Behind the Wheel

by Guy St.John, President

Septmber! Go figure!! The best month of the coolest summer on record. I hope all of you were able to take advantage of that long overdue stretch of nice weather. Battle of the Brits had a huge turnout of British cars and bikes

[illegible]

from Dave and Gayle Clarke. Thanks!

The BSCC English Day at the Races saw almost 50 of England's finest in attendance and they made quite a sight as they took to the track for the mid-day touring session.

October! In my opinion, the best month for top-down cruising of the year. Something is scheduled for almost every weekend (check the calendar of events). If you can't make one of the formal events, grab your membership directory, find a member or two who live close by, and form an impromptu colour tour. There are cider mills, orchards, craft shows, and antique shops all over southeast Michigan. Ane what better way to enjoy the beautiful colours and smells of Autumn.

This month's natter & noggin will be at La Tratorria on Wednesday, October 14. We hope to show more videos of summer events and go over final details for the Hibernation Party. Please clear your schedule now and circle November 21.

And finally, with Christmas just around the corner, we have published a complete list of currently available club regalia with prices. All of these items make great gifts. Pleas note our special Christmas items: The MG tree ornament and those unique MGB Christmas cards, which are available in boxes of 10.

Safety Fast!
Guy

P.S.: Otto Pope has volunteered to be the new Spares and Parts Chairman. Welcome aboard, Otto!

The Litter Bag

by Dan Zebarah, Editor

As another driving season comes to a close (you mean it started????), I have many things to write about. First, let me dispel some rumors about some of our club members:

I am NOT resigning my position as editor to take a job with the government writing directions for tax forms. However, I have once again been invited to compete in the "Most Vague Instructions For The Programming of VCRs" competition next year. Gee, I hope the map is right this time; last year I got lost.

Roli Sylvestre indeed DOES own an MG. However, Betty has hidden it until he does the brakes on her Austin. Hint: Have you looked in the breadbox lately?

Dave Clarke is NOT accepting a post as an instuctor for the Berlitz School of Languages, but he IS freelancing for "The Ready Reference Spelling Dictionary" as a proofreader.

Some more random thoughts:

I put a Lucas sticker on my computer. Immediately, the "turbo" light went out and oil started to drip from my hard drive. Imagine that . . .

To commemorate the 125th anniversary of Canada, the 1992 one dollar coins will have an image of the Parliament Building instead of the familiar loon. I guess they can STILL call them "Loonies", eh?

But seriously folks . . .

We are looking for nominations for officers for next year. If you would like to be President or Vice President for 1993, feel free to nominate yourself. The election will be held at the Hibernation Party.

Speaking of the Hibernation Party, we are also looking for your suggestions for our annual awards, including Most Valuable Member, Rookie Member of the Year, Hard Luck Award, and even other awards, either serious or humorous. Contact any club officer with your ideas.

The Can-Am Connection is published nine times a year by the Windsor-Detroit MG Club, Inc. 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

by Marla Zebarah, Treasurer and Gossip Columnist

Big Happy Birthday Wishes to the following people:

Jennifer Trofin	Oct 1
Steve Graham	Oct 3
Emily Hunt	Oct 4
Sandie Newton	Oct 4
Philip Wiltshire	Oct 4
Stephen Dudek	Oct 5
JoAnn Mitchell	Oct 5
Tommy Shipley	Oct 7
Timothy Sokolowski	Oct 7
Eric Sand	Oct 8
Bruno Kaija	Oct 9
Judy Peters	Oct 9
Dave Hornby	Oct 10
Bob Nevin	Oct 11
Judy Pope	Oct 11
Carol Hacker	Oct 12
Jennifer Larwa	Oct 13
Erika Ferguson	Oct 15
Jim Hunter	Oct 19
Judie Barber	Oct 21
Jeffrey Gora	Oct 24
Mary Kay Kollin	Oct 24
Dan Leighton	Oct 27
Nichole Hunter	Oct 28
Ozzie Pillon	Oct 28
Leslie Schultz	Oct 28
Lori Singer	Oct 28
Don Coleman	Oct 30

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

David Burstyn and **Emily Meleg** live in Essex. David is in Real Estate. They own a 1960 Burgandy MGA and a 1973 British Racing Green MGB.

Mike and **Carol Camilleri** live in (on?) Grosse Ile with their daughter **Lisa**. They are the proud owners of a 1976 Red MGB. Mike is an auto worker.

