THE CAN-AM CONNECTION

vol. 12 no. 1 — Newsletter of the Windsor-Detroit MG Club — Jan.-Feb. 1992

Book 'em Danno!

Luau Scheduled for February 15

This year's Hawaiian Luau will be held Saturday, February 15 at the home of Mark and Jane Osowski in Grosse Pointe Park.

The party starts at 7:30 and Hawaiian attire is preferred (but, given the weather conditions of the last two Luaus, Alaskan attire may be necessary).

The club will provide a honey-baked ham *(editor's note: as opposed to me, a half-baked ham)*, beer, and mixers. We are asking all who come to bring a dish to pass.

If you will be attending, contact Jane Boot-Osowski at (313) 822-2686 and let her know. She will tell you what you can bring.

In previous years, the Luau has been well-attended, even though the weather hasn't cooperated. So, wax your surfboard, tune your ukelele, and we'll see you there!

Hibernation Party '91:

Cars & Elections Chase Away the Old Year

This (well, actually, last) year's hibernation party was absolutely incredible! Attended by over 100 people and featuring **John Twist** as keynote speaker, it already had a lot going for it.

However, organizer Lou Tortola had a few tricks up his sleeve (remember, you heard it here first!). Greeting the attendees was a 12-foot high illuminated MG logo which could be seen for quite a distance. But the best surprise was after dinner, when he revealed 10 MGs (a TC, TD, TF, two MGAs, three MGBs, an MGB-GT and a Midget) in the adjacent room!

John spoke about clubs and club spirit, and was also quite impressed by the party *(Editor's Note: See John's letter on page 4)*

We also had our annual awards and elections. **Guy St. John** was elected President, and **Frank Lucente** was elected Vice President. Guy's duties as U.S. Regalia Chairman were assumed by **Jay Kollin**. The office of Spares and Parts Chairman remains vacant (any volunteers?)

In the awards department, we awarded special 10-year key chains for the following members: **Bob Bondy, Dave Hornby, Gary Howe, Bruno Kaija, Al Kuhn, Harry Mueller, Ozzie Pillon, Roli Sylvestre, and Dan Zebarah.**

1991's Most Valuable Members were **Hayden & Ann Heath**. Hayden also received a clock as outgoing president. The rest of the awards went as follows:

Rookies of the Year: **John Peralta and Holly Orlowski**

Hard Luck Award: **John Peralta**

Navigator of the Year: **Marcia Greiner**

Certificates of Appreciation: **Bruce Harton, Mel Eisenberg** (from James Motschall Printing)

A toy MG went to Marcia Greiner, who wanted her own MG, and a dictionary was awarded to **Dave Clarke**, whose rally clues are legendary (misspelled, but legendary).

The raffle grand prize, a personalized jacket from Autographics was won by Lou Tortola. Second prize, a lap robe, was won by Ann St. John. The "door prize" was won by John Peralta (boy, some people have all the luck).

The by laws were ratified in a landslide vote. They will be included an a subsequent newsletter.

After the festivities, it was time to dance, look at the cars on display, visit, and have fun! Special thanks go out to the many people who helped organize this event. It was a fantastic way to say goodbye to 1991!

We've lowered the dues!

It's Time to Renew!

It's dues time again! You know, that annual ritual where we ask you to open your pockets and let us pick them for some more of your hard-earned cash!

You will find attached to your newsletter a sheet which lists all the info we have on you. Please look it over and correct it if necessary.

Dues this year will be $20 for renewals, $25 for new members. That's right, we have LOWERED the dues! This is a deal you can't pass up!

So, while it's still on your mind, send your check and the renewal form to:

The Windsor-Detroit MG Club
1327 Austin
Lincoln Park, MI 48146-2002
U.S.A.

We are nearing the 100 mark in membership for the first time in many years and we need members like you to keep the club going.

Inside:

- Meet the President
- BSCC Report
- Reader Submissions:
- Otto Pope's Midget writes in
- Tom Newton at the WDMGC tech session
- Phil Wiltshire on Brooklands

Plus all the usual stuff!

Behind the Wheel

by Guy St.John, President

From the newly elected officers and board members, **HAPPY NEW YEAR** and **THANK YOU**, WDMGC members one and all!

