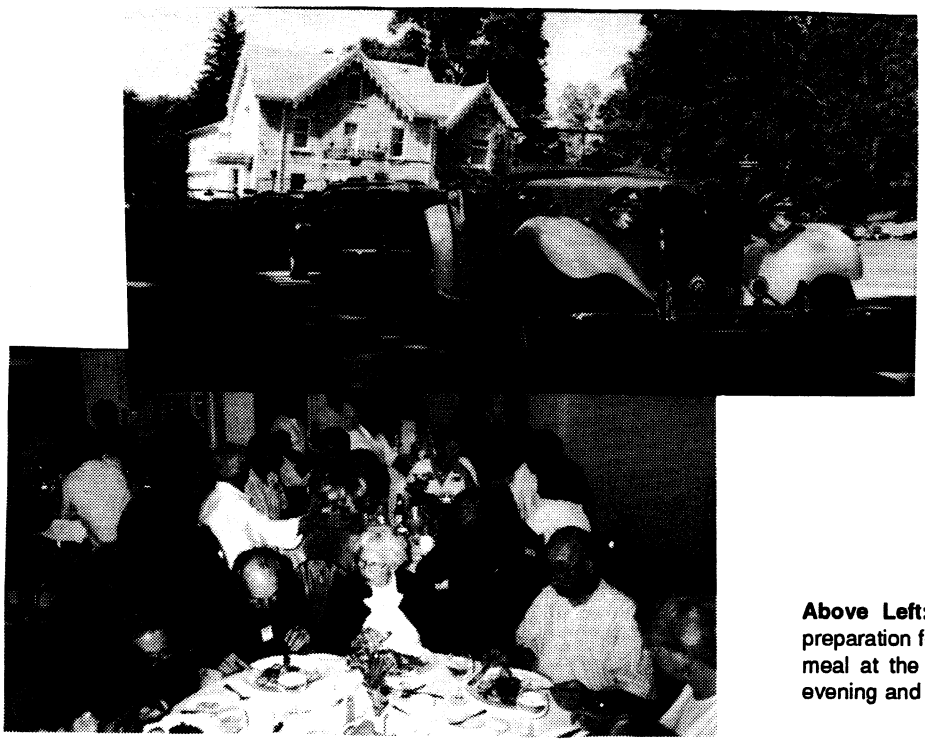
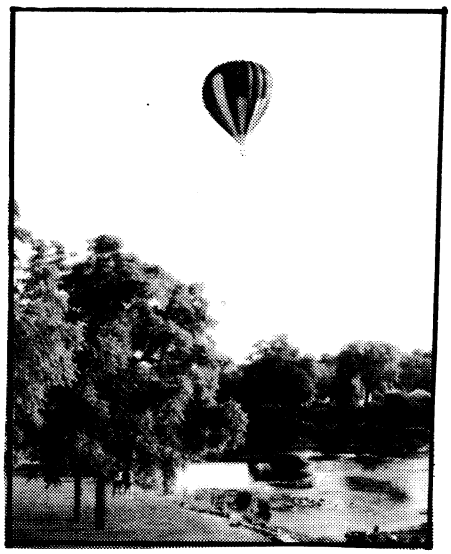
The Can Am CONNECTION

WINDSOR-DETROIT

Volume 14, Number 5 - The Newsletter of the Windsor-Detroit MG Club - July, 1994





Above Left: The MGs line up in front of the Westover Inn in preparation for the trip back home. **Left:** Members enjoying a gormet meal at the Inn. **Above:** Hot air ballons entertained us Saturday evening and early Sunday morning.

It Was The Very Model Of A Modern Major MG Weekend!

By Phil Wiltshire

"Smoked Chicken and Leek Ravioli, a Darn of Fresh Atlantic Salmon or perhaps a Farce of Pinenuts" - these wonderful culinary descriptions would greet us at our St Mary's banquet on the Saturday evening, but our band of 40 trippers and 20 cars had other things to do before this!!!

As you might remember from last year, our Club had a very enjoyable trip to Stratford that took in a Gilbert & Sullivan Musical farce in the Canadian (but very English) festival town of Stratford in Ontario, followed by a drive over to their west coast on the next day.

So, why mess around with a winning formula? This year's Stratford trip started out based upon this format, with a new Gilbert & Sullivan musical, "The Pirates of Penzance" fresh and ready for review by some MG-driving critics.

The big change to this year's event was the running of the trip as a joint venture between the Windsor-Detroit MG Club and the Michigan Chapter of NEMGTR (New England MG T Register). Dick Bremer (who has dual club loyalties) concentrated on the accommodation aspects whilst I worked on tickets and routes.

Dick and I established good value deals, but the 40% exchange rate did the rest for the US-based members of the party!

So, to the trip; Saturday dawned not only cloudless and sunny, but extremely hot. Temperatures in the 90's (mid 30s Canadian) were forecast and we felt every degree from 7:30am onwards. 15 of the cars met at the east end of I696 and we proceeded to the Bluewater Bridge where the balance of the party would be waiting for us on the Canadian side.

This was my first convoy with T-cars in the pack; they showed a good turn of speed and on several occasions they zoomed past the GT V8!! Our only early casualty was Peter and Cynthia Pleitner's immaculate TC. The car had a rebuilt engine with only 700 miles on it. The non-pressurized cooling system combined with the punishing heat gave an overheat condition, so we all let off steam at the bridge; both cars and drivers!. At this early stage in the trip, I could see the effects of the extreme heat on all of the open car occupants and hoped that the weather would not be too hot and spoil their enjoyment (I never though I would be saying this!!)

Continued on page 6 >>>>>

UPCOMING EVENTS

July 9-10 Mad Dogs & Englishmen -Kalamazoo

July 13 Monthly Meeting-Windsor

July 17 English Day on the Green-Greenfield Village, Dearborn

July 24 Annual Club Picnic-Shipley's House -Waterford

July 31 Ice Cream Fun Run

The Can-Am Connection is published 9 times a year by the Windsor-Detroit MG Club, Inc., 8905 Napier Rd., Northville, MI 48167, USA. Contributions are welcome in either written or IBM Wordperfect form.

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PRESIDENT
Guy St. John (810) 349-3649
VICE PRESIDENT
Frank Lucente (519) 966-9146
SECRETARY
Ann St. John (810) 349-3649
TREASURE/MEMBERSHIP
Marla Zebarah (313) 382-6715
REGALIA-CANADA
Roli Sylvestre (519) 969-2739
REGALIA-U.S.
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NEWSLETTER EDITOR
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Safety Fast!

Ed Fleming, Editor

You have all heard the same drivel from the safety Nazis a thousand times. "Speed Kills". To which I say, "Oh yeah? Then why aren't all the airline passengers who travel at several hundred miles an hour dead?" The answer is that speed actually is safer than slow.

