The Can-Am Connection

1980 WINDSOR-DETROIT 1995 15th Anniversary

vol. 15 no. 5 | Newsletter of the Windsor-Detroit MG Club | July 1995

Bring your own Ants!

Family Picnic to be Held July 16:

Our seventh annual family picnic will be held on Sunday, July 16, at the home of Suzanne and Dave Snyder in Sterling Heights.

The picnic, usually one of the best-attended events, is the chance for everyone to just sit around in the sun, drink cold beverages, eat good food, and watch the little kids play while the big kids talk about cars.

There will be various events to keep everyone entertained, such as a water balloon toss, spark plug changing contest, and a few others that haven't been thought up yet. There will also be special events for the children attending.

Suzanne, who offered to host this year's picnic at LAST year's picnic, has a swimming pool, pinball machine, and other fun stuff which we can use. *(Editor's note: Dibs on the pinball!)*

The event is pot luck, meaning you are asked to bring a dish to pass. The club will be providing hot dogs, soft drinks, and condiments. Alcoholic beverages will NOT be provided—so bring your own!

For more details and to see what you can bring, contact Suzanne at (810) 979-4875. See the map on page 8 for directions. Please call Suzanne if you plan on coming so we can make sure we have enough food.

See you there!

Look what I found!

WDMGC member Ray Lewis hit the proverbial jackpot when he stumbled upon a barn full of MGs and parts! Apparently, the owner of this barn's father repaired MGs and kept a stash of parts and cars just outside of Romeo, Michigan.

This find consists of 2 or 3 Midgets, 6 or 7 MGBs and 4 MGCs, in addition to some NOS parts, tires, engines, etc.

Ray wants to organize a group to go over there and browse (and potentially buy). If you're interested, call him at (810) 681-8420.

Stratford

The Third Time Was Charming!

by Philip Wiltshire

Our annual visit to the Stratford Festival took place the weekend of June 3rd. This is a leisurely trip that helps MG enthusiasts get a little closer to English culture.

This English culture thing is best achieved in the following way: 1) Travel in a convoy of 20 MG's and feel pretty good, 2) Meet old and new MG friends in both social and "technical" situations, 3) Enjoy impromptu technical sessions at the roadside debating English automotive design robustness, and 4) Soak up some English things such as: English piston slap (oil fumes), English beer, English theatre, mannerisms and language (1890's version), touring in the grand English style, and enjoying English-type driving in the pouring rain and mist (not this trip!!).

Our trip format and agenda is getting honed to a polished edge now. The main difference is that we see a new and interesting bunch of MG Stratford travelers every year. There are a number of "regulars" who make the trip every year, and these stalwarts help to make the driving a tireless event as we are already synchronized!!

We met at 8 am at exit 232 on I-94, with a view to pick up the last few cars on the Canadian side of the Blue Water Bridge.

The role call for travelers was impressive: **Dick & Dorothy Bremer, Marshall & Fran Coulter, Ed & Edna Fleming, Jim & Nancy Frazee, Carey & Thomai Girsch, Tom & Marcia Greiner, Bob & Zelda Hauser, Dan and Beth Kirby, Bill & Hilda Larsen, Rose Lieberman & Kathleen Marshall, Joy Matousek and Sharon, Pat & Marci McHugh, Dennis Mefford, Ned & Dee Heizerling, Otto & Judy Pope, Bill & Pam Savage, Guy & Ann St.John, Philip & Jan Wiltshire, Rich & Laurie Wroblewski, John & Nancy Zajac.** In addition, we were joined by **George & Rita Patrick** for Dinner only and **Peter and Cynthia Pleitner** who elected not to see the Operetta with us.

We decided to split the convoy, so Peter Pleitner headed a group across country to the ferry at Marine City. We met them at Stratford within minutes of our own arrival - perfect timing! (Even including a stop by Peter to change a tyre) (*TECHNICAL TIPS* - when installing new tyres remove and check for labels inside tyre that protrude and will abraid and puncture inner tubes!) The weather was warm but very threatening with overcast skies and talk of rain. The carrot dangling for us was that the weather service was promising a fine Sunday. We had deliberately moved the trip back three weeks to have cooler weather for the T cars and their drivers. It was looking like it might turn out to be too cool!.

Our only scare on the trip to Stratford was Cary and Thomai Girsch's TD that was threatening to boil over at the Bluewater Bridge: The identical problem with Peter & Cynthia's TC last year. Luckily, the car only expelled a little coolant as Cary had slightly overfilled the radiator (but more to come on this).

(continued on page 4)

Coming up . . .

6-9 (Thu-Sun)	MG Car Club of Toronto 40th Anniversary Party, Stratford, Ontario. For info, call Ron Spraggett, (905) 457-0295.
9 (Sun)	Mad Dogs and Englishmen Car Show, Gilmore Car Museum, Kalamazoo. For details, call (616) 671-5089.
12 (Wed)	**General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**
16 (Sun)	**Family Picnic at Suzanne & Dave Snyder's house, Sterling Heights**

For the latest information on club meetings and events, call the Club Hotline at (810) 305-9364

Safety Fast!

by Ed Fleming, President

Here we are in the middle of the Michigan driving season, so get those cars out there and drive! If you need an excuse, plan to attend one of the club's many events. That will give you a reason to get out there with the car and a deadline to get it ready.