As you have probably picked up from the article on page one, this year's Hibernation Party was a great success and on behalf of the members and board officers, thank yous go to **Lou & Linda Tortola, Frank & Linda Lucente**, and all who contributed to this great event.

Next year, the party will be held on the U.S. side with an earlier date, hopefully avoiding conflicts with other holiday events.

The party's large turnout was the third event of 1991 with more than 50 people in attendance, a sure sign of the club's increased membership and enthusiasm. And if that's not enough, the quality of MGs in our club is second to none. Our members brought home an award from every major car show and competition in the region!

As the club embarks upon its 12th year, the prospect for yet another full calendar looks bright. Club, inter-club, regional, national, and international events already are in place, and more are in the idea stage at this time, for "something to do in the MG this year."

And finally, I want to say how much the officers and I look forward to working with each member in the year to come. Celebrating these wonderful little cars makes up that unique "Can-Am Connection."

If you have any questions, ideas, or comments, please pick up the phone and call Frank, Dan, or myself any time and we will be happy to talk to you.

By the way, Dan and I are working on a way to run photographs in the newsletter, so we would like to start collecting a photo of each member and their MG, accompanied, if you wish, with a short history of ownership, interesting stories, restoration tales, etc.

In addition, if you have any photos from club events that you would like to share, please send those, too.

Safety Fast!

Guy St. John

The Litter Bag

by Dan Zebarah, Editor

Whether you like it or not, another new year is upon us. This means that everyone is subjected to the scourge of the new year. No, not fruitcake (I wrote about that last year), but new year's resolutions!

Most people look upon this annual event with disdain; a necessary evil which is expected of you from everybody else. This is because they are looking for someone who will break the resolution first, giving them an excuse for breaking theirs.

As I was kicking around the idea of whatever it was I was going to resolve, I immediately thought of quitting smoking. This resolution ususally lasts three or four minutes, and gives everybody else an instant excuse. However, I thought I'd make it tough for everyone this year.

I thought of watching less television, but since I don't watch much television anyway, this wouldn't be fair. I think of all the times I gave up armed robbery for Lent. The nuns never bought that anyway.

The resolution about spending less time on my car and more time with my family was vetoed by Marla, who wants me to get her GT done this summer. It's hard to believe that two years ago, when I was working on MY car every night after dinner, she complained about it, and even sent the children out to help me (I've already written about that, too).

I can't give up drinking. With two kids and two MGs, I can't afford to drink.

I could always give up coffee. Not bloody likely!

Then I thought about it. What habit of mine do I spend a lot of time doing, is extremely stressful to me, robs me of my free time, is something I really don't like to do, would be a real challenge to kick, and would make me a better person?

That's it! I'm quitting my job.

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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Vacant at this time: Any volunteers?

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In the Headlights

by Maria Zebarah, Treasurer and Gossip Columnist

We want to wish a HAPPY BIRTHDAY to the following people:

Mo Mellor	Jan 1
Ken Smith	Jan 3
Gayle Clarke	Jan 8
Beverly Thomas	Jan 8
Laura Rutherford	Jan 9
Pat Werderitsch	Jan 10
Lori Morden	Jan 11
David Connor	Jan 13
Terry Lupo	Jan 15
Ann St. John	Jan 15
Greg Bondy	Jan 17
Jill Seguin	Jan 18
Susan Ruch	Jan 18
Eric Ozar	Jan 20
Marcia Greiner	Jan 23
Ruth Lendt	Jan 23
Paul Thomas III	Jan 23
Joy Gora	Jan 25
Eileen Ozar	Jan 27
Paul Thomas, Jr.	Jan 27
Garey Knop	Jan 29
Doreen Kuhn	Jan 30
Pat Webb	Feb 1
Ann Heath	Feb 6
Frank Lucente	Feb 6
Carmie Connor	Feb 8
Matthew Luckino	Feb 9
Harriet West	Feb 9
Evan Hunter	Feb 11
Terry Schultz	Feb 11
Karey Trofin	Feb 13
Sonny Graat	Feb 15
Christine Werner	Feb 15
Kim Shipley	Feb 16
Laura Bondy	Feb 19
Dora Kaija	Feb 19
Ian Pegan-Naylor	Feb 19
Tony Werderitsch	Feb 19
Bruce Harton	Feb 20
Mike Luckino	Feb 20
Amy Kollin	Feb 25
Debbie DiRezze	Feb 26
Kathy Luckino	Feb 27

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

Dave and Jan Reed live in Washington, MI. Dave is an Engineer. They own a 1978 MGB.