Let me give you an example. Several summers ago (past the statute of limitations ago) I was on vacation out west. As I was leaving the motel in Big Rapids SD the motel clerk noticed my radar detector and asked where I was headed. I said to Wyoming. She told me that in Wyoming the fine for speeding was only $5.00 and you could just pay the patrolman and get on your way (is that a great state or what?). So naturally when I hit the Wyoming border (on a long downhill run) I got up to about 105 MPH (168 KPH) and hit the cruise control on the rental car.

The thing about speed is that you get to places much sooner and I arrived at my next motel stop at two in the afternoon rather than six at night. So I canceled that reservation and headed for Montana at a speed that put me in Billings at 6 PM.

If I had driven at the then maximum speed limit of 55 MPH I wouldn't have gotten to Billings until well after midnight. Now I ask you, what is more dangerous, sitting in a motel room at 11 at night or sitting in a car out on the road with all the drunks? Obviously, I was much safer going fast.

Another safety advantage of going faster is that you have less "exposure time". That is the faster you go the smaller the time you're exposed to a dangerous situation. Let's say you're approaching an intersection where an inattentive AMC Pacer driver is about to run a red light. You're going 30 MPH and the intersection is 60 feet wide. As you cross the intersection you're exposed to cross traffic for 1.36 seconds. But if you ran through that same intersection at 60 MPH you'd only be a target for that Pacer for 68/100ths of a second. Again it must be obvious that going 60 is much safer than going 30.

These are individual examples. Lets look at a grander scale. Auto fatalities in the U.S. were over 100,000 annually in the 40's when top speed limits were in the 50 MPH range. When we raised the limits to 60 they dropped to 75,000. When we raised the limit again to 70 MPH the fatalities dropped again to 50,000 annually. Again it's clear that going faster (raising the speed limit) is safer.

When Richard Nixon signed the National Maximum Speed Limit into law in 1973 we **lowered** the limit to 55 MPH (for **this** Nixon should have been impeached). What do you think happened when the speed limits were lowered? Well, they didn't go up as I would have expected, they stayed the same primarily because at this time many of the cars on the road were benefitting from safety standards set in 1968. It wasn't until we again **raised** the limit to 65 MPH that fatalities dropped to their lowest level ever of about 40,000. Just think of how many lives we could save if we raised the limit to 75!

It's all so clear. Raise speeds - deaths go down. There is a lesson here. These facts may sound astonishing to you. It's hard to comprehend that speed saves lives, because you've been brainwashed all these years by those ADL safety nerds.

In fact the Department of Transportation funded a study by the University of Texas in an attempt to prove that raising the speed limit cost lives. The U of T studied the fatality rates of the states that raised their limits to 65 and those who kept their's at 55. To the amazement of the DoT the study found that the fatality rate went **down in the states who raised their limits to 65** and remained the same in those states who kept their's at 55. The study concluded that about 3200 more people died in those 55 MPH states than would have if they **had raised their limits!**

We as MG owners must do our part to educate the public and government officials that SPEED SAVES LIVES! It's time to raise our banners high and shout from every rooftop... "Safety Fast, Safety Fast, Safety Fast!"

Ah, I feel so much better now.

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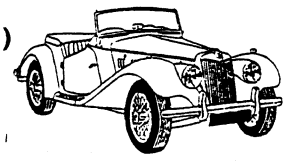

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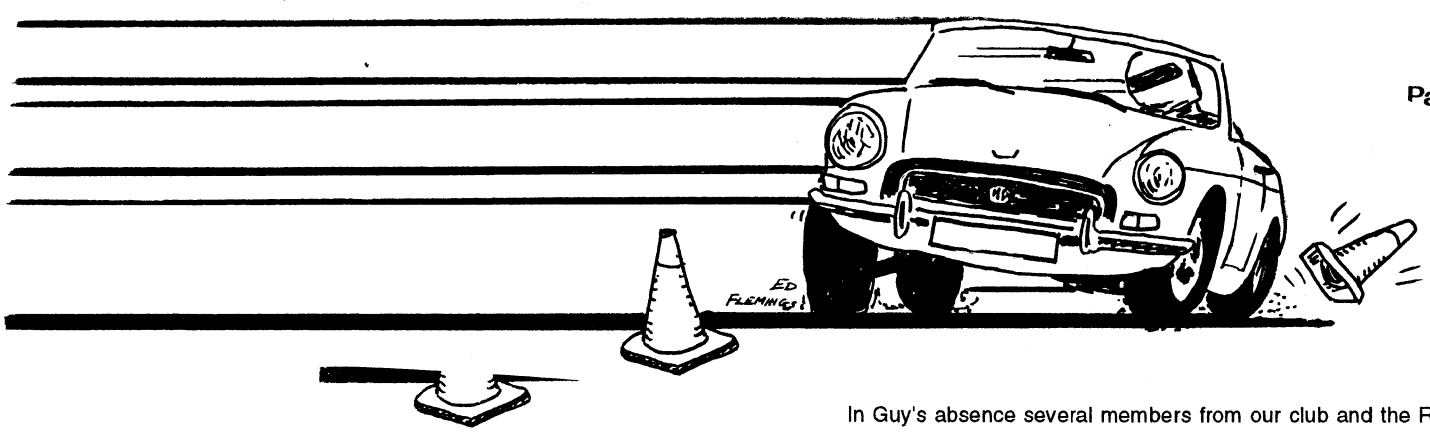


So Many Cones, So Little Time

Father's Day means Autocross Day for Windsor-Detroit MG Club members and it means a St. John will finish second and a VW owner will set fastest time of the day. Traditions which continued this year, albeit with different players.

Jay Kollin ran his Midget in last years autocross and discovered that autocrossing is a terrible thing to do to your car's tires. You can understand why he might have been a little reluctant to run it again this year. But it was so much fun! And it was Father's Day! So Jay's kids (with a little help from Mary Kay rented dad a Chevy Lumina (just like Dale Earnhart's) to run in the autocross.

This year we had a new location for the autocross at the Motorsports Hall of Fame parking lot in Novi MI. The lot was not as abrasive as last year's Novi High School parking lot, but was still under construction and had a few light poles and curbs to be respected. When you weren't running the course you could visit the museum (as in air conditioning) and see some really fast cars. Reports were that not too many people took up our offer to visit it.

This event is Guy St. John's baby. He has organized it the last three years and works all year to get his BGT ready for it. Brett Altman and his Mini won the first two events with Guy a close second. Brett sold his Mini after last years event and Guy was looking forward to finally winning "his" autocross. However, Guy's mother was hospitalized just before the autocross and Guy left for Texas and was unable to attend this year's event (Guy's mother died the day after the autocross).