Brad and **Suzanne Folz** live in LaSalle with their daughters, **Dawn** and **Angie**. They own a 1973 Blue MGB. Brad met us in the parking lot of the restaurant where Lou Tortola's rallye ended. He is a production foreman.

Gene and **Linda Goza** live in Brighton. They own a 1965 Green Midget and a 1978 Blue MGB. Gene is an Assistant Manager at Mickey Shorr's.

Jim and **Elizabeth Hine** joined us at Battle of the Brits. They own a 1960 British Racing Green MGA. They live in W. Bloomfield with their two children **Drew** and **Jamie**. Jim is in Sales.

Michael and **Renee Hunt** also joined us at Battle of the Brits. They live in Northville with their two children **Lauren** and **Emily**. They own a 1972 Blue MGB. Michael is a Sales Engineer.

Gyula and **Irene Kish** live in Allen Park. They have one daughter named **Mary-Margaret**. They are the owners of a 1969 Bronze Yellow MGB. Gyula is retired.

Phillip Kull and **Joyce Kiebler** live in Monroe. Phillip is the owner of a 1980 Black LE. He is a Locomotive Engineer.

Tom and **Joyce Pinten** live in Shelby Township. Tom owns a 1972 Green MGB. He is a business owner. They have three daughters, **Shirl Ann**, **Christine** and **Kerrie Lee**.

Jeanette and **Bill Reeves** live in Fraser with their son **Matthew**. They are the proud owners of a 1976 Red MGB. Jeanette is in the transportation field.

Mark and **Betty Stratton** live in Northville with Betty's daughter, **Shannon**. They have a 1974 Glacier White MGB-GT. Mark is an Education Manager. He has been helping Dan out lately with some welding on my GT; I'm sure he will be handy to have in our club!

Finally, we have another new member who was joined without their knowledge. (Sound familiar, **Bob & Christine Blair**?) **Philip Wiltshire** decided to give a membership to his neighbors **Larry** and **Karen Enders**, also of Farmington Hills, because they had helped Philip out so much with his MGs. Philip said that Larry is looking for a late MGB. Boy, we must be a real special club if people are starting to give out gift memberships! That's two so far this year!

Hope you enjoy being a part of our club!

Calendar of Events—1992

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

OCTOBER

4 (Sun)	British Car Show at Deacon Brodie's, Mt.Clemens, Sponsored by the Detroit Triumph Sportscar Club.
11 (Sun)	**BSCC Fall Colour Tour/Rally, sponsored by the Michigan Austin-Healey Club**
12 (Mon)	Thanksgiving Day (Canada)
14 (Wed)	**General Meeting, 7 p.m., La Trattoria, Dearborn**
18 (Sun)	**WDMGC Fall Colour Tour/Apple Picking, 10 a.m., Details on Page 1!**

NOVEMBER

7 (Sat)	Liquidation Sale at Coventry West, 3007 John R, Madison Heights, between 12 and 13 Mile Roads. Call (313) 585-8622.
21 (Sat)	**Hibernation Party, 7 p.m., Barrister House, 21801 Harper, St. Clair Shores. Tickets MUST be purchased in advance!**
26 (Thur)	Thanksgiving Day (U.S.)

DECEMBER

25 (Fri)	Merry Christmas! Regalia makes a wonderful gift!
28 (Mon)	Boxing Day (Canada)
31 (Thur)	New Year's Eve! Please don't drink and drive!

1993

JUNE

25-27 (Thur-Sun)	MG '93, NAMBGR Convention, St.Louis, MO. For more info, write: MG Club of St. Louis, 1326 Waldron Ave. St. Louis, MO 63130 USA

JULY

15-18 (Thur-Sun)	GOF Central, Sponsored by the Michigan Chapter of the New England MGT Registry, Ann Arbor. Contact Dick Bremer, (313) 662-9028, for details.