My Midget was running terrible the week before Stratford. But the deadline of June 3rd forced me to go through the ignition system, carburetors, and cylinder head to find the problem. I had just about given up and was threatening to take the Miata, when all by itself, the Midget started running great about 4:00 Friday afternoon. Apparently deadlines and threats work with some inanimate objects.

I hadn't yet polished the car this spring or really given it a thorough cleaning. Until Carnival of Cars that is. Another deadline, another reason to do something with the MG. I bought my first can of chrome cleaner in years, maybe decades, painted the chips on the wheels, Armoralled the dash, and vacuumed out the trunk all because of a club event.

The result of attending these events is that the Midget is running and looking its best in quite awhile. And I've had a great time touring to Stratford and seeing all the cars at the Carnival.

The very definition of a sports car requires the words "fun" and "driving" to be used. So if you're missing out on having fun with your sports car, set a deadline and **drive** it to one of our upcoming events - you're sure to have a lot of fun.

1995 is the 15th Anniversary of the founding of this august club and the Board of Directors and members at the last general meeting voted to produce some anniversary regalia. Included in the selection of goodies are watches, clocks and golf shirts, all with our 15th anniversary logo. Watch the newsletter or contact your local regalia chairman for details.

Our club canopy and banner have seen better days so we've decided to spend some of the dollars you've paid in dues to purchase new ones. A bigger, easier to transport canopy will allow more of us to get out of the rain or sun at events and a new and improved banner will be easier to see.

The Litter Bag

by Dan Zebarah, Editor

It's July. The heat is sweltering. The air conditioning in your house doesn't work and your wife has locked you out of the garage until you fix it. What is a body to do? Take in a movie! The theatre is air conditioned and, if you play your cards right, she'll think of it as a "romantic evening" and let you get your car ready for Summer Party!

But wait, what movie should you see? To help you make your choice, I've reviewed some of this year's movies. Good luck and keep cool!

Die Hard With A Vengeance: Bruce Willis stars in this Stephen King tale about a Sears Battery possessed by the ghost of Joseph Lucas.

Dumb and Dumber: Two actors, one with a Triumph and one with an Alfa, fight and argue over which one deserves top billing in this movie's title.

The Glass Shield: A high-ranking political figure spends his entire postage budget on bullet-proof side curtains for his MGA.

The Englishman Who Went Up A Hill But Came Down A Mountain: Story of a British tourist sightseeing along the Blue Ridge Parkway. Halfway through, the brakes fail on his rental car.

Tales From the Hood: A group of British car owners have a reunion and reminisce about the time their group got caught in a sudden downpour with their tops down.

Mighty Morphin Power Rangers: Come now, would you take your wife to see this?

Rob Roy: Desparate MG owner breaks into the home of Roy Rogers and drags his horse outside, hoping to hold it for ransom. After he's caught, he's accused of pulling the Trigger.

New Jersey Drive: A man drives his MG along the freeway from Newark to East Rutherford looking for someone who will work on his car.

The Bridges of Madison County: A crooked dentist pays the repair bills for his MG-TC by making all his patients get partial dentures and then overcharging their insurance companies.

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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MGB VAN Affiliated

In the Headlights

by Marla Zebarah,
Treasurer and Gossip Columnist

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

David Pere	**July 16**
David Burstyn	**July 17**
Matt Houser	**July 18**
Roger Melton	**July 18**
Kathleen Pagen	**July 18**
Raymond Rogers	**July 18**
Jerry Stawowy	**July 19**
Ed Fleming	**July 20**
Art Kainz	**July 20**
Alex Kosbab	**July 20**
Bradley Rogers	**July 20**
Jan Tucker	**July 20**
Scott Stern	**July 21**
Lou Tortola	**July 22**
Hilda Larson	**July 24**
Patty Deacon	**July 25**
Tom Newton	**July 25**
Richard Dittman	**July 27**
Angie Folz	**July 27**
Tim O'Brien	**July 27**
Bill Barron	**July 28**
Dan Kirby	**July 28**
Lilsa Pere	**July 29**
David Larwa	**July 31**
Tony Carone	**Aug 1**
Renee DeCook	**Aug 1**
Angela Campbell	**Aug 2**
Laura Huff	**Aug 2**
Judy Oles	**Aug 2**
Pamela Stawowy	**Aug 3**
Marla Zebarah	**Aug 5**
Jim Clifford	**Aug 7**
Judy Frisch	**Aug 7**
Gyula Kish	**Aug 7**
Roli Sylvestre	**Aug 7**
Annette Wooten	**Aug 9**
Marcy Kollin	**Aug 13**

Nominations For '96 Officers Being Accepted

Would YOU Help Us Lead the Club in '96?

I know it's only July, but it's not too soon to start thinking about next year! Nominations for the elected positions are being accepted. If you or someone you know would like to become an officer of the club for 1996, contact any of the club's officers.

The elected positions are: President, Vice President, Secretary, and Treasurer. The elections will be held at the November 4 Hibernation Party.

Calendar of Events—1995

Note: Events in **boldface** type are WDMGC or BSCC events! Events, dates and times subject to change without notice! For the latest information, call the club hotline, **(810) 305-WDMG**

JULY

6-9 (Thu-Sun)	MG Car Club of Toronto 40th Anniversary Party, Stratford, Ontario. For info, call Ron Spraggett, (905) 457-0295.
9 (Sun)	Mad Dogs and Englishmen Car Show, Gilmore Car Museum, Kalamazoo. For details, call (616) 671-5089.
12 (Wed)	**General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**
16 (Sun)	**Family Picnic at Suzanne & Dave Snyder's house, Sterling Heights, details on page 1.**
29 (Sat)	British Car Day IX at Shaker Square, Cleveland, Ohio. For details, write Friends of Shaker Square, Room 102, Cleveland, OH 44120.