In Guy's absence several members from our club and the Rowdies and LAMGA pitched in to make sure the show went on. Jai Deagan from LAMGA, Dave Smith from the Rowdies and Jim Bollinger all arrived early to set up the course. Keith Nelson and Jerry Bennet helped clean the track and Harriet West brought a canopy for participants to provide some shade.

Roli Sylvestre got the 1st place trophies, Ann St. John took care of 2nd and 3rd place ribbons and made sure all the pieces went together and Ed Fleming did the legwork getting the location and insurance taken care of.

This year we had three classes: Street, Performance and Ladies.

Two ladies competed. Harriet West finished first with her Midget and Ann St. John was second in Jai Deagan's MGB. Ann may have set a new record for most cones (6).

Non Windsor-Detroiters were the class of the Performance Class. Dave Smith from the Rowdies took first and Jai Deagan from LAMGA took second. Jerry Bennet upheld club honors by finishing third.

In the Stock Class Dan Kirby was first with his Midget ahead of Matt Houser in second with his BGT. Keith Nelson was third in his TR3 and Mike Derderian was fourth in his MGB. In the "Not Eligible for a Trophy Class" we had **Jim Bollinger** with fastest time of the day in his VW Jetta. Jay Kollin and his rental Lumina and Doug Spencer in a Toyota.

After the "official" runs were finished, Jim Bollinger and Dave Smith came up with an unique idea. They let people run a lap around the course for a buck. Fun runs and the club collected another $12.00

Another fun filled event of Father's Day Weekend.

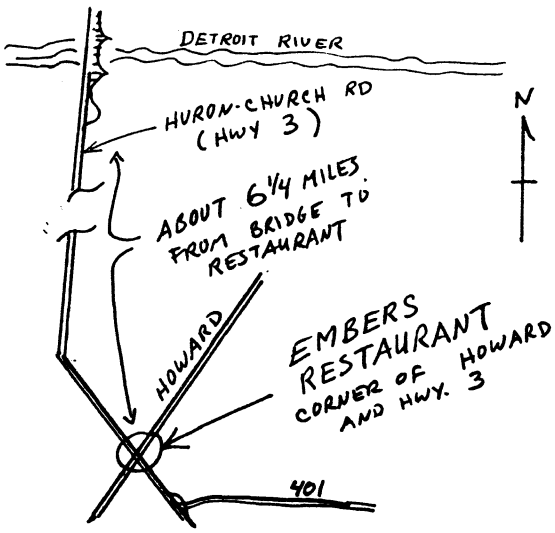
Kimber Arms

Frangas Non Flectes

New Meeting Place For Our Canadian Meetings

Our next meeting in Windsor will take place at a new location, the Embers Restaurant at the corner of Howard & Highway 3 (see map).

The Embers will provide us with more room for both the meeting and parking.



More Bs, Ts, As and Ehs. We Want to Welcome These New Members.

By Marla Zebarah

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

George and **Gail Diehl** just moved to Brighton. They own a 1971 Blaze MGB and a 1974 1/2 Red MGB. George is an Engineering Manager. They found out about us from the **Emerald Necklace MG Register**, which was their local club, before moving to this area.

Dawn and **Kevin Johnston** live in Windsor with their daughter **Stephanie**. They own a 1979 Teal/Black MGB. Dawn is a Dental Assistant. She found us through **Chuck Wiley**.

Roger Melton lives in Bloomfield Village. He owns a 1945 Black TC, a 1951 Red TD, a 1967 Red B, and a 1948 Green Jaguar Mark IV. He also has a 1957 White MGA which he plans on restoring. He also has a 1946 TC, a 1962 A and a 1963 B which he hopes to get around to restoring someday. **Ed Fleming** told him about the club.

Hope you enjoy being a part of our club!

As of the day I'm writing this to give it to Ed (June 30), we have 149 member families for 1994.

Video Library

The following videos ar available to club members. Contact Greg Newton (313) 562-2377:

* **La Carrera Panamerica.** (1987) Open road race across Mexico with music by Pink Floyd and **Silverstate Classic** - the fastest open road race in the world across Nevada
* **The Italian Job** Michael Cain stars with several Minis in a big bank robbery.
* **Winning** with Paul Newman. Fictional story of Indycar racing. The movie that got Newman interested in racing
* **Drive to Win** with Mario Andretti
* **Battle of the Bs.** Club racing MGBs in England.
* **LeMans.** Steve McQueen actually entered and raced a 917 Porsche while filming this movie. One of Car and Driver's 10 Best car films. Also includes Le Mans '87 and '88 races on same tape.
* **SU Carb Rebuild**
* **'66 and '69 Le Mans Races**
* **Formula One 1979, 1980, 1982**
* **Gran Turismo Jaguar.**
* **The MGB Video.** "Short but good"
* **MGB Film Library.**
* **MGB Experience.**
* **The Roadster Factory Summer Party 1993**
* **Behind the Wheel with Jackie Stewart.** Stewart shows you how to drive with finesse.
* **Rendezvous.** A ride through the streets of Paris at 100 MPH plus. Short, but great! One of Car & Driver's top 5 car movies.
* **History of the Indy 500.** The story of the 500 from 1911 to 1989. Great footage of earlier races.

More videos are being added all the time.

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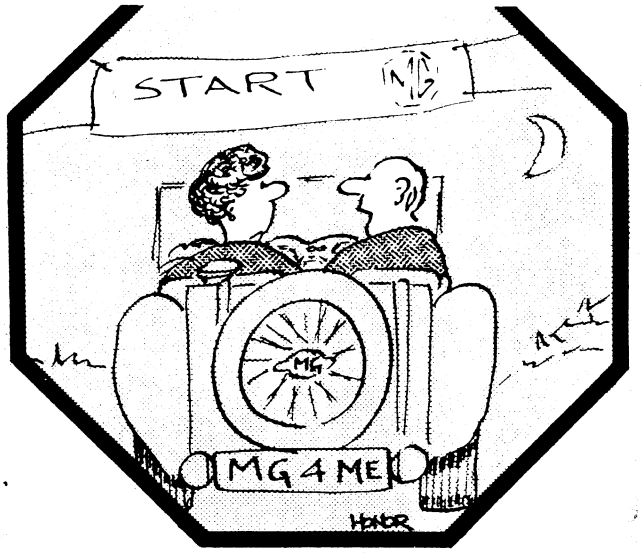
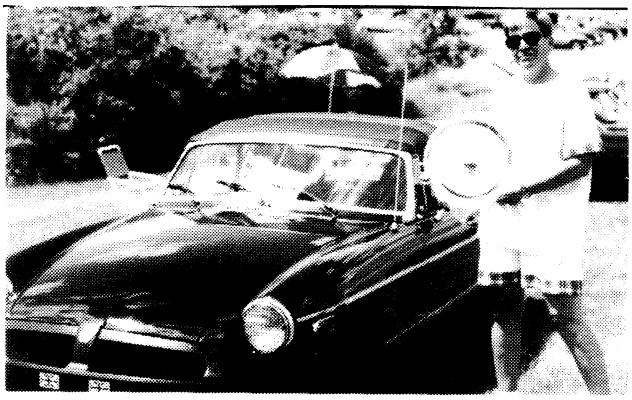
We want to wish a **HAPPY BIRTHDAY** to the following people: By Marla Zebarah

