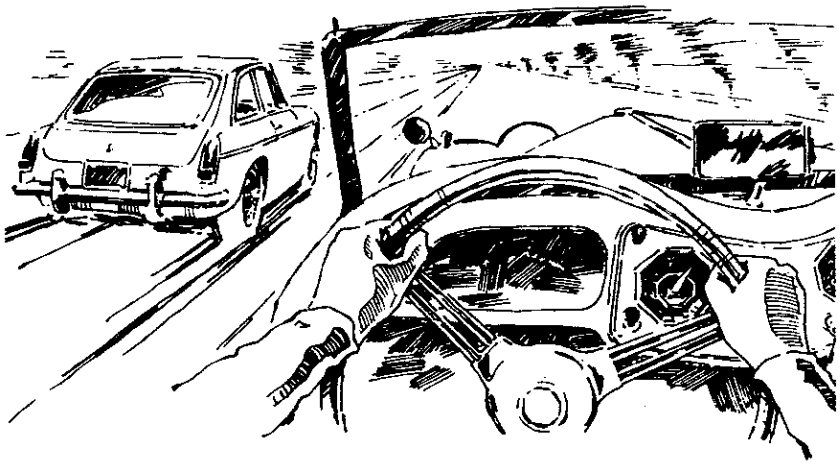

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Humor

Deadus Circuitus: or Why Lucas Doesn't Make Computers

(Stolen from the Detroit Triumph Sports Car Club, who doesn't know who they stole it from)

A critical examination of the MG electrical system and its relationship to mental health, world peace, and gastro-intestinal problems.

by Dr. Iam A. Froot
Northeastsouthwest Idaho University of Pennsylvania Department of Ridiculous Trivia and British Sportscar Spuds, Nebraska.

Introduction:

Ever since man began driving British sports cars, in this study the species MG, he has been confronted with electrons which simply refuse to move in the correct direction. Being stubborn and a bit dim, men have tried to find solutions to these problems (pronounced "buy a Ford"). This paper explores the reason for those reluctant electrons, and why prune juice won't get them going.

Rules of Reason:

A few years ago, *Road & Track* called Lucas, Ltd. "The Inventor of Darkness" and I'm inclined to agree. I can't possibly recall all the times a Lucas electrical system committed suicide while I was behind the wheel, but it ranges somewhere between the number of atoms in the universe and the national debt. I always overcame that (expletive deleted) electrical system, and the results of my extensive research into wayward Lucas electrons (I swear they only hire the stupid ones) are given below. Here's a few brilliant suggestions on how you too can avoid that enthusiastic feeling late at night, at speed, on a twisting road, when the lights decide to go on strike.

1. Fifty percent of the time when something's wrong, a connection has come loose. Take the pliers out of your tool kit (You DO carry a tool kit, right?). Look at your wiring diagram (You DO carry a wiring diagram, right?) Locate all connections on the dead circuit. Crimp, crimp, crimp. If this doesn't work, cry, cry, cry.

2. If this doesn't work, beat the sucker with a five-pound sledge hammer.

3. Sometimes the connectors, especially the bullet connectors, (Lucas picked a good name for these—too bad there's no powder included to put the rest of the electrical system out of its misery), become corroded. They've learned this trick from the rest of the body. Take the affected parts and dip them in acid, such as hydrochloric, phosphoric, or Pepsi. As soon as you see the corrosion disappear, rinse with water and brighten with steel wool. Reconnect. If it still won't work, try a different acid: LSD. Then even if it doesn't work, you'll think it is. Or, go back to step 2.

4. Unless you're one of those original restoration weirdoes, consider mounting terminal blocks to make connections. Finding terminal blocks is easy: Go down to the bus station and steal parts of the building. The hammer in step 2 works well for this.

5. Only eternal optimists and mental patients straight out of shock treatment believe that the original wiring diagram even approaches what's actually in that car. Odds are the lobotomized cretin you bought the MG off of tried in vain several times to repair the electrical system. This might explain why you get the left turn signal when you turn on the wipers. Then again, it might have come from the factory that way. Who knows? Most of these self-annointed electron heads have all the mental capacity of a toaster oven. Rip out all of those phone cords, speaker wires, solid 10-gauge wire, and the three miles of electrical tape. Install the proper color (and gauge) wire. This means a new harness 99.99% of the time. Than take the scrap copper back to a recycling plant. You should get enough for dinner at a French restaurant, or enough White Castles to tide you over until 1993.

6. Sacrificing virgins (male or female, you can't be picky these days) while playing Megadeath albums might shock the system back into life. Another variation on this is to dump hot chili (no beans please) on the system while playing Slim Whitman. Use your imagination.