AUGUST

5 (Sat)	Vintage Racing at Waterford
6 (Sun)	*Concours d'elegance* at Meadowbrook. Featured sportscar:Morgan.
9 (Wed)	**General Meeting, 7 p.m., La Trattoria, Dearborn.**
15-17(Tue-Thur)	NAMGAR GT-20, Lansing, Hosted by the Michigan Rowdies. For more info, call (517) 782-9749 or (517) 694-4856.
17-20(Thur-Sun)	**University Motors' 19th Annual Summer Party, Grand Rapids.**

SEPTEMBER

10 (Sun)	Battle of the Brits, Freedom Hill
13 (Wed)	**General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**

OCTOBER

9 (Mon)	Thanksgiving Day (Canada)
11 (Wed)	**General Meeting, 7 p.m., La Trattoria, Dearborn**
15 (Sun)	**BSCC Fall Colour Tour, hosted by WDMGC**
29 (Sun)	British Autojumble, sponsored by MGCC of Toronto, International Centre, Toronto. For info, call (416) 533-MGMG.

NOVEMBER

4 (Sat)	**Hibernation Party, details TBA**
8 (Wed)	**General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**
23 (Thur)	Thanksgiving Day (U.S.)

DECEMBER

13 (Wed)	**General Meeting, 7 p.m., La Trattoria, Dearborn**
25 (Mon)	Merry Christmas! Regalia makes a wonderful gift!
26 (Tue)	Boxing Day (Canada)
31 (Sun)	New Year's Eve! Please don't drink and drive!

1996

JUNE

27-30(Thur-Sun)	Indy '96, All MG Meet, Indianapolis Motor Speedway, Indianapolis, Indiana. Details as I get them.

Welcome New Members!

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

Robert and **Debbie Lippitt** live in Birmingham. They own a 1979 Orange MGB. Robert is an Attorney. They found out about the club from member **Guy St. John**.

Allen and **Linda Mrock** live in Farmington Hills with their daughters, **Erin** and **LeeAnn**. They own a 1979 Burgundy MGB. Allen is an Electronic Tech. They found out about the club from President **Ed Fleming**.

Don Pockrandt and **Nancy Whalen** live in Bay City. Don owns a 1986 Jaguar XJ6. He is a Barber. They also found out about our club from **Ed Fleming**.

Hope you enjoy being a part of our club!

As of the day I'm writing this (June 20), we have 168 member families in the club.

Stratford

(from page 1)

Stratford was gained a little after twelve o'clock and many of our party dined in the Old English Parlor on English Fare.

The "Gondoliers", although not so well known as other Gilbert & Sullivan operettas, was very enjoyable with a good interjection of political and social satire about the English and Canadians.

Although the weather was still holding up, it was considerably overcast at the cocktail hour at our hotel, the Westover Inn. This was our hotel of choice as per last year. Dick Bremer negotiated a fine deal for each of us: We occupied every room and a "bed & breakfast" nearby. Some whining was heard from the group as fine rain (I called it English mist) started to fall. This presented no problems to a group that views rain as something to clean the bugs from the screen (on the inside-what a leak!). This did not persist and so we finished cocktails and proceeded to our dinner engagement in our own private restaurant facilities.

Dick and I had, once again, played master chefs and had selected, with much difficulty, the menu for the evening. The descriptions of the courses does not do the actual presentation and content of the dishes justice. Such descriptions as "Darn of fresh Atlantic Salmon" and "Grilled Black Angus Striploin with a sauce of upper Canadian Dark Beer" can only whet the appetite. The dinner was so convivial that it was difficult to be heard above the din of chatter and cutlery.

Peter Pleitner had planned an extension of our tour to circle Lake Huron via Manitoulin Island. This together with several cars that had to head directly back home on Sunday morning reduced our convoy to 13 cars. (a considerably more manageable number than 20) to travel across to the coast at Bayfield.

After some overnight rain, the Sunday dawned beautiful without a cloud in the sky and about 70 degrees. At last the T-cars had the weather that they had ordered!

Before breakfast we had a technical session back on the Girsch TD. Now we all understood the cooling system, it was time to get intimate with the ignition. The car appeared to be running retarded ("educationally challenged", if you're politically correct). It was determined by Cary, Dick and Peter that the distributor backplate had loosened and that was causing the problem. Tightening of the plate and re-adjustment of the contact breakers soon had the car running smoothly again. Apparently, a car with "advanced" ignition timing should be called "gifted" !!

After a scrumptious breakfast, we convoyed in one great MG ribbon across to Bayfield where some melting of plastic and consumption of ice-cream took place. As it was a little earlier in the season, driving across and through the little village of Bayfield was pleasant as the traffic had yet to build up. The journey ran through fairly flat country, but the huge fields normally associated with Ontario are not that common in this area so the scenery was interspersed with trees, dwellings and some curved roads.

Lunch was scheduled at the "Thirsty Fox" south towards the Blue Water Bridge at Grand Bend. We drove there in sunny splendor only to find that the "Fox" is now "Archie's", a chain of restaurants, but still having good food on the table. Ed snagged a yellow (Inca Yellow?) Midget scoping out our cars. Another prospective member Ed?