Classified Ads

FOR SALE: 1 rebuilt set of HS4 carbs, intake linkages & manifolds, choke cable and throttle cables. New air filters and housings; 1 used set of HS4 carbs with intake manifold and carb hoses; 1 radiator, new core, for early B; 1 heater core, new (with housing, beaded and painted) comes with heater motor; 1 rear axle housing (standard); 1 late trans; 1 early trans; 1 late engine '78, .030 over; 1 early block; 2 early distributors, rebuilt, 1-41491-A (17-74), 1-41288-A (46-69); Misc. gauges, oil, fuel, speedo, early & late; 3 wiper motors; 3 LH door mirrors, chrome; 1 used starter; 2 used alternators; 4 sets front calipers; 1 set rear drums; 2 rebuilt front end wishbones pivots; Misc. front end parts; 1 rack & pinion complete; 2 sets steering knuckles; 1 early model jack with wood handle (and lug wrench); 2 headlight buckets, rings, retainers, springs, etc.; 2 door handles, 1 good, 1 fair; Misc. switches and relays; 1 late model wiring loom; 2 hood pull down latches; 1 set body side mouldings - fair; 1 interior kit, autumn leaf - fair; 5 rostyle wheels. Tom Bondy, (519) 735-5781 (3/3)

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

FOR SALE: 1973 MGB, very restorable condition. Beautiful interior, have most parts to complete, $900 obo. Chuck Wiley, (313) 586-2500 (2/3)

FOR SALE: 1973 Midget, restored, new paint, brakes, clutch hydraulics, tonneau cover, trunk carpeting. Lee Johnson, (313) 373-3376. (2/3)

FOR SALE: 1960 MGA Roadster, fully restored, cream with black leather interior, 3-main 1800 with twin hs-4 carbs. First place 1992 Carnival of Cars. Will consider trade for pre-rubber dash MGB roadster or GT, $10,500 obo. Will Zehring, (313) 577-4199 or (313) 885-4180. (1/3)

FOR SALE: Mikuni side draft carbs plus manifold for 1800 engine, $200. Will Zehring, (313) 577-4199 or (313) 885-4180. (1/3)

FOR SALE: 1972 Midget parts: New front bumper, door assemblies with glass, top frame, and other miscellaneous items. Lee Johnson, (313) 373-3376. (2/3)

FOR SALE: Parting out 1965 MGB: Front and rear suspension and brake parts, splined hubs for wire wheels, windscreen frame, non-removable top frame. All or part. Tom or Greg Newton, (313) 562-2377. (2/3)

FOR SALE: (4) 6.5 x 14 bolt-on wire wheels, $800. (4) 6.5 x 14 mag wheels, $200. Rich Wroblewski, (313) 669-9507. (2/3)

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

WANTED: Emission control components for Midget. Vince McQueen, (313) 383-4036

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Tech Talk

Should I Read it a Story, Too?

by Ed Fleming
reprinted from the Can-Am Connection, Nov.-Dec. 1990

I know it seems like it was just last week when you took the MG out for that first drive of spring. Now the leaves are turning and the temperature is getting close to freezing and it is time to put the sports car away for another long winters nap. Here is a list of things you should do to make that nap, and the condition of your car next spring, much better.

1. Change the oil and filter. If you can find some 20W20 Break In Oil use that. Break in oil sticks to the metal surfaces more tenaciously than regular oil so it protects bare metal longer.

2. Clean the car, top to bottom, inside and out as if you're heading to a car show. After washing the car, drive it briskly for several miles to shake and blow all the water off the car.

3. While you're out on your "blow dry" drive, fill the gas tank. Before gassing up you might also want to add a gasoline stabilizer such as Sta-Bil, sold at Meijer, K-Mart and Murray's.

4. Repair any nicks, stone chips or rust spots and apply touch up paint to keep moisture off the bare metal.

5. Apply a coat of wax to the body and a coat of petroleum jelly to the chrome. Armorall all the rubber pieces.

6. Inflate the tires to 55-60 PSI. If you store the car on its tires (as opposed to on jack stands), roll the car back and forth every month to keep from flat spotting the tires.

7. Lubricate all suspension and steering components to remove dirt and water from bare metal areas.

8. Check the anti-freeze. Even if you store the car in a heated garage, anti-freeze is needed for its anti corrosion qualities.

9. Remove the sparking plugs and squirt about 2 tablespoons of engine oil into each combustion chamber. Crank the engine with the starter motor for 5 to 8 seconds to spread the oil around. Do not operate the gas pedal while doing this. Reinstall the sparking plugs. Another way to lubricate the upper cylinder is to use a Fogging Oil in a spray can. Murray's Auto Parts sells it.

10. Remove the battery and store it in a cool dry place (65 F is ideal). I don't know why, but everything I've read on storing batteries says not to store them on a cement floor. Recharge the battery every month or put it in a car you're going to drive during the winter.

11. Mercedes recommends removing one cable and the screw connections of the coil. Porsche recommends disconnecting the coil wire from the distributor cap.

