THE CAN-AM CONNECTION

vol. 13 no. 5 Newsletter of the Windsor-Detroit MG Club July 1993

Summerfast Becomes Monsoonfast

Or maybe we should have called the Auto-X "Rain-X"

It rained again. This time on our autocross. Still, seventeen members showed up and twelve ran their cars around the lake that is sometimes a parking lot at Novi High School. Also attending were Jai Deagan and Dave Smith from the Lansing MG club.

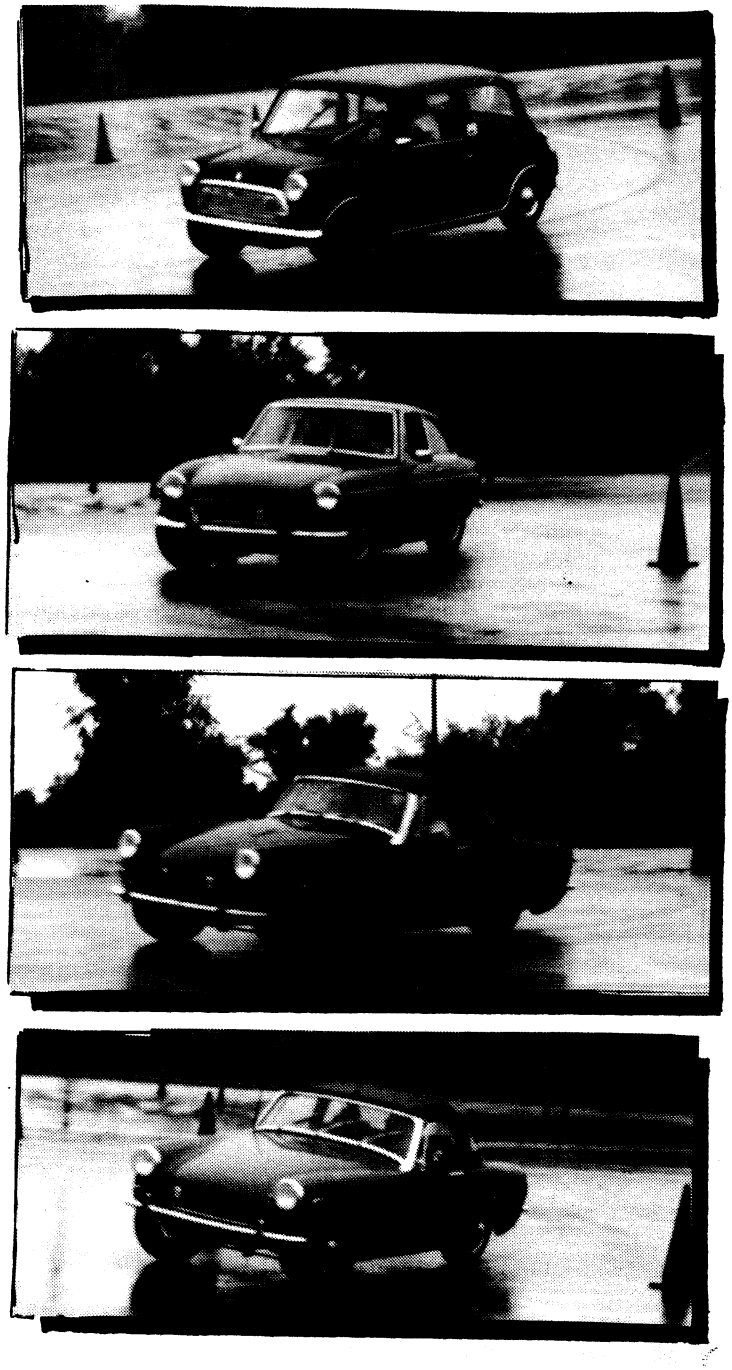
This is **Guy St John's** event. He organized it and set his B-GT up for running autocrosses. However, **Brett Altman,** last year's winner threw down the gauntlet with a first time out run of 1:41.53 in his Mini. The rest of us then ran times in the 1:46 to 1:57 range until **Guy St John** took his B-GT out and answered Brett's time with a 1:40.69 run! Brett responded with a second run of 1:40.18 to capture first place again this year with Guy second (again). Now you know why Minis won 3 Monte Carlo Ralleyes to MGB's zero. This year only British cars were allowed to win awards, maybe next year Guy better make that only MGs.

The winners were everyone who came out. Despite the rain and thanks to Jai Deagan who brought a large canopy, we didn't get that wet (except for **Jim Bollinger** who stood out in the rain all day timing the cars, Thanks Jim!). The losers were the tires, especially the right front.

"Official results" are on page 4.

IMPORTANT DATES-POST ON REFRIG.

JULY 10 Register for English Day on the Green
JULY 10-11 Mad Dogs & Englishmen
JULY 14 Monthly Meeting-Windsor
JULY 15-18 GOF in Ann Arbor
JULY 18 Club Picnic
AUG 1 English Day on the Green
AUG 15 Rooftop Rally (date change)
AUG 18 Monthly Meetng-Dearborn (Date change)



Top to bottom: **Brett Altman, Guy St.John, Jay Kollin and Otto Pope** negotiate the cones at Summerfast '93

Safety Fast!

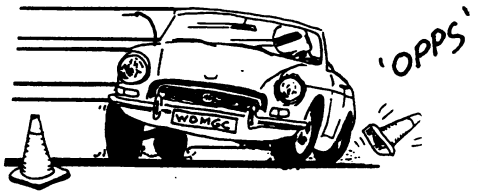
Ed Fleming, Editor

Mr. Bradley was one of the neat characters in my boyhood neighborhood. He owned a Model T, a racecar (an Elva, I think, that he raced at Waterford) and an **MGA**. Since my friends and I were fascinated with cars, we spent a lot of time at Mr. Bradley's helping him work on his fascinating cars. We helped him push start the cars, handed him wrenches when he was under the cars and spread oil dry on the garage floor (probably where the MG was parked). While at his house I found an MG brochure with the Safety Fast slogan in it.