Dave Schankin and Michele Ostini live in Ann Arbor. Dave is a Computer Network Engineer. They own a 1976 Tan MGB.

Hope you enjoy being a part of our club!

Calendar of Events—1992

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

JANUARY

1 (Wed)	Happy New Year!
25 (Sat)	University Motors 17th annual Birthday Party, Grand Rapids.

FEBRUARY

7-9 (Fri-Sun)	University Motors Tech Session for T Series MGs
10-11 (Mon-Tue)	University Motors Grad Session—Engine
14-16 (Fri-Sun)	University Motors Tech Session for MGA and early MGB
15 (Sat)	**WDMGC Luau, Details on page 1.**
17-18 (Mon-Tue)	University Motors Grad Session—Tune-up
21-23 (Fri-Sun)	University Motors Tech Session for Late MGB ('68-on)
24-25 (Mon-Tue)	University Motors Grad Session—Gearbox

MARCH

14 (Sat)	**Bowling at Rose Bowl in Windsor, 9:00. Contact Roli Sylvestre for full details, (519) 969-2739.**

APRIL

12 (Sun)	Cecil Kimber's Birthday.
26 (Sun)	**English Day at the Gallery Automania**

MAY

3 (Sun)	**BSCC Tech Session at British Motor Cars, Pontiac.**
10 (Sun)	Mother's Day. Wouldn't she look good in a WDMGC T-shirt?
17 (Sun)	**BSCC Spring Rallye, Sponsored by the WDMGC!**
15-17 (Fri-Sun)	Octagasm '92, Sponsored by the Emerald Necklace MG Register, Ohio.
31 (Sun)	University Motors Pre-Summer Picnic, Grand Rapids.

JUNE

14 (Sun)	Carnival of Cars.
21 (Sun)	Father's Day. Let him work on his car, alright?

JULY

? (???)	**WDMGC 4th annual Homecoming Picnic, Canadian Side, Details TBA.**
8-12 (Wed-Sun)	MG Canada '92, Peterborough, Ontario. Hosted by the MG Car Club of Toronto and the North American MGB Register.

AUGUST

7-9 (Fri-Sun)	Roadster Factory Summer Party, Armaugh, PA
16 (Sun)	**English Day on the Green, Domino's Farms.**
28-30(Fri-Sun)	University Motors 16th annual Summer Party, Grand Rapids. The featured car is the MG-TF.

SEPTEMBER

?? (Sun)	**Battle of the Brits, TBA**

OCTOBER

11 (Sun)	**BSCC Fall Colour Tour/Rally, sponsored by the Detroit Triumph Sportscar Club**
12 (Mon)	Thanksgiving Day (Canada)

NOVEMBER

?? (???)	**Hibernation Party, U. S. Side. Details TBA**
26 (Thur)	Thanksgiving Day (U.S.)

DECEMBER

25 (Fri)	Merry Christmas!
26 (Sat)	Boxing Day
31 (Thur)	New Year's Eve! Please don't drink and drive!

British Sports Car Council

by Gary Howe,
BSCC Representative

The pre-1992 British Sports Car Council (BSCC) planning meeting was held at Gallery Automania in Rochester on December 11. The purpose was to lay out the general calendar of events for 1992. In addition, it was to set a different course of the Council in that it will serve more as a "conduit" for scheduling events versus being the planner and organizer of events.

It is felt by the Council that there were several large clubs (ours included) that were capable of running the spring rally and fall color tour.

I can remember not that long ago when our club had its Christmas Party on one large table in Mexican Village restaurant. I think most of you who went to the 1991 Christmas Party were impressed by its large size. Sorry to deviate from the subject, but it's good to see the MG-o-mania has grown so much.

Anyway, the WDMGC is putting on the spring rally scheduled for the 17th of May. I believe these events will follow the fun-type agenda put forth on previous rallies. It will stick to hard surfaced roads and end up at some trendy restaurant, with trophies given out more for the fun of it.