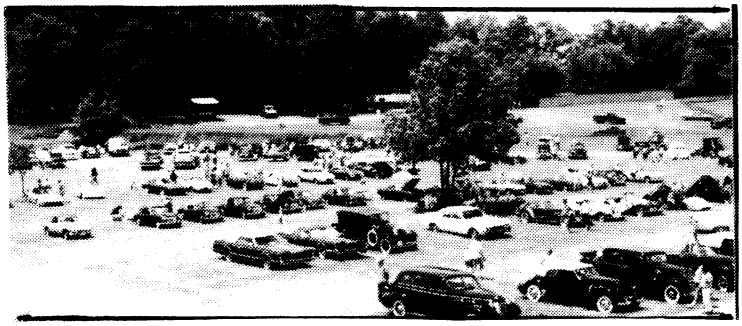
David Pere	July 16	Tom Newton	July 25
David Burstyn	July 17	Angie Folz	July 27
Matt Houser	July 18	Tim O'Brien	July 27
Roger Melton	July 18	Dan Kirby	July 28
Kathleen Pagen	July 18	Liisa Pere	July 29
Raymond Rogers	July 18	Bob Bondy	July 31
Jerry Stawowy	July 19	David Larwa	July 31
Scott Verbrugge	July 19	Patricia Ray	July 31
Sarah Clarke	July 20	Angela Campbell	Aug 2
Ed Fleming	July 20	Judy Oles	Aug 2
Art Kainz	July 20	Pamela Stawowy	Aug 3
Alex Kosbab	July 20	Bob Nunnally	Aug 5
Bradley Rogers	July 20	Marla Zebarah	Aug 5
Jan Tucker	July 20	Jim Clifford	Aug 7
Jamie Hine	July 21	Gyula Kish	Aug 7
Scott Stern	July 21	Roli Sylvestre	Aug 7
Lou Tortola	July 22	Norm Abell	Aug 13
Hilda Larson	July 24	Marcy Kollin	Aug 13
Patty Deacon	July 25	Jon Stawowy	Aug 15

THE OCTAGOON



"Me?.. Navigate?... Listen I got us lost getting to the start line!"





Above Left: Suzanne Snyder shows off her First Place Trophy. **Above:** Frank Lucente's son Patrick accepts his Second Place Award. **Left:** The Windsor Detroit Club was lined up by the only shade tree in the infield and we made good use of it. **Below:** Left to right; Jay Traford, the original owner, Bud Miller, the current owner and Brett Altman, the in between owner of the '78 Mini.

MG Club Members Run Away... to the Carnival

For several years the WDMGC has had more entrants at Carnival of Cars than any other British Car Club, often more cars than all the other British Clubs put together.

This year 17 members cars were entered, second only to the SAE Detroit Section Car Club (with 22 entries) for most entries of **all** the 66 clubs participating. This has really grown into one of our club's best attended events.

At this event trophies are given out based on the points a car earns from several judges. The judging can be a little "erratic" shall we say. For instance, the horn on my Midget doesn't work, but one year i got a perfect score for horns and lights when I yelled "beep-beep" out my window.

That year I also got a perfect score for tires, with mixed brands - two of which were worn nearly bald. The next year with a week old set of new Michelins I got marked down a point for tires. Go figure.

Anyway every car faces the same judges and usually the best cars get the highest points. Here are the members who pasted the judges scrutiny with the highest points:

1st Place. Suzanne Snyder with her '80 MGB LE

2nd Place (tie). Frank Lucente with his '74 B and Jim Hine with his '60 MGA.

3rd Place. Don Kobeck with his '69 Midget

Also entered were John Northup, Dave Campbell, Phil Wiltshire, Dave Torby, Gary Howe, Ed Fleming, Kim Rutherford, Matt Oles, Dan Zebarah, Bill Larson and Bud Miller.

Bud had his BGT entered along with his Mini, formerly owned by member Brett Altman (Brett attended with the Vintage VW Club and his '79 Beetle Convertible). While Bud was running the Mini through the judging line a man named Jay Traford came up to him and said "I think this is my old Mini" Bud said "i don't think so, I bought it from Brett over there" Brett then realized that Jay was the original owner he bought the Mini from 10 years ago (small world).

Once again the weather was fabulous - sunny, some clouds, temperatures rising to 87 degrees (31 degrees Canadian). How long can this string of perfect weather for our events continue? (Until June 25th and the Mid-Ohio Vintage races where it rained all day!)

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The Stratford Trip...continued from page 1

The convoy comprised an interesting selection of cars ranging from TC's, TD's, MGB's and MGBGT's to modern cars. Judy and Jan turned the AC up to 70 degrees in Otto's Lincoln in sympathy with the convoy. Bill and Pam Savage just couldn't finish their MGB in time for the trip; Bill has 72 hours of work left on the car (or so he thinks, it's never finished!) so drove a modern car with the AC off and the windows down. Nice one Bill and Pam!

From the Blue Water Bridge, the convoy split into two groups; our group headed up the coast on Route 7 with views of Lake Huron and then cut across to Stratford in time for Lunch prior to the matinee performance of "Pirates". We had reserved parking at the theater and managed to find a little shade in the parking lot.

The theater was air-conditioned, so after driving open-top for 200 miles in 90 degree heat, this represented good entertainment before the play!!

As usual, the Musical was of a very high standard, the Director had decided to stage the traditional G & S story as viewed by a Hollywood film maker. The old storyline therefore, had a new twist based upon the goal of producing a "fast and cost-effective" musical movie version in the 1930"s. For me, this formula worked very well and made a change to the more traditional treatment.

From the theater, we then travelled to St Mary's and the Westover Inn where we prepared for our special MG banquet preceded by hors-d'oeuvres outside on the terrace. The Inn is situated on its own large, beautiful grounds and our group took total occupation by taking all rooms. The Inn was built in 1867 and comes close to being an English Country residence in style, decor and grounds.

Prior to the banquet, an impromptu technical meeting/theater critics review then ensued in the swimming pool. What a way to cool off after the day's events; the pool temperature must have raised several degrees when we jumped in!!

So, back to the menu; you will remember my description at the beginning of this trip report of just a small selection from the menu. We dined in a Banquet setting that sat all of us. The hub-bub of talk was so loud that you almost had to shout to be heard; a great atmosphere.