As I said in a previous column I wanted to be a race car driver when I grew up and since I wanted to be a Grand Prix driver, I had to be one of the 15 or 20 best drivers in the world. That meant I had to practice more than everyone else, which meant I was practicing all the time, on the street as well as the race track. This also meant I spent a lot of time going sideways through corners and leaving braking to the last nano-second. My college roommate and I would go out to a closed park north of Kalamazoo after classes and "race" around the twisty roads for hours to practice car control. On weekends we would take our go karts to a track in Paw Paw and race from 10 in the morning until 5 in the afternoon practicing passing lines.

Through all this I drove safely. I appropriated the slogan I had seen in the brochure at Mr. Bradley's. "Safety Fast" became my personal slogan. I always left what I called "Opps" room. This varied according to the car I was driving and the road conditions. On a road I knew well, in my Porsche I might leave an inch of "opps" room. In a friends Ferrari on a street with concrete curbs I left three or four feet of "opps" room. Many times I had passengers yell "We're going to be killed!" To which I explained "I might be driving fast, but I'm driving safely. We missed that bridge abutment by 6 inches, just like I planned. Don't worry my motto is "Safety Fast".

So that is the story behind why I call my column "Safety Fast".



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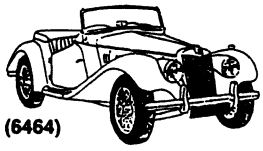

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Behind the Wheel

Geez! You wait and wait for summer to come, June finally arrives and every weekend has one or two car related events to choose from (what to do, what to do). I hope each of you found something to your liking.

The month kicked off with the University Motors Early Summer Picnic June 6th, a John Twist event that just gets bigger and bigger each year. **Otto Pope** and I joined about 100 other MGs for a cruise and picnic in almost perfect weather (does John know somebody we don't?).

For the truly car crazy, Carnival of Cars on the 14th is about as close to Nirvana as you can come around here and the club was well represented as were British cars in general.

Well what can I say about this year's autocross on Father's Day? It was **wet!** But with a well drained parking lot at Novi High School, it was fun and fast. As usual, those who drove came away with a better understanding of their car and their driving skills. For future reference this event **will** go on **rain** or shine. A special thanks to old/new member **Jim Bollinger** for handling the duties of starter-timer under less than ideal conditions.

Would any member who attended the North American MGB Register Annual Convention in St. Louis please drop a few lines to Ed for inclusion in next month's newsletter?

Our overnight trip to Stratford, Ontario to see the Mikado was a great success with a minimum amount of mechanical problems and a maximum amount of good (hood down) weather. All attending had a wonderful time and are looking forward to more weekends of this kind in the future. The club and I want to thank **Phil and Jan Wiltshire** for an extremely well run event, a tribute to their pleasant manner and attention to detail.

Speaking of thank you's, the enclosed '93 phone directory and handbook is the product of many hours on the computer by **Marla and Dan Zebarah**. We hope you find the format and contents useful.

It's been great to see all the new members at these recent events and meetings. So for those who haven't made an event yet, check the calendar and come on out. There's something for everyone in July and August and the Board is hard at work putting together a full schedule for this fall.

Try to drop in on this month's meeting at the Coach and Horses in Windsor. You might try coming early and having dinner up stairs at the Old Fish Market or having some Pub Grub downstairs. Business stuff starts at 8:00 PM. Please note the date change for the August meeting in Dearborn (Aug 18th) featuring guest speaker Ron Gammons from the MG Car Club in England.

Safety Fast
Guy

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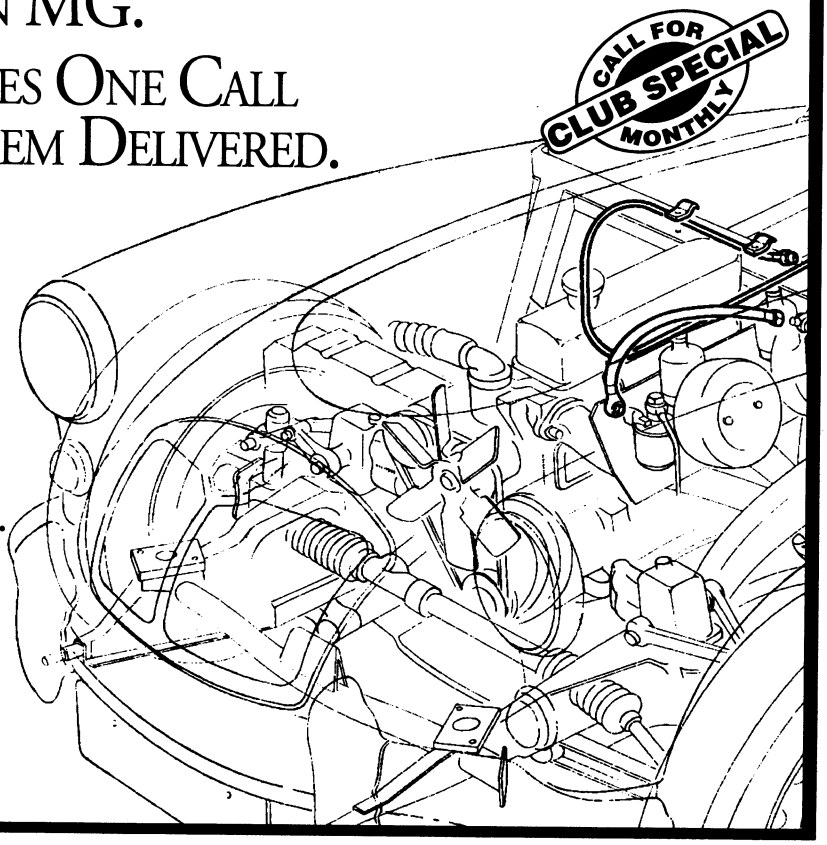