So that you don't have to get the ole MG out the week before the rally (which is Mother's Day) to clean the cobwebs off, the Council has scheduled a day at Gallery Automania on the 26th of April and one of Rick Case's fine technical sessions and swap meet at his facility the first weekend in May. They both have been enjoyable events previously with comrades (that's what they called it before male bonding became the in thing and females were allowed) and a chance to get the machine out to sort out the Lucas Electrical System.

English Day on the Green is again scheduled for Domino's Farms on the 16th of August. By now, we all know how to get there by a more scenic route than I-275 to M-14, etc. Last year the good weather gods prevailed and we all had a good time. I think I've convinced the rest of the Council that both the MGB's and the Triumphs have a large enough turn-out to split into two classes each.

English Day at the Races was one of the "sleeper" events last year, the Council bought 50 dash plaques and had over 50 cars show up. Embarrassingly enough, the LOTUS club outdid all of the other clubs! We'll try to do better this year.

At this time, it looks like the Triumph Club will be running the fall color tour/ rally on the 11th of October. Details to follow.

I'm sure our President, Guy St. John, will need our continued support in planning and running the Spring Rally.

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FOR SALE: British car brochures and sales ads. Jay Kollin, (313) 464-4381, after 6. (ufn)

FOR SALE: Rostyle wheels for MGB. Set of 4, $50. Complete rear bumper assembly for '62-69 MGB, $50. Jay Kollin, (313) 464-4381. (2/3)

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

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

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

FOR SALE: MGBs:
1977, Primrose Yellow, Rostyles
1977, Teal Blue, Rostyles
1976, Wires, new carpet
1974, Early, Teal Blue, good paint, rostyles, new bumper, new carpet.
1975, Fresh Deltron paint job, rostyles
1980, One owner, rostyles
Garey Knop, (313) 623-9039. (2/3)

FOR SALE: Magazines. Road & Track, Car & Driver, Sports Car Illustrated, etc. $1-$5, each, depending on condition and age. Lou Slyker, (313) 541-8951. (2/3)

FOR SALE: 1974 MGB-GT, Rust-free, North Carolina car. 7500 miles on rebuilt motor. Overdrive (2800 rpm @ 65 mph) body white, excellent condition, interior tan, very good original condition. $5000 o.b.o. Will Zehring, (313) 577-4199 (W), 885-4180 (H). (1/3)

FOR SALE OR TRADE: Nearly new Mikuni SK carb, air filter and manifold. $300 or trade for twin HS4 setup with filters and manifold. Will Zehring, (313) 577-4199 (W), (313) 885-4180 (H). (1/3)

WANTED: 1962-67 MGB Roadster, solid and preferably driveable. Hoping for wire wheels and overdrive. Will Zehring, (313) 577-4199 (W), (313) 885-4180 (H). (1/3)

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

Editor's Mailbox

20th December, 1991

Dear Frank — and all the members of the Windsor-Detroit MG Club!

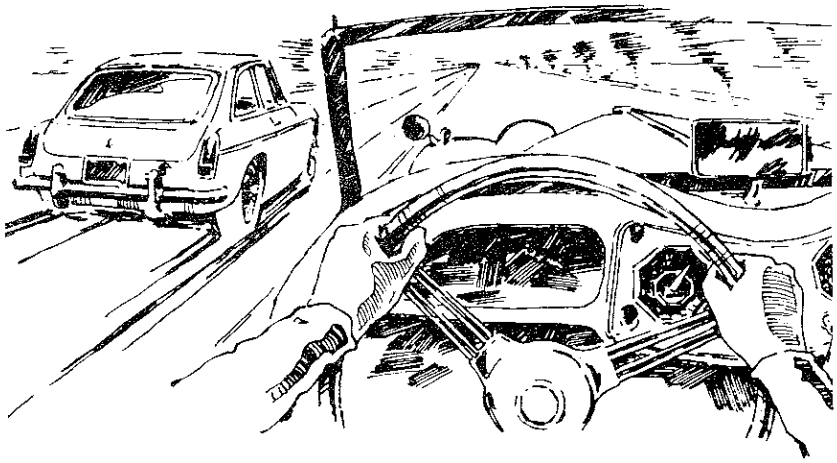
Caroline and I want to thank you profusely for the wonderful time we enjoyed as your guests at your Christmas party. The display of MGs on the floor of the Sicilia Hall was brilliant, and the fluorescent MG on the side of the building was unique!