12. Remove all Vee-belts and store them in a sealed plastic bag in a cool place. This will keep them from drying out in an oval shape.

13. Disengage the clutch so that the clutch lining doesn't stick to the clutch plate.

14. Make all engine openings air tight. This includes all vents, PCV hoses,

(continued on page 7)

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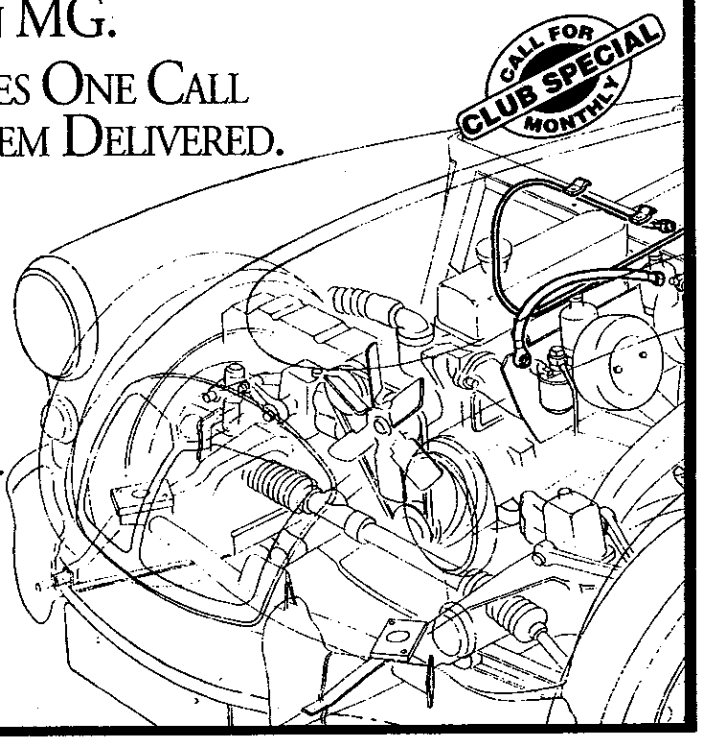

Member Spotlight

To the West Coast and Back (Not in a British Car)

by Keith Nelson

For the first time in several years, I was unable to attend English Day on the Green. This was a sad occasion, as it is the one show that is within ten miles of home for me. I feel that an explanation is in order for my failure to make an appearance on the tarmac of Domino's Farms this year.

Commitments had me in Tucson that weekend, enjoying record high temperatures (as much as 113 degrees - a situation that made me glad I wasn't driving my Triumph GT6). However, this is not the point of my story. After fulfilling my obligations in Tucson, Harriet and I went on to Phoenix, then L.A. for a couple of days visiting friends. Then we headed north on 101 enjoying the scenery as we traveled along the California coast.

Thursday night found us in a camp ground in Prunedale. Now you may ask where Prunedale is. That's a very good question. Even some of my friends in California responded, "Where in the Hell is Prunedale?" Friday dawned, at least I think it did - I couldn't tell for the fog, but within a short drive through the hills, the fog lifted and we found ourselves driving through strawberry fields and other large fields of strange looking plants we later determined to be artichokes. This was an introduction to the Monterey Peninsula.

We soon arrived at Fort Ord, and proceeded to the Laguna Seca Recreation Area, which includes the Road Course at Laguna Seca and the Monterey Historic Races. By now, I imagine that you have guessed the purpose of coming home from Arizona by way of California.

I have attended vintage races many times at Waterford and Mid Ohio, and have read of others, including Laguna Seca. I still wasn't prepared for the event. The official name is the Monterey Historic Automobile Races, and it turned out to be more historic than vintage. The classes included cars older than what I have been accustomed to.

The classes start with pre-1935 cars. Classes for sports cars are generally limited to pre-1955. Others go to 1963, and some Formula 1 and Can-Am classes go into the early 1970s.

The featured marque this year was Jaguar and they were certainly in evidence. From the XJR 15, the new 220 production model, and several historic cars in the display area, to the assortment of racing Jags in the paddock area, Jaguars were everywhere. On the track, you could see anything from SS-100s to XKSS, to Lister Jags, and several D types. This was in addition to the XK 120, 140 and 150's in their classes.