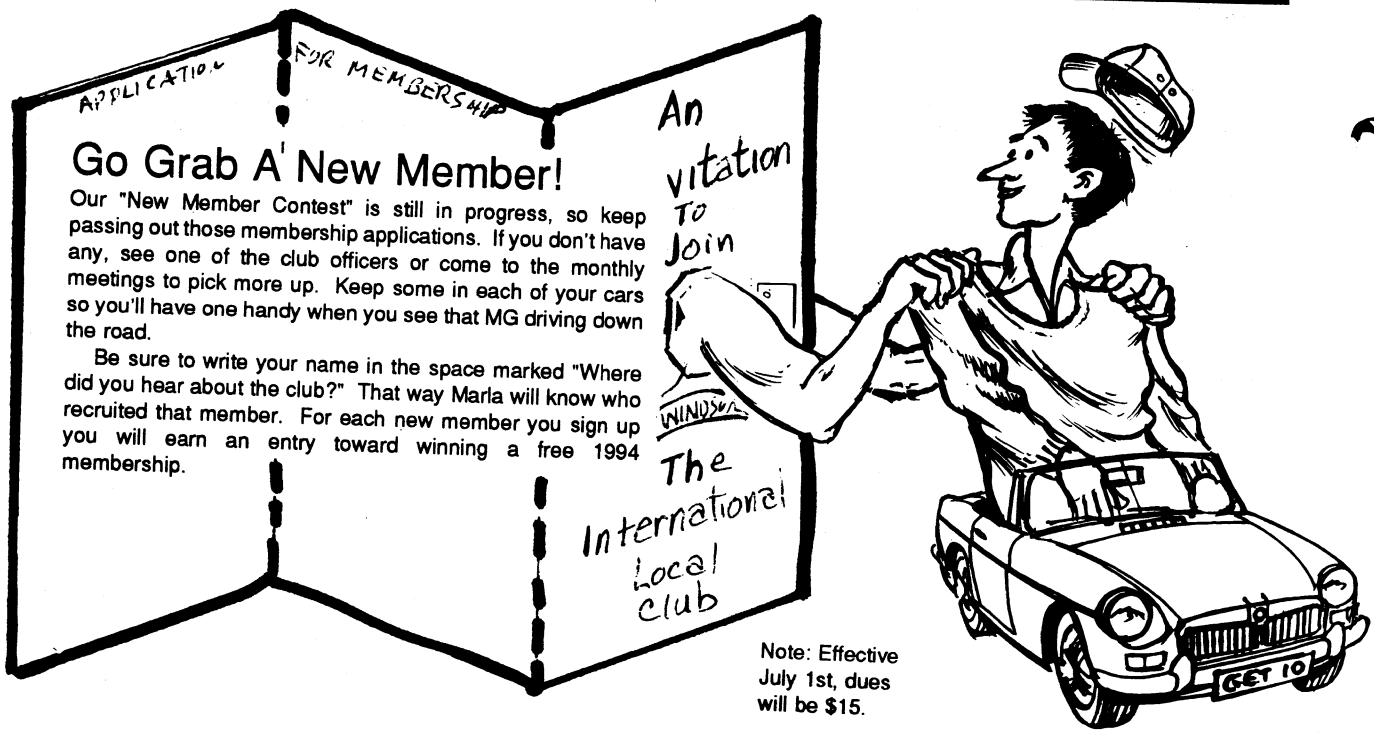

Go Grab A New Member!

Our "New Member Contest" is still in progress, so keep passing out those membership applications. If you don't have any, see one of the club officers or come to the monthly meetings to pick more up. Keep some in each of your cars so you'll have one handy when you see that MG driving down the road.

Be sure to write your name in the space marked "Where did you hear about the club?" That way Marla will know who recruited that member. For each new member you sign up you will earn an entry toward winning a free 1994 membership.

Note: Effective July 1st, dues will be $15.

Newbies, as in B's, Midgets, and Mistakes

We would like to welcome the following new members to our club; Our total membership is now 126.

Ross and Lauria DiLorenzo live in Windsor with their two children, **Francesca** and **Christopher**. They own a 1976 Burgundy Midget. **Lou Tortola** told them about our club, and even found their car for them!

Jim and Barb Oberliesen live in Clinton Township. Their son **Jim** will be Dad's travelling companion. They own a 1973 Midget which is being restored. Jim is retired. They saw the announcement **Ed Fleming** put in the Detroit Free Press about the Brighton Run.

Mike Whitney and Kendra Goeman live in Troy. Mike owns a 1969 MGB. He says the color is red and primer! Mike is a student. **Greg Newton** told him about our club.

Hope you enjoy being a part of our club!

I want to apologize to **Jim Bolinger**. In last month's newsletter, I called him Bill. I've only known him for about 8 years, and don't know what came over me! Sorry, Bill err **Jim** <Grin>!

Summerfast Results

Here are the results of the Summerfast Autocross, place, driver, car and fastest time.

1. **Brett Altman** Mini 1:40.18
2. **Guy St. John** MGB-GT 1:40.58
3. Jai Deagan MGB 1:42.71
4. Dave Smith MGA 1:44.22
5. **Will Zehring** Miata 1:44.72
6. **Jay Kollin** Midget 1:44.96
7. **Greg Newton** MGB-GT 1:46.03
8. **Ed Fleming** Midget 1:46.32
9. **Otto Pope** Midget 1:48.62
10. **Ann St John** MGB-GT 1:49.75
11. **Tom Newton** MGB-GT 1:51.81
12. **Vince McQueen** Midget 1:52.34

Also in attendance, but not competing were **Marcia and Tom Greiner, Chris McQueen, Harriet West and Keith Nelson.**