There were so many MG enthusiasts who we recognized from years of MGing — including Ron Harmon, one of your founders. Well, what can we say. It was MG, through and through!

Thanks again for your heartfelt hospitality and the opportunity to address the WDMG Club.

Safety Fast!
John Twist

EXHILARATION
SAYS IT ALL



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Member Spotlight

Editor's note: Those silly little boxes groveling for articles are starting to pay off! I have received quite a few articles from members and will dedicate these pages to them. I hope you enjoy them as much as I do, and I hope many others will be inspired to write in.

I Don't Get No Respect

by GAN5UB97388G

(The 1971 Midget residing in the home of Otto Pope)

Here I am stored in this cold dark garage for another long Michigan winter. I like to take this time to sit back on my jack stands and take stock of my life. I am in pretty good shape for a 32 year old Brit living in the U.S. I must admit I could use a fresh paint job, but my engine, transmission and running gear are all rebuilt, my brake system has been completely replaced, and my interior top and tonneau are all new. My original chrome bumpers look good and the best news is, if the guy that drives me keeps his hands off of my SU's, I run just great!

My problem is this: when people talk to my driver about me, they say, "You sure put a lot of time and money into that '71 Midget. Why didn't you buy a MGB?" Life is tough at the bottom of the sports car food chain. I wish I could tell those "sports car enthusiasts" that MG Midgets were first offered in 1929 and they were built for 50 years. All of the old MG tourers (they are called roadsters today) were Midgets. Look at the number of Midgets produced compared to the A, B, and C's.

MGTC MIDGET		1945-49	10,000
MGTD MIDGET		1949-53	29.664
MGTF MIDGET		1953-55	7,600
MG MIDGET	MK1	1961-64	25,681
	MK2	1964-66	26,601
1275CC	MK3	1966-74	100,372
1491CC	MK3	1974-79	72,185
TOTAL			272,103

(Yes, the TC, TD, and TF were all Midgets)

MGA	1955-59	58,750
MGA Twin Cam		2,111
MGA 1600	1959-62	40,220
MGB MK1	1962-67	115,898
MGC	1967-69	8,981
MGB MK2	1967-80	300,147
MGB GT V8	1972-76	2,591
TOTAL		528,698

As you can see, over half of the MG roadsters built between 1945 and 1980 were Midgets. (My driver's limited library does not include data prior to 1945.)

My point is, if someone is looking for a moderately priced, good handling, fun to drive sports car, they should look at some of my buddies being offered for sale. Many of us are sound, good running cars that are simple to maintain and a blast to drive.

Five on Two

by Tom Newton

Art Stoyshin and son Mike hosted a great seminar on October 12-13 at their shop in Windsor. Although more WDMGC members might have taken advantage of this special opportunity, it turned out to be a great hands-on experience for those who did attend.

"Professor" John Twist and "Assistant Professor" Greg Purvis presented about eight hours of in-depth hands-on tune-up procedures and at least eight hours of the total MG systems check and lube.

We also had a chance to preview Art's in-progress, ground up restoration project. Watch for Art driving a 1960 MGA roadster.

If you haven't attended a John Twist MG seminar, you may never be able to answer these questions:

How is a broom handle used during a tune up?

Why should you carry staples in your tool box?

How can masking tape be used to balance your SU carbs?

Why should you save a part of your old universal joint?

How do you get into your boot after the latch falls inside?

Why is a proctoligist's light so useful when working on your MG?

John Twist is that rare type of individual who enjoys what he is doing and is totally committed to it. His enthusiasm is contagious and he is more than willing to share his knowledge. I'd encourage these tech seminars to anyone that is interested in getting to know and enjoy your MG. You owe it to yourself and especially your MG.

Brooklands: English Motor Racing's Spiritual Home

by Philip Wiltshire

England has always been portrayed as the place with the oldest everything, with the United States and Canada coming in a lot further down the road; I suppose it's to do with the Brits "discovering" America. So it's refreshing to find a subject that gives parity to the three countries - motoring.

I've been investigating the history of motoring, and am reminded that only 100 years or so ago the horseless carriage was a novelty for the very rich, and in particular the very rich and eccentric, on both continents.