In order to miss the roadwork on the bridge, Marshall Coulter elected to guide us down to the ferry ar Marine City, via as much coast road as possible. All of the cars made it to the ferry and we almost left Joy Matousek behind as we needed one more space on the ferry; Marshall talked an interloping non-MG into giving up his spot and Joy joined our voyage back to the U.S.

Once again, it was time to split up and take our various routes home. It had been a great weekend, with 3 out of 3 essentials for an MG trip: 1) Good Company, 2) Good weather, and 3) No critical breakdowns (car or occupants)

My thanks to Dick Bremer for his crucial part in the organization of the trip and to whoever arranges the weather for us each year.

Happiness

by Philip Wiltshire

Back in England, there is a saying, "You can describe your pleasant persona because of recent events". The American Translation would be:

"HAPPINESS IS . . .

* Finding your spare tyre is still inflated.
* Finding your fuel pump still works after winter lay-up.
* Not having parts left over after your latest rebuild or repair.
* The car starts first-time after its Winter lay-up.
* Fixing the problem in 10 minutes for $1.50, when you thought it would take 10 days and $150.
* Finding that only the outer rocker panel is rusted out and the rest of the assembly is completely solid.
* Surviving an WDMGC trip with no breakdowns.
* Parking over the drip tray this time.
* Finally getting the V8 to run by putting the ignition leads on in the correct order (very personal and private experience!).
* Getting the feeling back in your fingers after a Michigan Winter drive in the MG.

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Carnival of Cars

Bring On The Fire Eaters— It's Cold Out Here!

by Ed Fleming

As I said in the article on the Kimber Birthday Bash, the weather that day sets the pattern for the rest of our events. Sure enough, the Stratford trip saw cool temperatures with a threat of rain and for Carnival of Cars, the thermometer barely made it to the mid 60s (18 C.), although as I write this the forecast for our autocross is hot ((87 degrees F. 30 C.) and sunny weather.

Attendance was down all around this year, (number of clubs, number of cars and vendors). Still we had 15 members bring 11 cars to the show, again more than any other British car club. **John Northup, Terry Frisch, Frank Lucente (with son Patrick), Ed Fleming, David Torby, Gary and Diane Howe, Matt Oles, Fran and Ray Lewis, Bill Larson, Suzanne and David Snyder, and Gary Kirrkamm** all entered their cars and **Garey Knop, Mike Derderian, Ozzie Pillon** and **Jay Kollin** all came out to spectate. Garey even won a spectator raffle drawing.

Suzanne Snyder must have been cleaning her house in anticipation of our July club picnic because her '80 B-LE slipped to second place this year with 98 out of 100 points. Moving up from second place last year to First Place this year was **Frank Lucente** with his '74 B. Do I detect a little competition between Frank and Suzanne here? Show up for the 1996 Carnival of Cars and find out.

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Father's Day Autocross attracts 12 cars

Cones, Cones Everywhere, But Not A One To Hit!

By Ed Fleming

Consider the life of one of those orange rubber cones used to mark off construction zones on the highway. They're also used to designate the course at autocrosses. The fate of an autocross cone is several years less than those that repose out on the highway. The autocross cone is prone to being knocked over, run over, and dragged under cars with no respect for them. To paraphrase Kermit the Frog, "It's not easy being orange."

Twelve competitive Windsor-Detroit and Michigan Rowdies (NAMGAR) MG club members met at the Novi Expo Center for our annual Father's Day Autocross and cone bashing. It was hot—temperature-wise and track-wise—with only a few seconds separating most competitors.

Ed Fleming, Dennis Mefferd, Jerry Bennett, Dave Reed, Guy and Ann St. John, Dave Torby, Gene Maliy, Marcia Greiner, and Eric Dolin (who joined the club at the Autocross) from the WDMGC and **Dave and Steve Quinn** from the Rowdies all competed for trophies while a half dozen or so other members spectated.

Everyone seemed to be smooth and consistent, a sign of a good race driver. Three of the competitors had times that varied by 2 to 4 seconds, but the rest of us ran consistent times all within less than a second of each other.

Another sign that we were all driving well was that nobody hit any of the traffic cones which marked the course—during the official timed runs. A few of us played tag with the cones on our "practice" run, but all the cones survived to "race" another day. Either we're all great drivers or the course was too easy. Hint: Next year we'll have to make the course more challenging.

The big news this year is that Guy St. John finally won "his" autocross. Not only did he win his class, but he set the fastest time of the day. Of course, he had to outlaw those pesky Minis and invest a few thousand dollars in suspension and tires, but then anyone who wants to run can do that, too.

Actually, the winners were everyone who came out and had fun with their cars. The following people (with a **T** after their time) also won some very nice hand made trophies (says the artist):

1995 Summerfast Autocross Participants and Winners:

Ladies Class			
1st Place	**Ann St. John**	'72 MGB-GT	(47.48) **T**
2nd Place	**Marcia Greiner**	'73 MG Midget	(53.50) **T**
Performance Class			
1st Place	**Guy St. John**	'72 MGB-GT	(43.98) **T**
2nd Place	**Jerry Bennett**	'72 MG Midget	(47.90) **T**
Stock Class			
1st Place	**Ed Fleming**	'73 MG Midget	(49.19) **T**
2nd Place	**Dave Reed**	'78 MGB	(49.49) **T**
3rd Place	**Steve Quinn**	'6? MGA	(49.79) **T**
4th Place	**Dave Quinn**	'6? MGA	(50.11)
5th Place	**Dennis Mefferd**	'70 MGB	(50.88)
6th Place	**Eric Dolin**	'61 MGA	(54.08)
7th Place	**Gene Maliy**	?? MGB	(55.14)
8th Place	**Dave Torby**	'60 MGA	(55.60)

You'll note that son Steve beat dad Dave Quinn by .32 seconds to drop him from a trophy position. Hey Steve, it was Father's Day, you could have slowed down just a little.