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

Larry Dudek	July 1	Bradley Rogers	July 20
Isabelle Renaud	July 1	Jan Tucker	July 20
Amy Sokolowski	July 3	Jamie Hine	July 21
Mark Stratton	July 4	Scott Stern	July 21
Debbie Dudek	July 6	Lou Tortola	July 22
Pat Harton	July 6	Patty Deacon	July 25
Jason Keating	July 6	Tom Newton	July 25
David Ruch	July 6	Angie Folz	July 27
Daniel Keating	July 7	Amanda Rutherford	July 30
Don Kobeck	July 7	Bob Bondy	July 31
Tom Greiner	July 10	David Larwa	July 31
Chris McQueen	July 10	Patricia Ray	July 31
Connie Trofin	July 10	Dawn Frassetto	Aug 1
Suzanne Snyder	July 12	Angela Campbell	Aug 2
David Burstyn	July 17	Judy Oles	Aug 2
Kathleen Pagen	July 18	Anita Swetland	Aug 3
Raymond Rogers	July 18	Jim Bolinger	Aug 4
Dina Nader	July 19	Marla Zebarah	Aug 5
Tom Sand	July 19	Gyula Kish	Aug 7
Ed Fleming	July 20	Roli Sylvestre	Aug 7
Art Kainz	July 20	Anne Sill	Aug 11
		Jason VanConant	Aug 11
		Phyllis Nader	Aug 12

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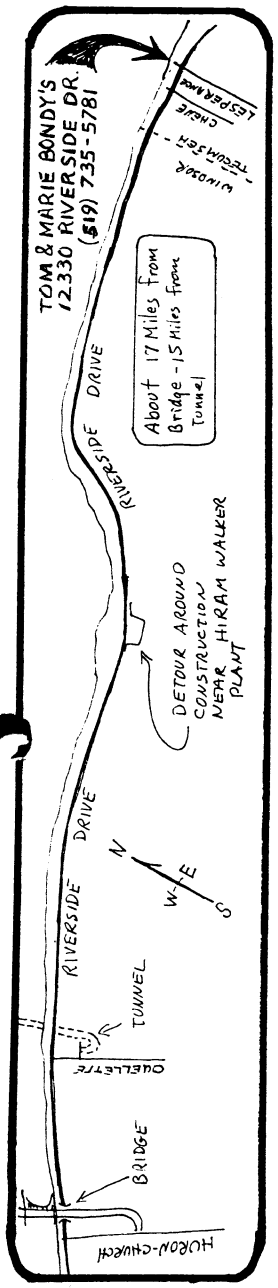
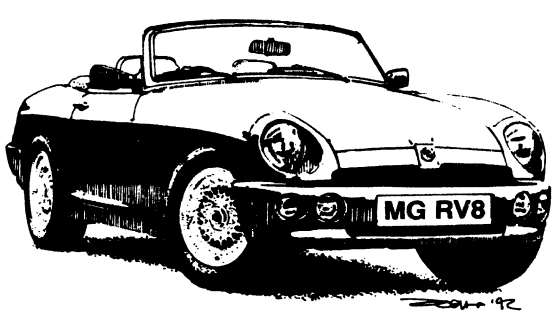
Map to Picnic





It's Summer and that Means Picnics and MGs. Club Picnic Planned for July 18th!

It's July and that means it's time for the annual Club Picnic, an event at which you can enjoy two great summertime pleasures, MGs and eating outside (if you don't think about ants or Lucas electrics).

Tom and Marie Bondy have volunteered their home on Lake St. Clair for this event. Their back yard is a beach that goes right down to the water, so bring your swimsuit.

Since bar-b-que grills will be at a premium, the club will supply a honey baked ham for adults and hot dogs for the kids as well as pop. Participants are asked to bring a dish to pass. The club will also supply paper plates and plastic forks and spoons. If you desire more elegant eating utensils, bring your own.

Activities will begin around 11AM and last until about 5PM. To get to the **Bondy's** follow Riverside Drive east to Tecumseh (12330 Riverside Drive). See map.

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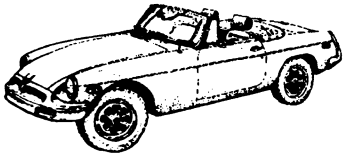

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Thomas Shipley

Technically Speaking:

Driving techniques and your clutch; notes from John Twist!

A new clutch for an MGB or Midget can easily cost $350. Perhaps you can extend the life of your clutch by following these tips.

Proper operation of the clutch enables you to (1) move from stop to start smoothly in first or reverse, and (2) to change gears smoothly without damage to the gearbox.

With the handbrake on, the vehicle should always be started in neutral. Starting the engine with the clutch depressed places additional strain on the starter and can make the engine harder to start. Depress the clutch pedal, then engage either first or reverse, release the clutch pedal slowly while accelerating the engine slightly until the pedal is out all the way, then step down on the gas to accelerate.

At any time thereafter when the vehicle comes to rest for longer than a few seconds (a long stop sign or red light), you should change the gearbox to neutral. Holding the clutch pedal down for extended periods heats up the release bearing and rear face of the pressure plate, which may cause a failure of these parts.

"Slipping the clutch," perhaps while creeping out of a tight parking space, reversing or holding your position while on a slight incline, can wear the clutch disc and pressure plate considerably. This is wear you don't need. The clutch disc can also fail prematurely from the heat generated by "slipping". So, keep your foot off the clutch pedal unless you are starting out or changing gears.

A proper technique for changing up or down can lengthen the life of your clutch. Incorrect gear changing can cause accelerated wear. Faulty technique in changing down (down-shifting) can also cause extreme wear to the gearbox synchronizers.

Changing up is easy. As you depress the clutch pedal you ease up on the accelerator pedal. After the gear change is made, you release the clutch pedal while keeping the accelerator pedal in about the sam position. When done correctly, little jerking will occur and there will be little clutch slippage.

Changing down is easy also if done correctly. Just push down on the clutch and take your other foot off the accelerator, then smoothly move the shift lever to neutral, "blip" the engine to match road and engine speed, put into the desired gear and let out the clutch. This all becomes one rapid movement.

So, by keeping your foot off the clutch pedal as much as possible and by making each clutch action as short as possible, you can extend the life of your clutch.

Some estimate that an MG needs a clutch at around 50,000 miles. But by proper clutch operation, you can extend that expensive repair by thousands of miles.

What Do You Do When Your Hood (Bonnet) Release Cable Breaks?

Did you ever pull your hood release on your beloved MG and worry that the cable might break? To give myself some peace of mind I installed an emergency release on both of my cars using a "Tech Tip" from an old issue of "Moss Motoring News".