7. MGs are underfused. MGAs have four, count 'em, four fuses. Compare this to a typical far eastern import with somewhere around 27,000. Obviously, adding fuses is an intelligent move. Note the person who owned the car before you didn't add any fuses. Add fuses for any extra equipment like radio, fog lights, vacuum cleaner or toaster oven. I don't recommend adding a space heater, the car does quite well on its own, thank you.

8. When working on the electrical system, especially behind the dash, disconnect the battery leads. Do you really want to learn how to arc weld with a screwdriver?

9. In line with steps 7 and 8, have a fire extinguisher or department on hand at times while working on Lucas electrics. Lucas is probably the only electrical system prone to spontaneous combustion. Learn not to burn.

10 Certain tools are required to properly service the electrical system on your MG. They include: Multimeter, continuity tester, clip-on cables, ouiji board, fuzzy dice (pair), five-pound sledge hammer, and Frank Pastori baseball card.

11. Replace as many components as possible while restoring your car.. That way it will look as good as possible when you've broken down beside the road from electrical failure.

12 If all else fails, return to step 2 or buy a Volvo.

Conclusion:

Hopefully the results of this in-depth research concluded just three weeks ago will be of use to you (note that this paper can be rolled up, lit, and used as a torch in the event of an emergency, or is that just "situation normal"?). It should keep one from becoming a crispy critter, stranded, or frustrated to the point of robbing a fast food store. If nothing else works, attach a magneto and ignore the rest of the system. Kerosene lamps were good enough for an 1898 Mercedes, are they good enough for you?

Passenger Seat

(continued from page 2)

Dan breaks off his diatribe on axles around 1932 and finally answers that my carbs are HIF4s and I have a tube type rear axle.

So I find the tube type rear axle on the diagram, which has a letter next to it. I look for that letter down below on the chart. I then discover that I need to know the VEHICLE NUMBER?!?! Oh, yeah, I just happen to know that right off the top of my head!!! *(Editor's note: Doesn't everybody?)*

"DAN!!!"

Once I know what the vehicle number is, I am able to look up the part number.

After going through this for my entire list of parts needed (that I currently know of), I go to the price list. I look at this long list of part numbers and generally, it tells me that the part I need is no longer made. Or, if I need both a right and a left part, only one of them is available.

For example, one of the previous owners put speakers in the doors that were too big for the car. They forced the windows down over the speakers and broke both the window regulators. The driver's side window will not roll down at all. The passenger side window will ratchet down if you breathe too hard on it. According to Roadster Factory, the regulators are no longer available. However, there's hope. In the latest *Enjoying MG*, they said that British Heritage is making them again, I hope someone will carry them! (What's this? They will be available for only £89 each? On second thought, I really don't want to roll my windows down that badly. Besides, the vent windows still work.)

Now, since we need LOTS of parts, Dan starts saying the dreaded words "parts car"! Since my GT is a 1974 $^1/_2$, I have found out that a lot of the stuff is only available on 1974's, while other stuff is only available on 1975's.

For example, the wiring harness is 1974 (the wiring on that car is a mess!), while the bumper is a 1975. However, this was one of the last GTs brought in —they quit importing them after the 1974 model year. So there are not very many rubber bumper GTs. Dan keeps talking about getting a '75 or later roadster as a parts car—I think he wants to use some parts for his car, too! *(Editor's note: Well, yeah. . .)* But we already have two MGs, I'm not sure if we can handle another one—Lisa and David will probably fight over it!

Well, I've gone through the catalogs. Made my list out, and added it up. HOW MUCH????? Oh, Dan, maybe that parts car idea isn't so bad after all. Dan? *What are you doing with the kids piggy banks, Dan?*

The Winners Circle

Alright, alright! I know I've been lax on the reporting, so here are the winners at the last few events:

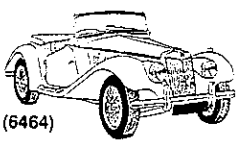
Homecoming raffle winner (the MG clock):
Frank Lucente

English Day on the Green:
1st place: **Tom** ***(Doesn't he ever get tired of winning?)*** **Shipley**, Midget
2nd place: **Tom Shipley**, MGB
3rd place: **Ray Lewis**, MGB-GT
4th place: **Frank Lucente**, MGB

Battle of the Brits:
TR6 & Early MGB:
1st place: **Frank Lucente**, MGB
TR7, TR8, and late MGB:
3rd place: **Dan Zebarah**, MGB
Spitfire & Midget:
1st place: **Ed Fleming**, Midget.
Driving with a bucket over your head (If you weren't there, use your imagination):
1st place: **Ed Fleming**

A & W Rallye
1st place: **Tom & Marcia Greiner**
2nd place: **Lou & Linda Tortola**
3rd place: **Guy & Ann St. John**

This is a threat.
If you don't send me any articles, I'll be forced to keep putting these little boxes in the newsletter!