The evening finished with more technical meetings and walks around the grounds.

Sunday dawned cloudless and sunny, but with a promise of slightly lower temperatures and an increase in breeze. After breakfast on the open air terrace, the group once again split up; some cars headed back to home for other events and some on alternate routes.

Our group headed towards Bayfield; the original planned objective. We had 8 cars in the group, ranging from TC's and TD's and younger. Once again a good touring speed was established in the convoy and the cooler weather made the ride to Bayfield almost perfect. Jan navigated us through as much tree-lined and hilly road as possible which added to the ride. At Bayfield we parked under some huge trees which afforded great shade and relief for the party. The cars were quite cool on our return to them.

Bayfield is a little coastal town with historical and antique interests, so we stayed there until 1:30pm. We then drove south along the coast road to Grand Bend where we met up with more of our party at the "Thirsty Fox" Pub. More open-air eating and quenching of thirsts took place whilst determining the final leg of the trip. Some of the group decided to head back directly across the Bluewater Bridge due to time and their geographical restraints.

Our newly re-formed group of 4 cars (Ed & Edna, Midget, Peter and Cynthia, TC, Marcia and Tom, MGB and us GTV8) decided to head past the Bluewater Bridge and cross the St Clair River to Marine City via the car ferry. I was amazed to drive through "oil-gusher country". The drive to the car ferry at Sombra on the Canadian coast passes through Petrolia, Oil City and Oil Springs. The historical markers state that the area was the site for the first oil-strike that was just below surface. Why did I think that Texas had that claim to fame?

The drive home along 26 mile, I94, and I696 was uneventful and we arrived home at 7:30pm with 400 new miles added to the GTV8.

The weekend cannot be adequately explained in these lines; you had to be there!. So, I hope that either later this year (Niagara-on-the-lake) or next year will be opportune for you to participate.

Here is a list of our Stratford trippers: (in no particular order):

Otto and Judy Pope
Tom and Marcia Greiner
Greg and Iris Keating
Ned and Dee Heinzerling
Anne St.John
Brian and Enid Callacott
Bill and Pam Savage
Dick and Dorothy Bremer
Rose Lieberman and Sue Williams
Rex and Anna Richardson
George and Rita Patrick
Roger Melton and Amy
Tom and Sandy Cunnigham
Bill and Barbara Daniel
Wes Gooderham and Kathy Cowstock
Ed and Edna Fleming
Thomai and Carey Girsch
Bill and Hilda Larsen
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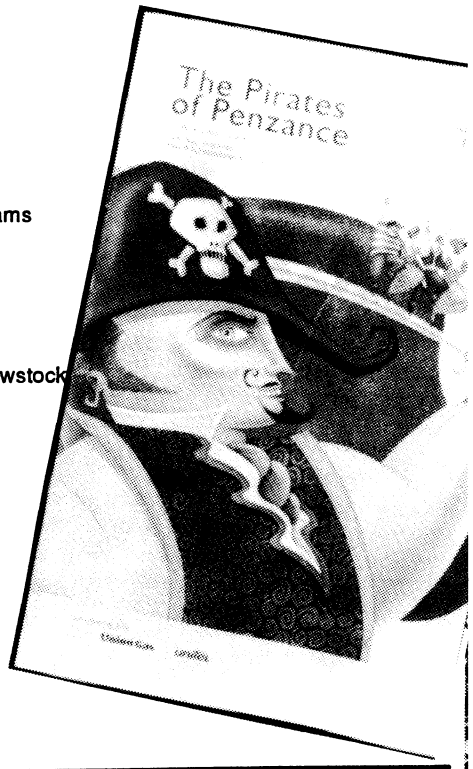

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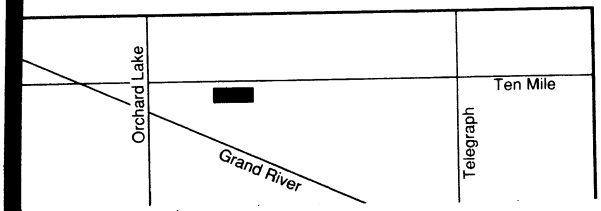
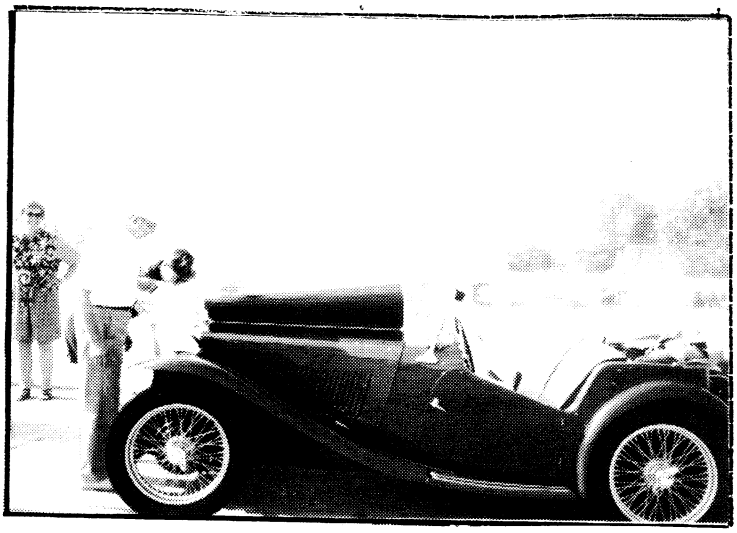
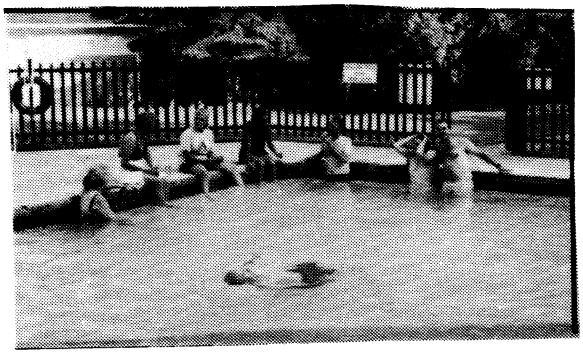


10 Mile, East of Orchard Lake Rd., Farmington Hills (313) 474-7744



Above: Keith Nelson, Harriet West and Greg Newton looking miserable in the rain at Mid-Ohio.



Below: An eclectic collection of vehicles on the ferry crossing the St. Clair River, (a TC, MGB, BGT, Midget, Ford van, GMC pick up, and three Italian motorcycles). **Left**: We saw a slightly different "Pirates". **Top:** A geyser created by Peter Pleitner's MG TC fogs the area around the Blue Water bridge. **Above:** MG Tech Session at the Westover Inn's swimming pool. Topic; "MG cooling systems, some require more water than others".