An easy solution to the hood latch problem can be provided by a common plastic "wire-tie". Install a heavy duty 12" or 14" length wire-tie as follows: Form the loop end around the under hood release lever tip. Route the remaining wire-tie length over the top of the cable sheath and through the panel hole used for the hood safety catch. The route must provide smooth pull action for the tie. Tuck the tail of the tie along the top of the grill screen, so that it will be out of sight and easily accessed. On '75 to '80 MGBs the tie can be reached through the cut-out in the bumper. Your emergency hood release cable will be ready if you need it.

Otto Pope

Blowing Smoke...

Of all the sciences, the most puzzling and confusing to most of us seems to be electricity. Even the most proficient educators seem to have trouble passing on their knowledge about the behavior of that elusive energy. That is until now!

A sheet of paper crossed my desk the other day, and as I read it a realization of basic truth came over me. So simple! So obvious that we missed it!

Electricity is smoke!

John Knivien, chairman of the Palomar Repeater Club (an amateur radio group) has discovered how electrical circuits work. He says smoke is the thing which makes electrical circuits operate, and he knows this to be true because every time he lets the smoke out of an electrical circuit it stops working.

He claims he has verified his theory with thorough testing.

I was flabbergasted!

Of course! Smoke makes all things electrical work. Remember the last time smoke escaped from your Lucas voltage regulator? Didn't it quit working? I sat and smiled like an idiot as more of the truth dawned.

It's the wiring harness that carries the smoke from one electrical device to another in your Ford, Chevrolet, or VW and when the harness springs a leak it lets the smoke out of everything at once. And then nothing works.

The starter motor requires large quantities of smoke to operate properly. That's why the wire going to it is so large.

Feeling very smug, I continued to expand my hypothesis. Why are Lucas electricals more likely to break down than Delco or Bosch? Hmmmmmm? Aha!

Lucas is British and all things British leak. British convertible tops leak water, British engines leak oil, British brake units leak fluid, and I might add British tyres leak air. The British defense unit leaks secrets, so naturally British electrics leak smoke.

The above bit of useful information was supplied by Wil Zehring who can't remember where he got it from.

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News Briefs

G.O.F. in A2
(Gathering of the Faithful in Ann Arbor)

The New England MG T Registry will hold their 15th annual GOF event in Ann Arbor July 15 to 18 and you are invited. Dick Bremer (a member of our club) is the chairperson for this event and has invited owners of As Bs Cs and Midgets to join the Ts for this great event. Events planned include several tech sessions, a rally, flea market, car show, photo contest, a funkhana, and kidkhana. An application form was included in last month's Can Am Connection. If you would like to go but misplaced your application call Dick at (313) 662-9028 or me (Ed) at (313) 349-3799.

Register NOW for English Day on the Green

To enter English Day on the Green, August 1st at Greenfield Village, **you must pre-register by July 15th. There will be no registration at the show.** Also you must arrive between 9AM and 10:30 AM and can only leave between 3:30 and 4:30 PM. If you have any questions, call Keith Nelson at (313) 449-2236.

Member Handbook Now Available

Included with this newsletter is the currant Membership Handbook. It's packed full of valuable information, from member phone numbers to lists of parts suppliers and MG service businesses.

Mad Dogs and Windsor-Detroiters

If you're planning to head over to Kalamazoo for the third annual Mad Dogs and Englishmen British car show, give me (Ed) (313) 349-3799 or Rich Wagner (313) 624-9573 a call. Rich has put together a "blue roads" route from northwest of Detroit to the show. I will lead a caravan on Saturday and Rich will lead one on Sunday. The featured car this year is MG. For more information and an application form see the May newsletter.

New Club Regalia Coming

Jay Kollin, Roli Sylvestre and Guy St. John have been working on new club regalia. We will have new T-shirts and baseball caps in black and white or red and white. We'll also have new polo shirts, sweatshirt and jackets available with embroidered club logos. Call Jay ((313) 455-6949 or Roli (519) 969-2739 for details.

July Monthly Meeting in Windsor

This month's club meeting will be on Wednesday July 14th in the basement of the Old Fish Market Restaurant at 156 Chatham Street in Windsor (see map). Note date change; the **August** monthly meeting will be the **third** Wednesday (Aug 18th).

University Motors Summer Party Applications Included with This Newsletter

John Twist of University Motors in Grand Rapids hosts the ultimate MG party each August. Over 500 MGs and their owners will pilgrimage to Grand Rapids for an enjoyable four days of indulging in MGing. Send in your yellow application and make your motel reservations now! Details are in the flier.

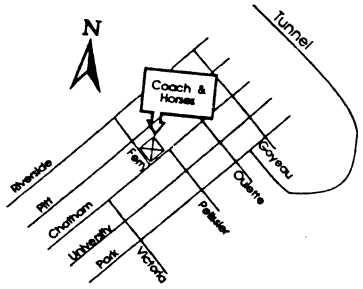


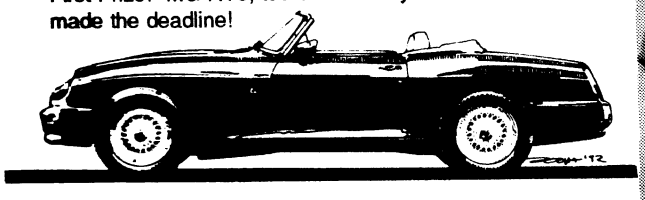
Photo Caption Contest Finally Over

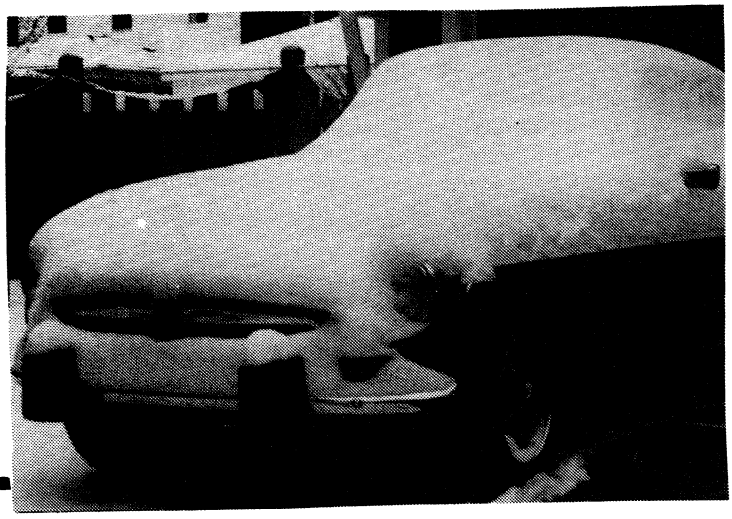
We've dragged this out long enough. Here are the final entries in Tom Newton's photo contest.