From these times, some amazing advances were made, for example, changing to magneto timing instead of flame ignition!

When motoring transformed into thrilling sport during the early part of this century, race tracks sprang up in England to support the new driving breed. To cope with the brute force of these new cars' power with dubious cornering and the pursuit of the highest speed, one or two tracks situated in Europe were created with banked tracks.

One such track is in the English County of Surrey and is called Brooklands. We lived only a few miles from there and didn't ever think of it as a venue for MG events due to it's dilapidated and derelict state. The track had been the toast of British racing, but ended up as part of British Aerospace's' airport facilities and 95% of the concrete banked track had been destroyed.

So when one of the local MG chapters hosted a meet at Brooklands in 1987, we decided to give it a try. We had just finished the rebuild on our British Racing Green BGT, and so took the car on it's first outing. It was apparent that a great deal of other enthusiasts had thought it was a good idea to try out as well, because our drive from the M25 (the 113 mile long ring road around greater London) to Brooklands was in

(continued on page 7)

Brooklands

(from page 6)

typical major event style; crammed with all kinds of MGs heading the same way! The University Motors event at Grand Rapids has some of the same arrival flavor, with lines of fine cars eager to get situated.

Once parked within the British Aerospace/Brooklands campus, we explored the remains of the once-great circuit and found that about one quarter mile of banked track, next to the original hill climb test incline is still intact. There were several driving events underway, which we declined to enter, but afterwards wished we had!

One of the most spectacular spectator events we enjoyed were the timed trials of "taking the hill climb" course. MGs of every model tried the climb with various degrees of success. To me there were two main places to stand during this, depending on the car under test.

The place to stand if a GT V8 was trialling was at the very top end of the climb where the incline of 30 degrees instantly becomes flat again at the finish line. If the driver was trying hard enough, he could be doing 70 miles an hour at the top, so take-off followed by rapid braking on landing produced some fine pictures for those brave enough to stand at the front!!!

The other end of the performance scale, enjoyed by some models as the Ts, created a superb battle for placings, as much gear-changing and involuntary clutch slipping (mega-smoke) meant skill not horsepower won the day!!! So the place to stand was at about first to second gear change.

The hosts used the banked track portion for several driving tests around pylons which was probably the first competitive driving seen at Brooklands for many a year.

The fun family event was to correctly place your MG in history; so a 1968 MGB had two hippies throwing flowers, sporting long hair and guitars, whereas the TCs and fifties Magnette Saloons had period costume WW2 air aces and families in post-war austerity respectively.

Since this great day, attempts are in hand to assure that Brooklands remains as a piece of English motoring history.

A top class event was held there this summer with Stirling Moss and Una Gardner (widow of record-breaking factory drive "Goldie" Gardner) alongside famous MGs such as EX 181 and EX 135.

The Brooklands Museum is struggling at present, but is to continue to raise funds through its membership to protect its future into 1992 and beyond.

Next year is the 85th Anniversary of the Brooklands track. In terms of historical events and achievements, so much has come and gone, changed and improved in those 85 years that the development of the automobile almost parallels the space program for rate of change.

WDMGC: The Next Generation

The club is very happy to welcome the newest midgets to join us. **Stephen Trevor Dudek** joined the club on October 5, 1991. Daddy **Larry** and Mom **Debbie** are real proud of him. Then **Mark Kenneth Binkley, Jr.** joined the club on December 29, 1991 at 3:55 p.m. Daddy **Mark** and Mom **Barb** are glad that he arrived in time for the tax deduction and hope to show him off sometime this year. Welcome, Stephen and Mark!

We also are expecting two other new members to join us this year (that I know of). In addition to Ex-First-Couple **Ann & Hayden Heath** (due this month), **Mary Kaye & Jay Kollin** are expecting sometime around the end of July, beginning of August. (The Doctor says July 30, but Daddy Jay says August 7. We're anxious to see who is right.)

Anyway, Congratulations to all the new and soon to be new parents!

Next Month:

- **Ed Fleming visits the Auburn-Cord-Dusenberg Museum**
- **and (hopefully) more!**

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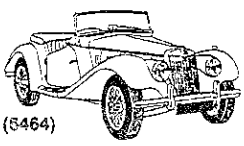

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