Mid-Ohio Vintage Monsoon

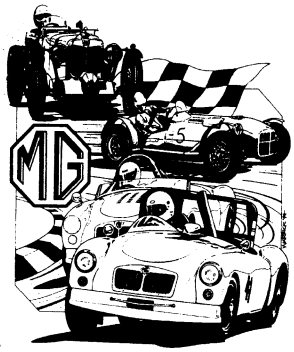
Well, we all knew it had to happen sometime. The string of near perfect weather for club events had to come to an end. It ended with a crack of lightening and a jolt of thunder.

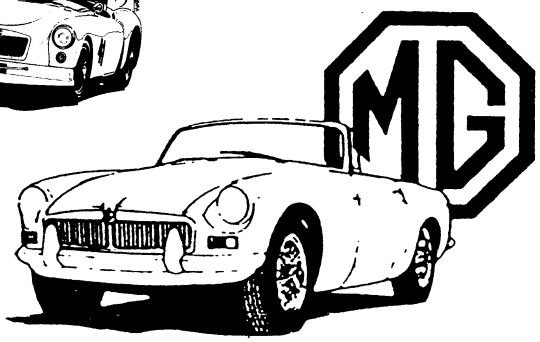
It was probably the all night rain, followed by an all day rain that kept attendance for our caravan to the Mid Ohio Vintage Races to two. At the June monthly meeting about 10 or 12 people raised their hands saying they were going to go to the vintage races. But raceday morning it was just **Greg Newton** and **Ed Fleming** who caravaned to Steam Corners, Ohio. **Keith Nelson and Harriet West** were already there and **Matt Houser and Ines Nagy** drove down on their own.

It was not only wet, it was cold. A truly miserable day to watch races. In fact most of the competitors choose to keep their cars in the paddock rather than go out in the downpour. The practice session for the big bore cars (Corvettes, Can-Am cars etc) had only one lonely Corvette running around the track.

The much ballyhooed "Touring Session" consisted of one very slow lap of the track and the "Pro Team Concours D'Elegance" was a "Concours D'Mudeance". In fact the Windsor-Detroit Club didn't even enter a car in the competition.

Even I would have to say it was a miserable time (and I love racing, went to Watkins Glen for the races on my honeymoon). So those of you who missed it were lucky. Hopefully the weather gods have been satisfied and we can look forward to great weather for the rest of our events this year.





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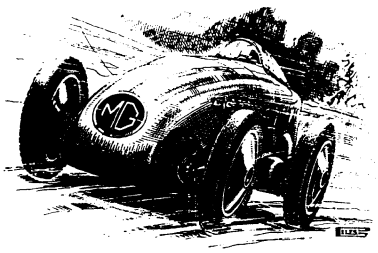


2 Great Summertime Pleasures: Eating Outside and MGs. Mix Them Together And You Have Our Club Picnic.

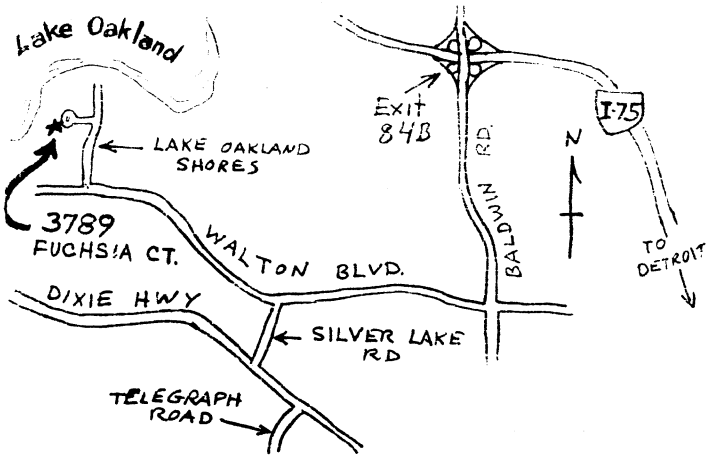
One of the clubs's most popular events doesn't involve MGs. Its our annual club picnic. Oh sure members will drive their MGs to the picnic and some of us will stand around discussing carburetor rebuilds and transmission rebuilds, but mostly this event is about having fun.

This year it will take place at Tom and Pam Shipley's house. The Shipleys have access to Waterford Lake and promise to have jet skis and other water toys available for us.

The club will supply hot dogs and pop. Participants are asked to bring a dish to pass. The club will also supply paper plates and plastic forks and spoons.

Time: 11 AM to about 5 PM, Sunday July 24th

Place: Tom & Pam Shipley's, 3789 Fuchsia Ct. Waterford. (810) 673-7271 (see map)



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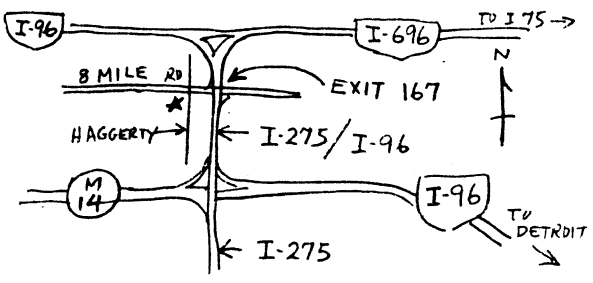


Just For the Fun of It.. An Ice Cream Fun Run. Sunday, July 31st

Keith Nelson has organized a very unstressful drive through the countryside to get an ice cream. We'll meet at the Meijer's parking lot at 8 mile and Haggerty, just west of I-275 at 4 PM and cruise over some of the best MG roads in southeast Michigan. Roads that are a favorite of the guys at Car & Driver and Automobile magazines. We'll end up at an old fashioned 1950s style ice cream parlor west of Ann Arbor. The ice cream parlor has lots of 1950's and 60's automobile paraphernalia and they've promised to bring out their British stuff for us.

This will be a low key Sunday afternoon drive. No ralleye clues to figure out, no time deadlines to meet. Just fun and ice cream!

Time: Sunday July 31st, 4 PM.

Place: Start at the Meijer parking lot at 8 Mile and Haggerty, just west of I-275.

What to bring: Smiles, money for ice cream.

Diagnosing Wiring Troubles

Grahame Bristow, Moss Motoring

Does you car let you down every time you try to start it, or those wipers only work when it is not raining? Perhaps the indicators go dim every time you apply to brakes.

Before you go out to buy new lights, horns, switch gear, etc, it may be worthwhile spending time checking out the wiring rather than shelling out for new parts.

Quite often I have found that electrical components supposedly faulty, are perfectly alright. Many electrical faults are caused by two frequently overlooked factors, either working separately, or together to produce a variety of interesting visual and sometimes pyrotechnic effects. The first of these factors is simply caused by age and the climate - electro-rheumatism if you like. The second is caused by that stalwart of the motoring world, Captain Accessory!