From **Dawn Frassetto,** "Honey, you'll never guess what I did with our Chia-Pet Kit!"

And from **Phil Wiltshire,** "Boy this English primer sure goes on thick."

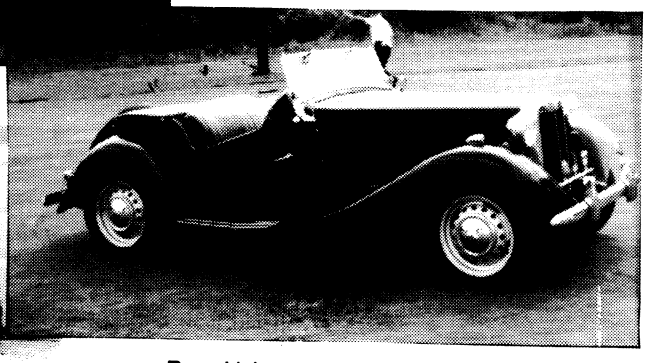
First Prize: MG RV8, too bad nobody **made** the deadline!





MEMBER PICTURE PAGE

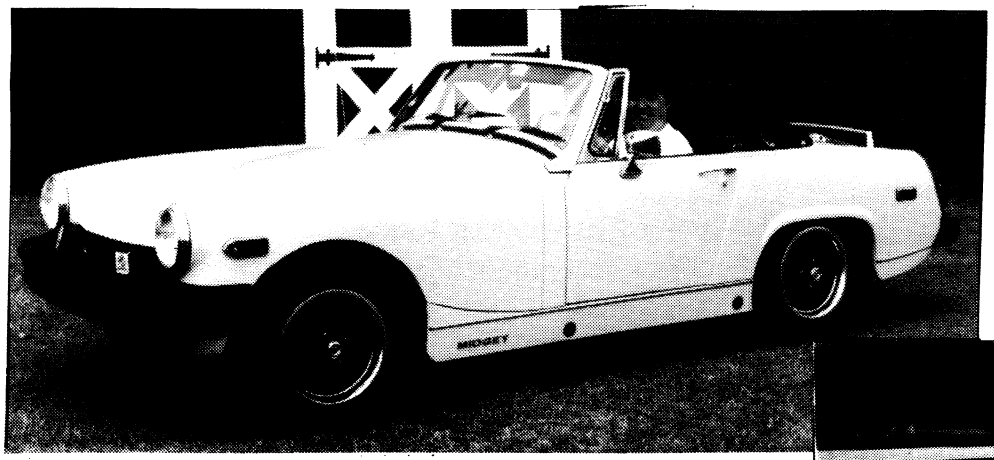
Tony & Dawn Frassetto's '59 A nick named "Baby"



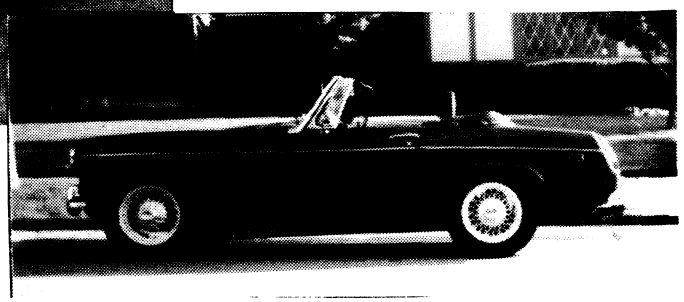
Rose Lieberman's red '52 TD

Harry Mueller's red '63 award winning B

Brett Altman's fast (1st at the Autocross) and beautiful (2nd at Carnival of Cars) '78 Mini



Harriet West's '77 blue Midget



Donald Kobeck's '69 red Midget

Calendar of Events

Items in **Bold type** are WDMGC events. If you want to know more about any of these events call Ed Fleming at (313) 349-3799.

JULY
July 14 Monthly Meeting-Windsor
July 10-11 Mad Dogs & Englishmen-Kalamazoo MI
July 15-18 New England T Registry Meet-Ann Arbor
July 18 Club Picnic at Tom & Marie Bondy's
AUGUST
Aug 1 English Day on the Green-Greenfield Village
Aug 5-8 AMGBA National Convention-Westminster VT
Aug 7-8 Vintage Racing at Waterford Hills
Aug 15 Rooftop-Costume Rally-Windsor (new date)
Aug 18 Monthly Meeting-Dearborn (new date)
Aug 13-14 Roadster Factory Summer Party Armagh, PA
Aug 20-22 University Motors Summer Party-Grand Rapids
SEPTEMBER
Sept 4-6 Trip to Auburn Indiana?
Sept 8 Monthly Meeting- Windsor
Sept 12 Battle of the Brits
Sept ?? Lucas Night Rally
Sept 26 English Day at the Races-Waterford Hills
OCTOBER
Oct 3 Deacon Brodie British Car Show
Oct 13 Monthly Meeting-Dearborn
Oct ?? WDMGC Fall Colour Tour
Oct ?? British Council Colour Tour
NOVEMBER
Nov 10 Monthly Meeting-Windsor
Nov ?? Hibernation Party-Canadian Side
DECEMBER
Dec 8 Monthly Meeting-Dearborn

Video Library

The following videos are available to club members. You can rent these videos for **one month** for $5.00. Contact **Greg Newton** at (313) 562-2377.