MGB DRIVER

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Tales From the Driver's Seat

The Bluegrass Bash

(or how do I get that horse manure stain from my fender?)

by Philip Wiltshire

After the T-Register's great time at last years' bash, we decided to join the forage to Kentucky this year. The event at Lexington was scheduled to start Friday evening with registration and a gathering in the hospitality suite.

Therefore, Dick Bremer planned the trip to start on the Thursday afternoon, stopping somewhere "suitable" in Ohio and then completing the drive to Lexington, Kentucky on the Friday.

So four cars met at the Monroe Outlet Store Strip, I-75, at 3 pm on Thursday for the drive to Lexington. The convoy consisted of Dick and Dorothy Bremer in their early MGB, Cliff Schnell in his TD, Doug & Chris Richman in their TF and me in the V8.

The weather at this time was cloudy but dry; this soon turned into driving rain. We drove south into Ohio and continued on through the rain mist and damp cold. Boy, this was certainly like driving MG's back in England!!

We drove about 160 miles along some very smooth but curvy back roads and stopped at 7:30 for the night, east of Springfield. We obtained the last available rooms at a very reasonable rate as we forgot to include the double occupancy required for our lady travellers!! Sleeping in the cars overnight left the girls a little tetchy the next day!!

The Friday morning dawned cloudy, misty but basically dry-ish. We decided to drive across to Dayton, a few miles to our south-west and visit "The World's Largest Aviation Museum" at Wright-Patterson Field. For those of you who have yet to visit the place, I can only describe it as huge, with an enormous number of aviation-related exhibits all undercover in large hangars. This includes such machines as a Stealth bomber; a steal at $46 million each. We also obtained special passes to cross the field to the "X" hangar that houses another 50 or so planes. The specialties here are several presidential planes as used by Truman, FDR, Carter, Reagan & Nixon.

From Dayton, we then travelled south again, heading for the Ohio border. We had decided to use one of the many small car ferries that ply the Ohio river that is the fluid barrier between Ohio and Kentucky. By the time we reached the ferry approximately 40 miles east of Cincinnati the sun had come out and tops were ceremoniously put down as we waited for the ferry to sail across to us.

The Passport Control booth was shut so we sailed through Customs and into Kentucky and proceeded to drive across the delightful winding hilltops south-westward toward Lexington, 90 miles away.

We arrived at Lexington, "Horse Capital of the World" at about 6:30 to be greeted by Jan Tucker who had flown in from Atlanta. We parked among a band of T-series MG's and registered. We estimated that we had covered approximately 420 miles from home to Lexington and felt confident that we might get the long-distance award. (Boy were we wrong!!).

The evening was spent eating Mexican food and kicking MG tires in our Hotel courtyard parking lot; the rooms neatly surrounding the parking lot as a protector of English vehicles.

Lexington Derby Day Saturday started as Friday had finished—very sunny but not too hot. In other words, ideal driving weather for us and the cars. The itinerary for the day was to have a review of the display of cars between 9 & 11 am and then head out to Hall's restaurant on the Kentucky River. The drive there and back being made more interesting because several alternative routes were available to choose from that varied in gradient, mileage, attractions and time to complete.

As the V8 was now covered in road grime from the damp Ohio portion of our journey, I decided to clean the car before the display. MG history was about to be made..... The owner of a 1994 Ford Crown Victoria approached me and asked for a jump-start as he had left his lights on all night and had killed his battery. I explained that it would take a few minutes to get ready as MG batteries are well hidden; I eventually fired up his car and proved that the juice can flow the non-traditional direction into modern cars from MGs!! thus confounding Newton's 13th Law.

The next surprise was our Michigan T-Registers' own George Patrick greeting me. George had flown down to San Diego, bought a clean MGB and was driving it back to Detroit with his wife Rita. George's route was purposely circuitous as he had spent several weeks getting up to Lexington and had many stories to tell of his journey to date.

Jan and I chose the "yellow" route to get to the Lunch rendezvous. So did many of the other 40 cars at the event thus creating a pleasant wait at the Kentucky River crossing as only two cars at a time could cross on the ferry (the country's longest continuous serving ferry operation).

Lunch was consumed in convivial surroundings of "Hall's on the River", originally a boatyard/watering hole on the Kentucky River, it has interesting outside deck arrangements high above the river where lunch is served.

Our return to Lexington was along the "blue" route taking us through more glorious Kentucky countryside. We came to the aid of the only late model MGB LE in the Bash who needed a fuel line. He is now running with a genuine Unipart V8 fuel line from the UK!

Our southern most port of call was 40 miles south of Lexington at Berea, the "Arts & Crafts Capital of Kentucky". The town's fame comes from the pioneering college for Appalachian young people, founded in 1855. We melted some plastic in the crafts shops and then hit the local antique stores looking for miniature MG models. One of our party found and purchased 4!!

As time was marching on, we decided to thrash northwards up I-75 back to Lexington in time for the banquet; where some of our party had "participated" in the Kentucky Derby "Run For The Roses". Dinner was followed by an auction hosted by Dave Zip who kept us laughing for the rest of evening unloading good and bad "valuable" motoring items on us. Jan bid upon, and got, a Matchbox MG1100 for me.