The worst electrical problems I have faced have been caused by "bodged" wiring or faulty connections. Easy to use connectors often provide me with hours of entertainment.

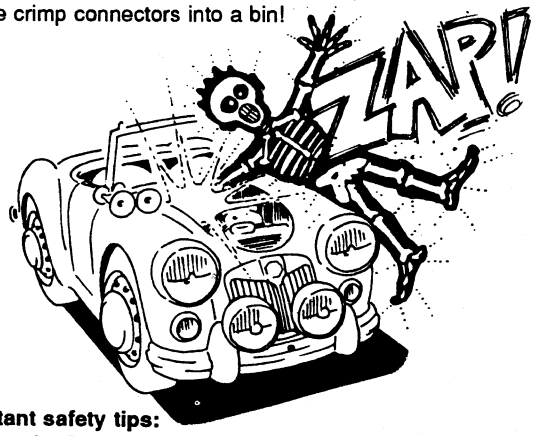
If you are going to tackle any electrical work on your car then do it properly and do it once. Throw away those cheap connectors and get the the right tools to do the job properly because I can guarantee that if you don't that one day you'll wish you had, or even worse you'll get rid of the car because it keeps going wrong.

Get the Right Tools

1. Soldering Iron. Get one with 5 to 15 watts output, stay clean tips, decent stand, and PTFE (Teflon) leads.

2. You probably already own one of those multi-purpose devices that cuts, strips wires and fits connectors. Throw it in the trash and buy : Long nose pliers, side cutters, wire strippers, insulation tape and solder (60-40 lead/tin mix with flux incorporated).

3. Connectors - Get the type of connectors that are already in use on your car - spade connectors and bullet connectors (that can be soldered) and throw the crimp connectors into a bin!



Three important safety tips:

1. Disconnect the Battery.

A fully charged battery can use around 120 amps to turn over a cold car engine. Making a mistake and accidentally connecting the positive to the earth can have some interesting affects, i.e.:

a. Any wire involved in a direct connection will act like a fuse and melt (this includes HT wire).

b. The battery could explode if an HT wire does not fuse quickly enough.

c. 120 amps is enough to weld your screwdriver to any object very easily.

d. You can receive nasty burns if you use yourself as a suitable earthing point. (Remember DC current differs from AC in that it does not change direction - once you get to grips with DC it won't let go!)

2. Holding the soldering iron

Never grab the soldering iron if it starts to fall. Sounds obvious but there are still plenty of electrical engineers around who hold out their left hand when greeting somebody.

3. Suitable wiring

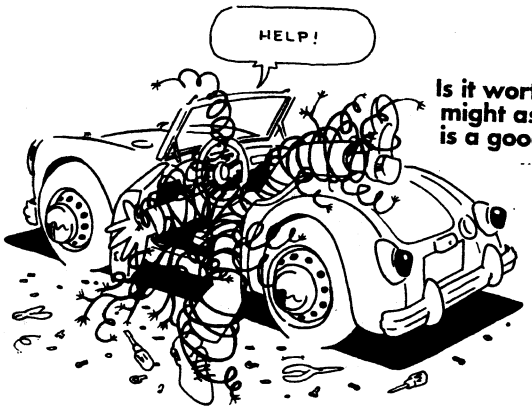
Finally, make sure that the wires you are using have the correct current capacity for the power they have to take. Using cable that is too thin is the electrical equivalent of reducing three lanes of motorway into one - total breakdown - if the current is much higher than the wire, the wire will act like a fuse and melt.

Making Connections

1. Spade Connectors

Strip back 1/4 inch of wire without ripping out half of the strands. Twist the strands together and solder the bare end.

Always heat the wire with the soldering iron and apply the solder to



Is it worth the effort you might ask? Yes! A clean job is a good job!

the wire while it is still in contact with the iron. The wire must be hot enough for the solder to flow into the wire strands but don't keep the iron there for too long, otherwise the outer sleeve of the wire will melt back. It is an art worth learning.

Do not apply solder to the iron and then try to "blob" the solder on the wire - it never works because the solder 'dries out' as the flux evaporates and then the resulting joint can become brittle and prone to breaking.

Once cool, fit a spade connector sheath over the wire and crimp it to the wire. The crimping makes a mechanically sound connection, but this is not enough. Returning to the soldering iron, you then need to apply heat to solder the wire to the connector to ensure an enduring connection, just like they do at the factory.

2. Bullet Connectors

Bullet connectors are needed where (a) two separate lengths of wire are to be joined together or (b) where an extra wire is to be added to a main feed.

Many bullet connectors can be crimped on as well as soldered, to enhance the quality of their connection, but the stock items used by BL tend to be a bit more tricky and can only be soldered, so you must ensure that the soldered connection is not dry!

Strip back 3/8 inch of cable and solder the strands. Inset in the end of the bullet - it may help to 'kink' the strands slightly to keep the bullet in place - and then re-apply the soldering iron to the top of the bullet. Allow it to heat up and then apply the solder through the hole at the top of the bullet so that it can run inside, attaching the cable to the wall of the connector.

The advantage of these connectors is that, if corroded, the connector block can be thrown away and a new one fitted without having to do any more soldering. Also, they can provide multiple outlets for power. BUT watch out for that current overload on the original feed wire!

The disadvantage is that the connector is a mechanical fit and prone to electrical failure when corroded, which is when many cars start going wrong after 5 year's use.

An Extra Fuse Box

If you are accessory mad, the use of a fuse box with a direct link to the solenoid may provide a safe, efficient answer, rather than connecting countless new wires onto an overburdened wire feed.

Again, make sure that the wire, from the feed to the box has sufficient capacity to deal with any load placed upon it (An in-line fuse may further protect the entire system).

MG Safety fast!

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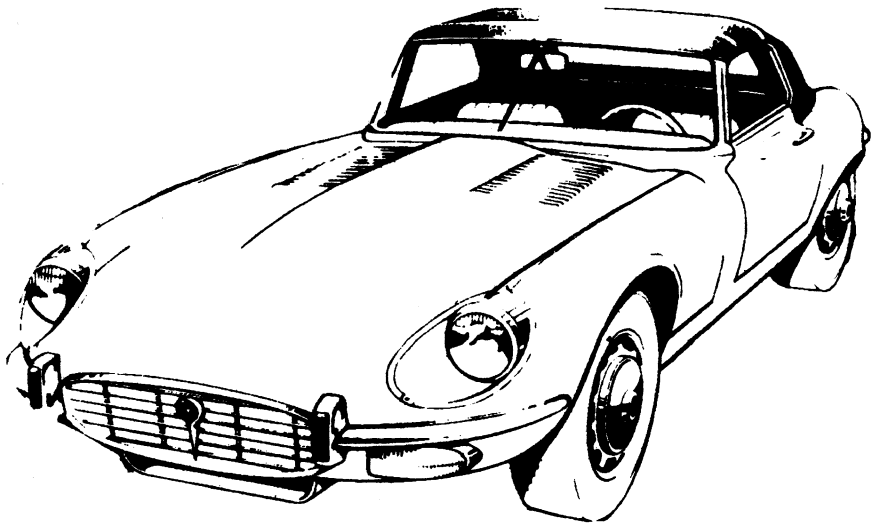

PLEASE CONTACT TOM SHIPLEY IF INTERESTED AT T & W AUTO BODY, INC. BETWEEN 8:00 TO 5:00 MONDAY TO FRIDAY

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Unclassifieds

Unclassified ads are free to members of the club. They will run for 3 months (or longer at the discretion of the Editor). Send items for the Unclassifieds to 8905 Napier Rd., Northville MI 48167. Deadlines are the 15th of the month before publication.