Behind the Wheel with Jackie Stewart
SU Carb Rebuild and Tune
MG Engine Rebuild
Battle of the "B"s (MGB Racing)
MGB Experience
Rendezvous (A ride though Paris at 125MPH)
Gran Turismo Jaguar with Paul Newman
Jaguars at Le Manns
Drive to Win with Mario Andretti
La Carrera Pan America with Pink Floyd
The Italian Job (Michael Caine uses Minis in bank robbery)
Mig Welding
Plus more videos being added each month

Carnival of Cars

Once again the Windsor Detroit MG Club had the most cars of any of the British clubs at Carnival of Cars. **Dave Campbell and Diane Clingan, Mike Derderian, Gary Howe, Frank Lucente, John Peralta and Holly Orlowski, Matt and Judy Oles, Brett Altman, Ed Fleming, Dan Zebarah, and David Torby** all showed up for a hot (83 degrees) day.

The cars were run through a thorough judging line with the top three places receiving silver platters. First place went to **Mike Derderian** with a total of 98 out of 100 points, second (for the second year in a row) went to **Frank Lucente** with 89 points and third place (also for the second year in a row) went to **Brett Altman** with 88 points. Fourth place was a six way tie amongst the rest of us.

Rooftop Rally Date Change

Lou Tortola will put on another of his outstanding events, the Rooftop Rally on **August 15th.** This is a change from the 8th, so be sure to change your calendars. Lou always put on unique events and this one will have points for best costumes again, so start planning your costumes now. More details next month.

Date Change for August Monthly Meeting

We will have a specicl guest speaker at our August Monthly Meeting. **Ron Gammons** of Brown & Gammons (famous English MG repair specialist) and Monte Carlo Ralleye fame will be there. Change your calndar. To get Ron the meeting will be the **THIRD Wednesday, AUGUST 18th.**

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"ANTIQUE MG's TO RALLY AROUND AVON RIVER"

The above title heads our article that appeared in the "Stratford Beacon and Herald" newspaper. The article described our club and outlined the Stratford trip of June 26th and June 27th.

Well, the trip is over and Jan and I are back at home with 400 new miles on the clock of the GT V8. I'm not sure about Guy, Anne, Otto and Judy though; our convoy went through the customs barrier with no problems, but they turned off before the Bluewater Bridge. We hope they took the ferry across the river or they are probably still explaining things at the border!

The Saturday morning arrived bright and warm and a line of 10 cars were ready to leave for Stratford at exit 232 on I94 at 8.15am sharp.

The convoy consisted of:
Philip Wiltshire and Larry Enders - BGT V8
Guy and Ann St John - '68 MGB
Otto and Judy Pope - '80 LE
Tom and Marcia Greiner - '67 MGB
Rich and Adrienne Wagner - '75 MGB
Clark Hunter and son - '72 Midget
Mike Chachich and Chris Sweitzer - '70 Midget
John and Izzy Renaud - '79 LE
Greg Newton and Girlfriend - '74 BGT
Dick and Dorothy Bremer - '66 MGB

The 50 mile journey north on I94 gave early indication of a problem with the Wagner MGB. They had to "adjust" the fuel pump's uncooperative attitude en route, but we all eventually got together on the Sarnia side of the Bluewater Bridge, whilst joining with Greg and Iris Keating who had travelled up to the bridge from the Chatham area.

So final convoy compliment: add Greg and Iris Keating - '75 MGB

We then proceeded to travel the 85 miles to the festival town of Stratford. The Wagner MGB fuel pump finally let go at Strathroy where the convoy turned from Highway 402 toward Stratford. Luckily, the Bremer MGB and the Pope LE were available to help. The rest of the convoy viewed the stoppage as some kind of tech session, combined with a photo opportunity!

There was some early decision making regarding which fuel pump to put on(they a choice of two types)and decided on a $12 Murray's Auto Store variant. Adrienne hopes to show us the photographs of Otto and Dick working on the car, taken by Rich!!

The remaining part of the journey was uneventful and, on arrival at Stratford, we parked the cars in the lot at the "Old English Parlour" Restaurant. We also met with Jan Tucker and Karen Enders who arrived a few minutes before us.

The group walked around the town taking in the shops and sights, including a parade, prior to the 2.00 performance of Gilbert and Sulivan's The Mikado.

Lou and Pete Tortola and families just made it in time to the performance; I also managed to get temporarily thrown out of the theatre by selling our two spare tickets to a delighted couple. The theatre's policy does not allow ticket re-sale/scalping!

Our groups' seating was spread around the theatre as it was a full house and all tickets were sold out several weeks ago. It was a performance well up to the superb standards set by Stratford festival; and we all enjoyed the performance. Lots of costume colour and spectacle; Gilbert & Sullivan use some real obscure english language which even Jan and I struggle with; but well worth the visit.

On our return to "The Parlour" for Dinner, we found notes pinned to the cars; a Dave Lawley had read our newspaper article and wanted to meet with us. He has a 1935 N -type. I phoned and arranged for him to meet with us that evening.

All kinds of English fare was sampled in the "parlour"; we then adjourned to the riverside and did some walking to settle the food recently ingested and to generally take in more of Stratford town. Dave Lawley suddenly appeared on one side of the river Avon with his car. We did not know what an N-type looked like(do you?), but once seen, it was recognizable as an MG. Dave spend much time in the hotel parking lot showing us over his remarkable car. Here are some of the details:

*Two tone green. *1935 MG NB Magnette. * 1272cc OHC, 6 cylinder.

*2 left in the world - one in England, one in Kitchener, Ontario.

There were only 7 ever made. *Bought the car in 1978 from a Texas garage fire as a melted lump(aluminium construction).

*finished the restoration in 1989.

We finished the evening in the bar with a "barley" technical session. Much discussion of future overnight trips took place and I will be sorting out a list of future prospective trips. One suggestion is to do a repeat of this trip so we have an annual Stratford theatre event, but with a different play to experience.

So far, the weather had been very good, but Canadian TV was predicting scattered thunderstorms on the Sunday - fingers crossed for our next day!!!!

Sunday morning dawned and when looking out from the hotel room, I thought I had been transported back to Michigan - the weather had reverted back to "cool" and it was raining. Luckily the weather forecaster had become more optimistic and blue holes in the cloud cover supported our optimism.