Our Michigan travelling group of 4 decided to start back home at 8.00am the next morning. This would give me plenty of time to get Jan back to the airport for her 6.50am flight back to Atlanta and return to the hotel for the ride home.

The Sunday morning dawned as bright and beautiful as the previous day and boded well for the trip back. I gave the hotel a 5:55 am free wake-up call when starting the V8, but got Jan to the airport in good time at 6:15am, or so I thought. A mistake had been made and the plane was to leave at 6:20. She just made it!!

(continued on page 11)

Pick of the Litter

Dan's Greatest Hits?

A Bad Case of Wax Buildup

by Dan Zebarah

(Editor's note: I have received many requests to run some of my older "Litter Bag" columns. As space permits, I will be happy to oblige. This one first ran in October, 1990 and is one of my favorites.)

Life used to be so simple. When you wanted to wax your car, you had four choices: Simoniz, Turtle Wax, Blue Coral, or Maguiar's No. 6.

I recently ran out of wax (those who saw my car at Grand Rapids will attest to that), which is no small feat considering I had a stockpile which had lasted me 15 years (I worked in an auto parts store right after high school and took advantage of my discount). I thought to myself, "No problem", and went down to my local Murray's.

I walked into the wax aisle and was awestruck. There it was, an ENTIRE WALL of car wax! While I was staring, one of those frighteningly helpful clerks accosted me.

"May I help you?"

"Um, er, there sure are a lot of waxes," I stammered.

"What kind of finish do you have on your car?", he asked.

"Paint."

"What kind of paint?"

"Brown." I always like to harass clerks. It's a vicious circle. I took enough abuse when I waited on customers, and I know that this kid will abuse some other poor kid in ten years. Besides, it's fun.

"Lacquer or enamel?" he asked, starting to wonder why he decided to wait on me.

"Lacquer. Plain old everyday lacquer."

"Well, you see, sir," he began, knowing that calling me 'sir' would irritate me, "there are different kinds of wax for each paint..." He then lectured me on paint and finishes and binders and made me glad that I had decided to drop organic chemistry. I interrupted him.

"Do you have any Turtle Wax?"

"What kind?"

"How many kinds are there?", I asked.

"There's Original Formula, Non-Abrasive Formula, High-Tech Formula, and New-and-Improved Formula. Of course, all are available in both paste and liquid."

"So there are actually eight kinds of Turtle Wax.", I said amazed. "How many different kinds of wax are there?"

"Well, we carry about 35 different kinds of wax, each with its own formulation, for all different kinds of paint."

"Do you carry Maguiar's?"

"Well, not all of them," he said, leading me to a large display, "They're up to number 40, y'know."

"Forty???", I asked incredulously.

"We only carry about 13 of them. The rest are sold by paint supply shops for professionals."

"So there are over 70 different kinds of car wax."

"No, there are a lot more than that. We only carry the most popular brands. Take the Turtle Wax you mentioned. There are at least 4 lines that we don't carry, plus rubbing compound."

At this point, I was reeling from sensory overload. "I just wanted to buy some car wax!", I cried, "I've just restored a car and I want it to shine! Do you hear me? I don't want polymers, I don't want silicons, I don't want sealers, I WANT WAX!!!!!!"

"Please let go of my collar," he said.

"Oh, all right."

He looked at me and said, "I know where you're coming from. I've got a cherry '64 Chevy and I want that car to shine like nobody's business. So I'll tell you what I use." He looked around like he was going to give me government secrets and whispered, "I use Blue Coral."

"Hell, my DAD used Blue Coral," I said, "It's no secret. Just give me a can and I'll be on my way."

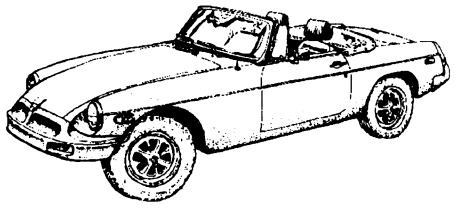
He replied, "Well, it doesn't come in a can anymore, just liquid."

"Okay, give me a bottle."

"We don't carry it here."

Marla gave me one of THOSE looks when I got home. "You've been gone TWO HOURS looking for car wax, AND YOU DIDN'T BUY ANY??"

I hope she reads this.



Video Library

The following videos are available to club members. Contact our Video Librarian, Brett Altman at (313) 326-0764.

***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.

***Winning** with Paul Newman. Fictional story of Indy car racing. The movie that got Newman interested in racing.

***The Italian Job** Michael Cain stars with several Minis in a big bank robbery.

***Drive to Win** with Mario Andretti

***Battle of the Bs.** Club racing MGBs in England.

***Le Mans.** Steve McQueen actually entered and raced a 917 Porsche while filming this classic. One of Car & 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 Film Library**