FOR SALE

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

'70 MGB-GT, Red, wires, sharp interior, runs, needs work, excellent restoration project, $1700 firm. Chuck Wiley (313) 586-2500 (5)

Midget Hardtop, Jim Oberliesen (810) 791-6565, Mt Clemens (5)

Assorted MGA &MGB Parts; Cleaning garage of all assorted parts; 18V engine, MGB transmission & other small parts. First come, first served. Tom Combs (313) 565-6326. (5)

'76 MGB Gearbox, make offer. Ray Lewis (313) 6818420 (5)

MGB Hardtop by Parrish Plastics $200, Dave Burley (810) 685-2591 (5)

'%^ MGA Roadster-Excellent condition. Complete with 14" wire wheels, $8000 (US). Hundreds of spare parts-cheap. Larry Delmore, Amherstburg ONT (519) 736-7417 (5)

MGB Convertible Tops (2) Non zipper models, **New.** $100 each. Ken Gold at S & G Imported Car Parts, (810) 477-0410 (5)

Parting out '73 MGB. Everything on car for sale. Dave Hornby (519) 734-6952 (6)

'61 MGA 1600, white/red, 5 main bearing MGB engine, disc wheels, ok body, needs TLC. Includes a '60 MGA parts car with 1600 engine, tuition special, $5000. Greg Newton (313) 562-2377 (6)

5 Rostyle wheels (14") refinished with good Goodyear tires and new trim rings and hub caps. $200. Dave Reed (810) 781-2716 (7)

'79 MGB LE, Black, fresh engine, Overdrive, Hardtop, New tires, brakes etc. call for details. Tom Bondy (519) 735-5781 (7)

Wire wheels,hubs and knockoffs from '76 MGB. $100 for all. Rich Wagner (810) 624-9573 (7)

WANTED

New and Used MGA Parts. Exhaust manifold, front sway bar, tools, radio, seat belts, any dealer/factory options etc. Check your basement or garage and call Mike Derderian (810) 979-4234 (6)

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

Grill & Front Bumper for "73 Midget. Jim Oberliesen, (810) 791-6565, Mt Clemens. (5)

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Calendar of Events

Events in **bold type** are WDMGC events, those in *Italics* are Ontario British Car Council/mg Car Club of Toronto events. If you want to know more about any event call Ed Fleming at (810) 349-3799. For more information on the Ontario Council events call (416) 533-MGMG.

JULY

Jul 9-10 Mad Dogs & Englishmen British Car Show -Kalamazoo
Jul 13 Monthly Meeting-Windsor (new location-see article in this newsletter)
Jul 17 English Day on the Green-Greenfield Village, Dearborn. You must pre-register (Call Stuart Rigler, Triumph Club (810) 589-9028)
Jul 24 Annual Club Picnic at Tom Shipley's house
Jul 31 Ice Cream Fun Run

AUGUST

Aug 7 BSCC Meadowbrook Fun Run
Aug 10 Monthly Meeting-Dearborn
Aug 12-14 MGC Convention, Burlington ONT
Aug 13-15 Roadster Factory Summer Party-Armagh, Penn.
Aug 19-21 University Motors Summer Party-Grand Rapids
Aug 27-28 Willistead Classic & Antique Car Show-Windsor

SEPTEMBER

Sep 3 Trip to Auburn IN for the Auburn Cord Duesenberg Meet
Sep 8-11 40th Annivers. Collier Cup MG Races, Watkins Glen, NY
Sep 11 Battle of the Brits-Freedom Hill Park, Sterling Heights
Sep 14 Monthly Meeting-Windsor
Sep 18 British Car Day Burlington ONT
Sep ?? Lucas Night Ralleye??
Sep 23-25 Rally of the Small Pines-Southern Ontario
Sep 25 English Day at the Races-Waterford Hills Racetrack

OCTOBER

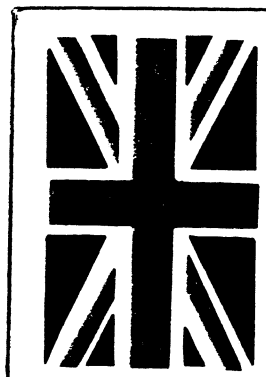
Oct 2 BSCC Car Show or Colour Tour
Oct 12 Monthly Meeting-Dearborn
Oct ?? Fall Colour Tour??
Oct 13-16 SCCA National "Runoffs" Mid Ohio Raceway
Oct 23 British Autojumble-Toronto ONT

NOVEMBER

Nov 9 Monthly Meeting-Windsor
Nov 19 Hibernation Party-US Side

DECEMBER

Dec 14 Monthly Meeting-Dearborn



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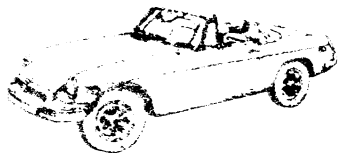
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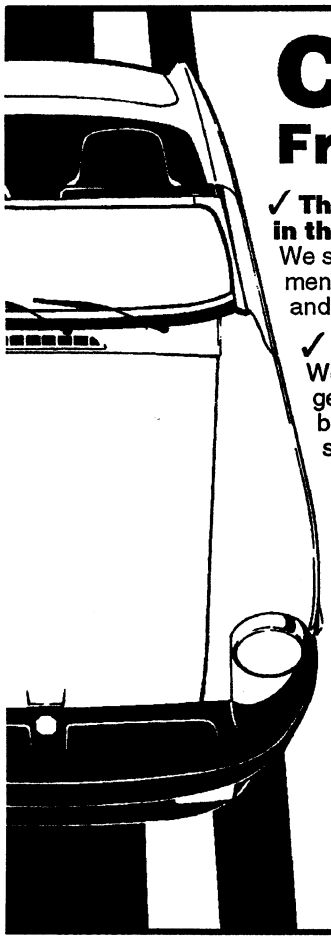

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