Larry and Karen Enders were so enthused with our MG's and their occupants, that they cut short the trip and headed back to Detroit in their T-Bird so that larry can get their MGB running for Independence weekend!!!

We set off for breakfast at "Madelyn"s Diner in sunshine! The diner was en route to our northernmost destination, Goderich. The place just managed to house our 16 convoyers(as some of our party were only at Stratford for the Saturday). The menu was quite extensive, but apparently, they don't sell de-caf coffee but you can get beer for breakfast. After breakfasting, we set out for Goderich and the Octagonal "Town square" - what a destination!!

Dick and Dorothy's MGB was suffering from a bad front shock absorber, this explained their varying speed tactics in the convoy; Dick had to drive "around" the magic vibration speed in order to minimize the no-absorber effects. Unfortunately no-one had a spare with them and Dick had left the replacement at home.

We drove around the town of Goderich and took photos of the convoy in a couple of nice spots. Otto especially appreciated one stop; he described the facilities as "the most scenic bathrooms" he had ever sampled! There was also a nice beach and a preserved railroad station to see!

Continued next month....

Unclassifieds

FOR SALE

British Car Brochures and ads. Jay Kollin, (313) 455-6949

'73 MGB-GT Wire wheels, new tires, in storage $1400 Gary Howe (313) 939-6851.

'66 MGB-GT BRG, black leather int., reclining seats, chrome wire wheels (knock-offs), oil cooler, Hella 500 driving lamps, good No. 3 car. Stored winters (not like Greg Newton's dad's though!). $3400. Mark Uhlig (313) 651-6338

Brand New Mikuni SK Carburetor conversion kit with manifold and air filter for MGB $175 **Spax Shock Absorber** Conversion Kit for 74 1/2 -80 MGB. Complete front & rear, brand new $200. **Ansa Exhaust Header** for MGB. Factory "Special Tuning" competition design, brand new $50. Terry Schultz (313) 650-9507

'77 MGB Brooklands Green, completely restored 3 years ago. Wire wheels, 60,000 actual miles. For details & pictures call Dan Leighton H (313) 629-0303, W (313) 278-5300.

Chrome wire wheels, four 5 1/2x14 bolt on for MGB, good condition $500 OBO Rich Wroblewski. Home: (313) 669-9507, Work: (313) 948-4927.

'67 MIDGET White, VGC, new brake system, hardtop & many spares.40,000 miles $4500. Greg Pukay (519) 974-8826

Various MGA bits; Top frame, generator, starter, voltage regulator, etc. Also back issues of "MGA!" Vol 14 #2 up to Vol 18 #3. My price:Cheep Will Zehring (313) 885-4180

Tires; Three 185/70 x 14 Dunlops $8 each. Otto Pope (313) 271-3225

WANTED

A-H Bugeye Sprite or Will Zehring (313) 577-4199 or (313) 885-4180.

Ear Knock Offs. Frank Lucente (519) 977-5346

Back issues of Can-Am Connection to complete my collection: Jan/Feb '87, Nov '87, Dec '87, Sept '86, June '85. Issues prior to Oct '81. Roli Sylvestre (519) 969-2739

PARTING OUT

'65 MGB Engine & trans missing, good suspension, wire wheels. All or part best offer. Tom Newton (313) 562-2377

'72 MGB Parts. Good Bonnet and mechanical parts. Call me with your needs. Mike Derderian (313) 979-4234.

'72-'76-'77 MGB's Tons of parts, rebuilt heads, interior & exterior parts. Must sell, too many parts, too little room, any reasonable offer. Chuck Wiley (313) 586-2500

CAR HAULING

Local & Long Distance. Reasonable rates. USA and Canada. Frank Lucente (519) 977-5346.

The Roadster Factory Continues Club Discounts

The Roadster Factory in Pennsylvania has another Monthly Car Club Special offering. Unfortunately it ended June 30th. I received the notice about 3 days after the June newsletter was mailed. However, they may continues these in the following months.

When you call them, **ask for the club discount. Give them our club identification number (080).** You may find that you've saved even more money.

Need Help With MG Repairs? Call Guy St John.

Guy St. John, club president, has helped many MG owners with service tips, parts, advice, and on occasions done repair work for them. Guy has recently offered to take on a limited amount of MG work in he well equipped home workshop.

Guy lives in Northville. If you need a tune-up, front end rebuild, glass replaced, modifications, or mechanical repair work (no bodywork please) give Guy a call at (313)349-3649. The cars he drives are evidence that he does good work and his prices are very fair.

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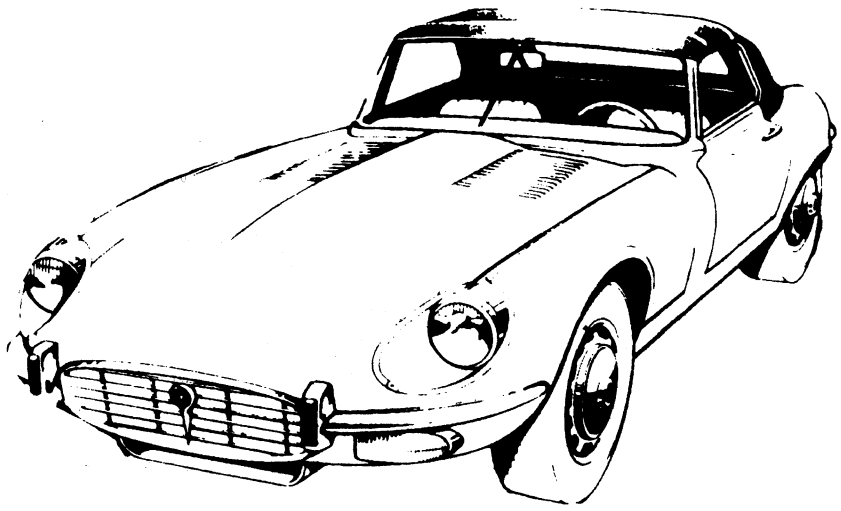

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