***The MGB Video.** "Short but good"

***MGB Experience.**

***The Roadster Factory Summer Party 1993**

***The Roadster Factory Summer Party 1994**

***Behind the Wheel with Jackie Stewart.** Stewart shows you how to drive with finesse.

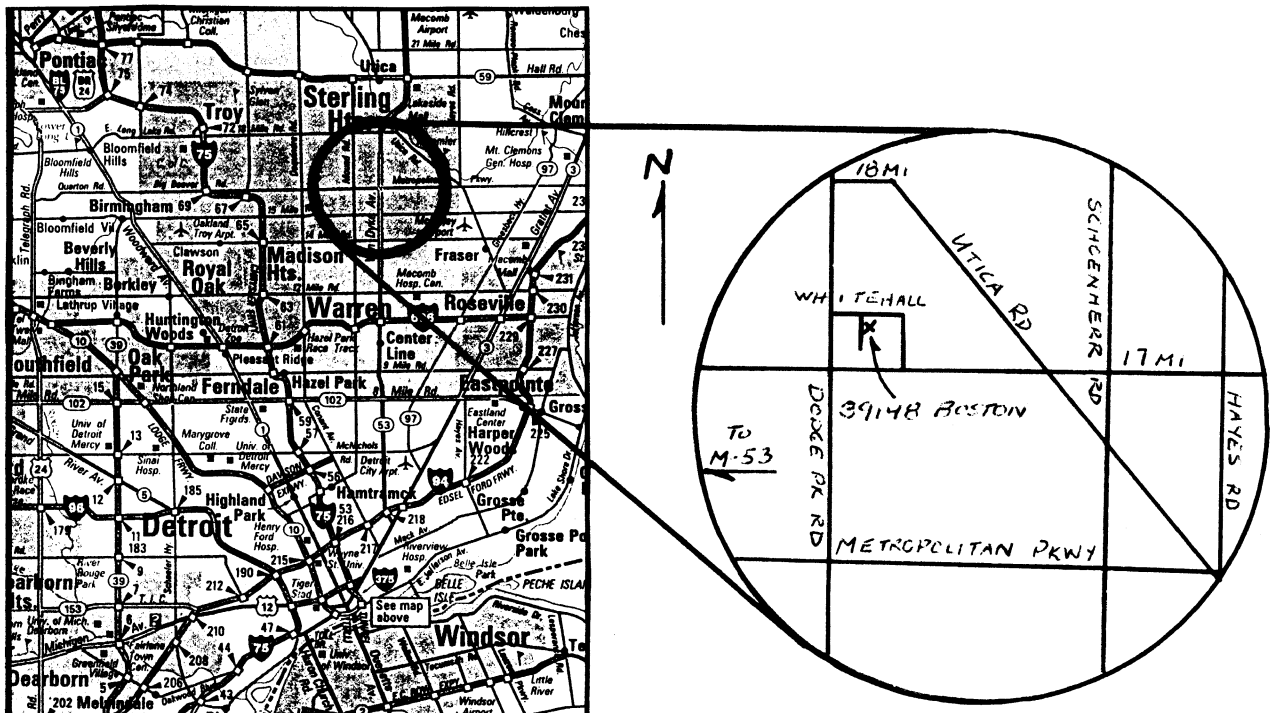
***Rendezvous.** A ride through the streets of Paris at 100 MPH plus. Short but great! A cult classic and one of Car & Driver's top 5 car films.

***History of the Indy 500** The story of the 500 from 1911 to 1989. Great footage of earlier races.

More titles being added all the time!

How Do You Get There?

1995 Family Picnic



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Technical Stuff

The Clutch: More Than Just a Place to Rest Your Foot

by Dennis Trowbridge
Chicagoland MGB Club

The clutch is the pedal on the left hand side and is next to the brake. Both these pedals are useful, but they should not be confused.

A loud grinding noise and stinging hand when you shift gears means either you forgot to push the clutch in, or it's broken.

On MGAs, Bs, Cs and Midgets, the clutch is worked by hydraulics and is not adjustable.

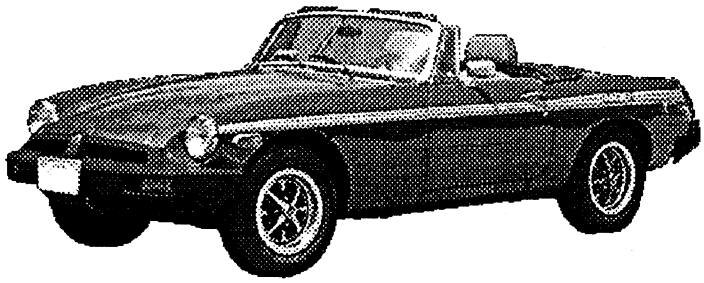
The clutch itself is made of three pieces: The clutch disc, pressure plate and release bearing.

The clutch disc is a flat plate with friction material on both sides. It is connected to the gearbox by splines on the gearbox's first motion shaft and is sandwiched between the engine flywheel and the pressure plate.

The disc also has a series of springs to soften the action when it is engaged. "Popping" the clutch will loosen these springs and their effectiveness.

The sickening burning smell you get in traffic is caused by "slipping" the clutch. It is from the friction material being rapidly worn off and the dollars slipping out of your checking account to pay the mechanic to replace the clutch. This is also a health hazard for your mechanic, since most older clutches were made with asbestos. So keep your foot off the pedal.

The pressure plate is bolted to the flywheel and so permanently connects the clutch to the engine. Unless some hotshot gearhead is at the wheel, the pressure plate is seldom the cause of clutch failure.



The third part of the clutch is the release or throwout bearing. When you push on the pedal this carbon-faced bearing pushes on the spinning face of the pressure plate and grinds its life away. The push of the bearing forces the pressure plate to separate from the clutch disc so now the engine and the gearbox are no longer connected and you can shift gears.

Drivers who like to keep their foot on the clutch pedal can look forward to frequent replacement of this bearing and indeed the whole clutch, because the engine has to come out to replace this $12.00 part. Now doesn't that sound like fun!