Among other British entries were Morgan Trikes, a 1929 Lagonda, a 1929 Bentley 4.5 litre, a 1935 Fraser-Nash, several Allards, a Healey Silverstone, a superb 1953 MG R-1, Aston Martin DB4, and finally a TR3 - the only Triumph I could locate. As I wandered in the paddock area I came upon a familiar sight, the RM racing team from Wixom with their formula cars. I talked with them for a while, as it was fun for both of us to find home town people 2500 miles from home.

The track itself was also something that I was not prepared for. If you like elevation changes in a track, you will love this one. As a spectator that wants to see some exciting racing, it helps if you are part mountain goat. The climb up the hill is quite a trip; but it puts you at the "corkscrew", which is a great place for action. Three turns coming down a steep grade certainly tested a lot of the drivers skills, and put on a great show for those watching. I was, however, disappointed at the lack of places around the course from which you could see more than one area of the track, except from quite a distance.

I will have to say, that from a spectator's viewpoint, Waterford and Mid Ohio provide superior visibility of the track. We are lucky to have facilities such as these so close. I also found that you can enjoy the entire weekend at Mid Ohio for less than the price of one day at Monterey, but I guess that goes with the territory. All in all, it was an experience that I will remember fondly. I am glad that the opportunity to be there presented itself.

After the day's activities, we started our trek back East (you can't get further west without getting wet). The next stop was Reno and the Historic Auto Museum that was derived from the old Harrah collection. This is typically Detroit Iron, but a worthwhile stop for anyone who loves cars. The gift shop also had a few choice items.

A stop in Yellowstone Park followed next on the agenda. I know that you wonder why I am telling you this, but just wait, it gets better. One of the first items in Yellowstone is naturally a stop at Old Faithful. After a short wait, the geyser performed right on schedule, and was very impressive. Now the obligatory stop at the gift shop for souvenirs, and it's getting late so let's head out to the camp ground. As we wandered to the parking lot, Harriet told me I had gone the wrong way; the truck was

(continued on page 7)

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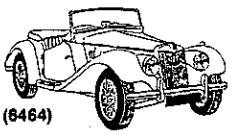

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Tech Talk

(from page 5)

exhaust pipe, carbs, etc. Use plastic wrap and duct tape. On cars with vented oil filler caps, it is best to remove the cap and seal the opening.

15. Spray the engine compartment and engine with a was preservative or light oil.

16. Jack up the car and support it with jackstands under the suspension.

17. DO NOT apply the handbrake.

18. Open any heating or ventilation flaps to promote air circulation.

19. Store the car with the windows and top up.

20. Store the car under a roof, preferably in a room with minimal temperature changes and away from dripping water. (I guess that means you should park it in the bedroom rather than the kitchen or bath).

21. The ultimate storage tool is a large plastic bag produced in Bath, MI (near Lansing) by Pine Ridge Enterprises (517)641-6444. The bag keeps moisture, dirt, ultra-violet rays and rodents out and with the desiccant packs provided, eliminates moisture inside the bag as well. The car comes out in the spring exactly like you put it in, back in the fall.

Next spring you'll want to put back all those things you did above, so leave a list or copy of this article in the car as a checklist for returning the car to running condition.

West Coast

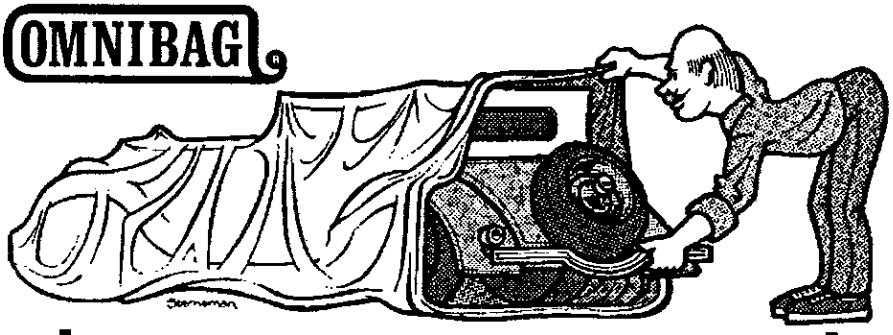
(from page 6)

parked in the other direction. I immediately replied, "I'm going the right way to see the row of Austin Healeys parked over there."

It turned out that they prior weekend had been a national Healey meet in Colorado, and several Healeys had taken a tour through Yellowstone. I guess I just smelled the oil leaks, that's the only explanation I have for going the wrong way in the parking lot. A few minutes later we found ourselves stopped along the road watching two buffalo bulls, one on either side of the road, and eight Healeys rolled by. Just after they passed, one of the bulls must have taken exception to something the other had done and decided to cross the road in a very deliberate and expedient manner. We both remarked that neither of us would have liked to be sitting in a Healey, or Triumph or MG as far as that goes, and meet up with one of those buffalo bulls. Those critters are big!