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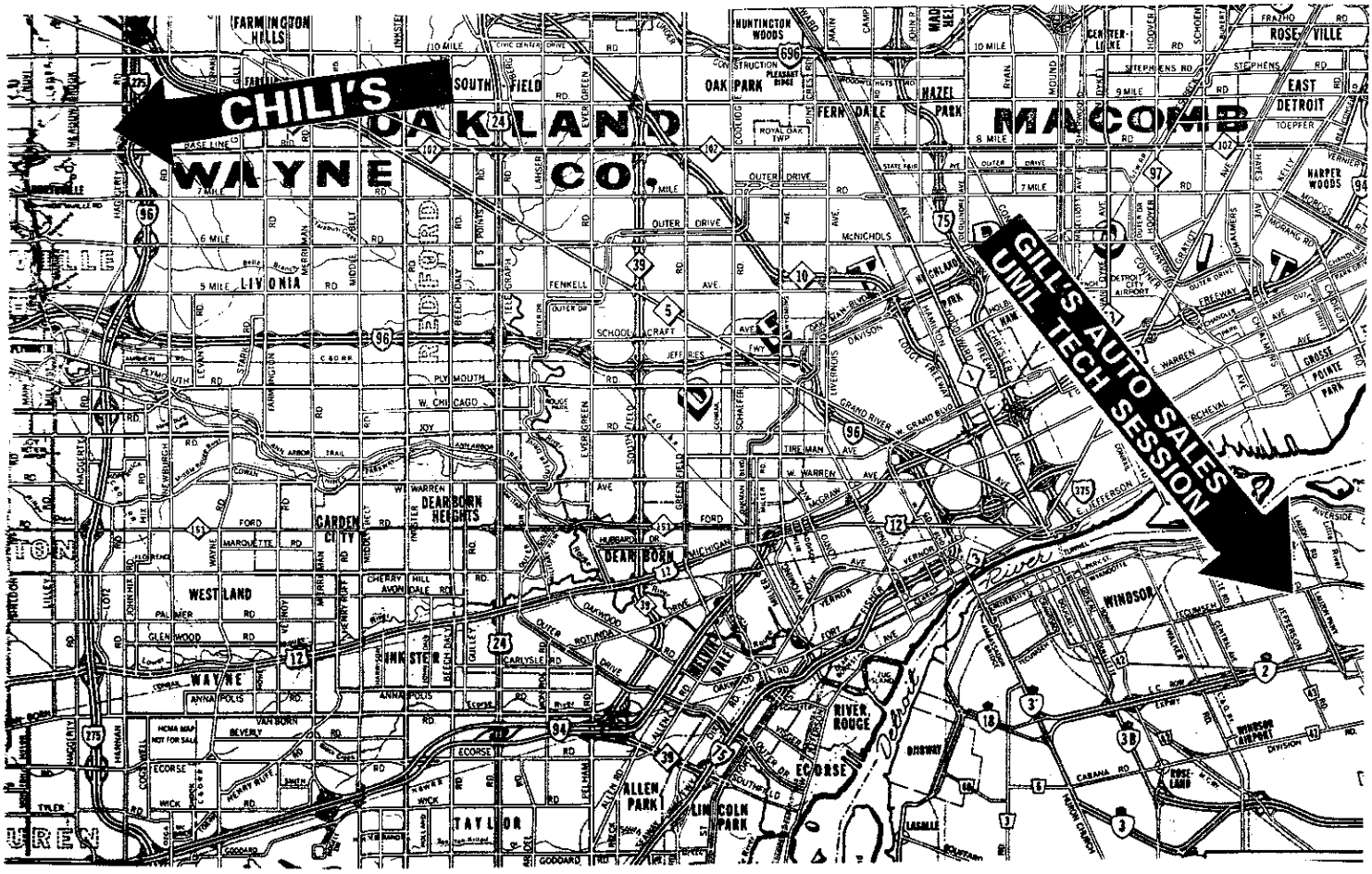
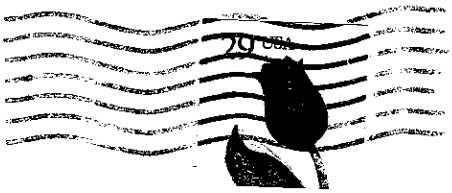
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