Well, got to close now and start getting plans ready for Battle of the Brits, although that will be past by the time you read this. It was a great trip, but it's good to be home and get by hands back on one of my projects, and with English cars in the stable I presume that you will understand that.

OMNIBAG



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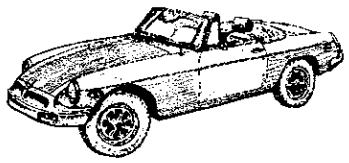

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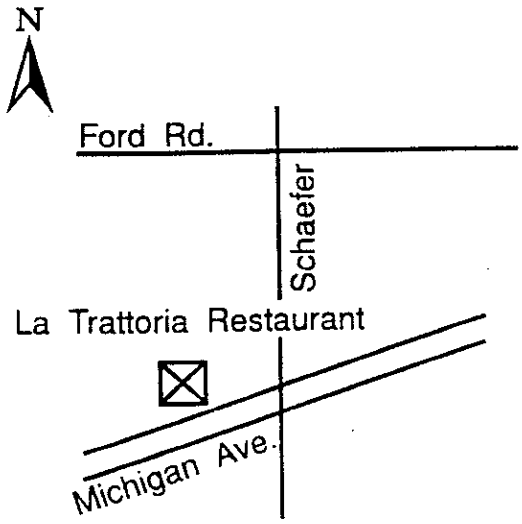
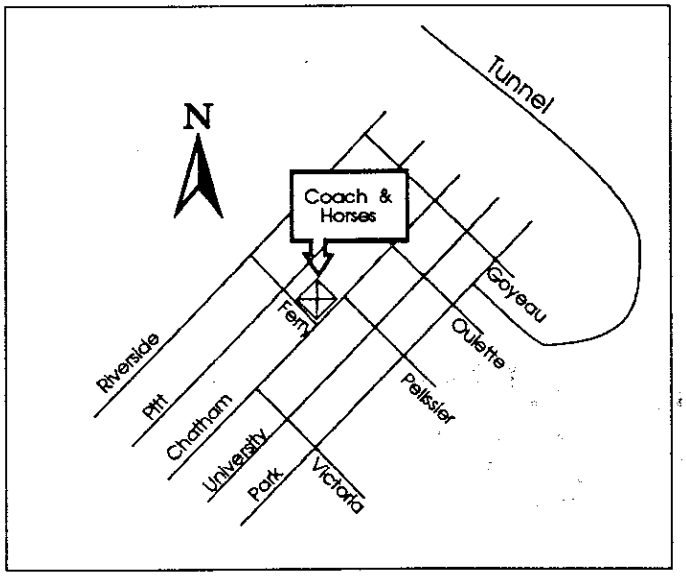
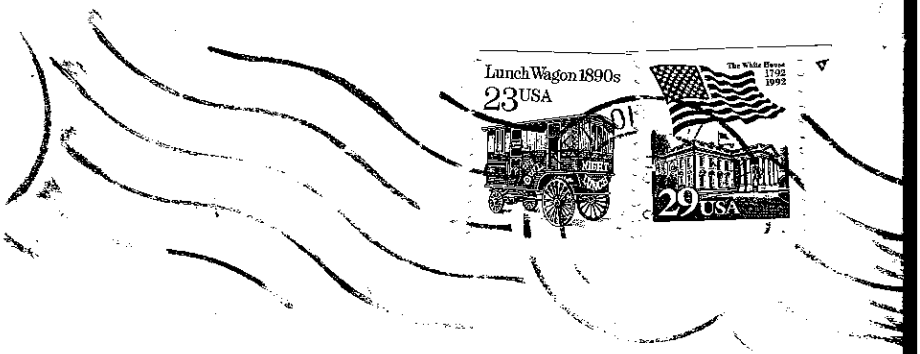
Thomas Shipley

The Windsor-Detroit MG Club meets the second Wednesday of each month at 7 p.m.: Even months at the La Trattoria Restaurant, 13736 Michigan Avenue in Dearborn, east of Schaefer, and in odd months at the Coach & Horses Pub, in the basement of The Old Fish Market Restaurant, 156 Chatham Street in Windsor just off the tunnel.





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