The action gets from your foot to the clutch via two hydraulic cylinders. One is called the master cylinder and is connected to the clutch pedal. The other is called the slave cylinder because it does what the master tells it to do. The slave cylinder is connected to the release bearing by the clutch fork.

You are cruising down the road, happy as the proverbial clam, when all of a sudden you can't shift. Well, the slave cylinder has just revolted.

This failure often comes because the wrong fluid was used, or let's face it, it was twenty-one years old and had had enough of being pushed around.

The master cylinder failure is usually less dramatic and is prefaced by oily stains on your left Reebok.

Finally, the clutch is for changing gears. It is not for controlling your speed in rush hour traffic, or staying in place on a hill, or making loud squealing noises with your tires. *(Editor's note: It's not??)* Keep your foot off that pedal, or you'll be in the shop sooner than you'll need to.

I've got a little car and she might go far
She's the mistress of my heart now
She's a '65 with an overdrive
I fixed her in every part now
2 in the front and 2 in the back
110 on the old Hog's back
She's my MGB-GT she's a runner now
MGB-GT

Welded the sills and the old floor pan
Cut the rust with the torch and the hacksaw
Took the Rostyles off, put the spoke wheels on
Got a brand new Sailsbury axle
When I drive through town the girls all smile
They say, "There's a man with Retro-style"
MGB-GT she's a runner now
MGB-GT

Lockheed discs and twin SUs
Original chrome on the grille now
Looks like a dream in racing green
Competition's standing still now
I sprayed her body and strengthened her frame
I stripped her right down, built her up again
MGB-GT she's a runner now
MGB-GT

An Alpine's fine if you've got the time
And a Healey'll set you back some
TR4 cost a little bit more
But it don't have the same attraction
Hard top handy, case of the weather
I don't care if it rains forever
MGB-GT she's a runner now
MGB-GT

("MGB-GT" by Richard Thompson, Mirror Blue, Capitol Records, 1994)

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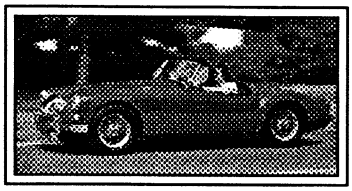

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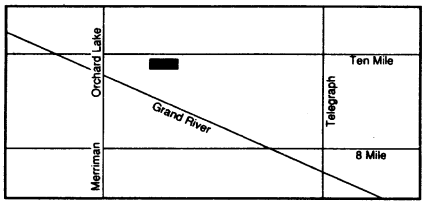

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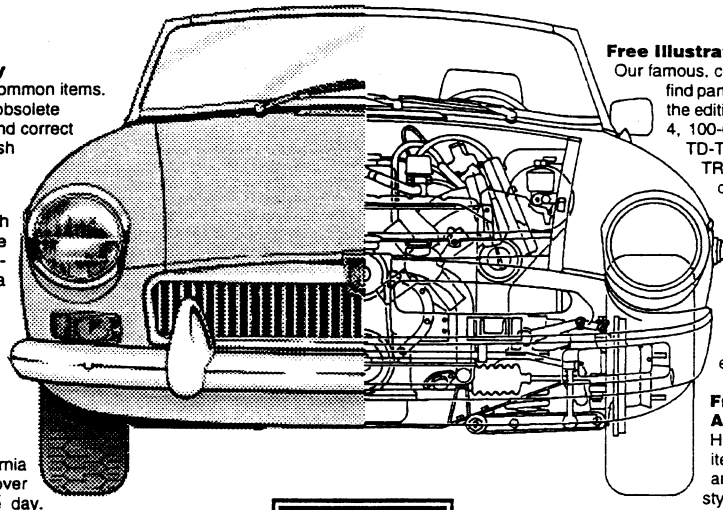

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Classified Ads

Classified ads will be run for three (3) consecutive issues unless notified otherwise. Deadlines are the 15th of the month prior to publication. Information may be sent to: Dan Zebarah, 1327 Austin, Lincoln Park, MI 48146-2002.

FOR SALE: British Car Brochures and Ads. Jay Kollin (313) 455-6949 (ufn)

FOR SALE: 1977 MGB, some rust, bad ignition switch, sitting for about 8 years. Bob Moricz, (313) 595-6575, after 11 am. (3/3)

FOR SALE: 1974 Midget for parts. Body no good, engine runs, carbs rebuilt by UML, $400. Neil Hoagland, (517) 486-4007. (3/3)

FOR SALE: 1979 MGB, metallic green, 60,000 miles, needs TLC and a starter. Two new tires, looking for a good home for an old friend. $2000 obo, Jim Brocklehurst, (810) 545-8199. (1/1)

FOR SALE: 1977 MGB, Candy Apple Red, Oklahoma car, no rust, runs good, 68,000 miles. $2500 obo, Mel Antak, (810) 778-4897. (1/1)

FOR SALE: Front & rear bumpers for 74 1/2 to 80 MGB, with front brackets. $500 obo, Dennis Mefferd, (313) 278-7553. (3/3)

FOR SALE: Radiator for '68-'76 MGB. Never used since repair, $75. Rich Wagner, (810) 624-9573 (2/3)

FOR SALE: Wire wheels, 15 inch, 48 spoke, no rust. Set of 4, $80. Rich Wagner, (810) 624-9573 (2/3)

FOR SALE: MGA gas tank and sending unit, moist around sender. Make offer. Philip Wiltshire, (810) 932-0072 (2/3)

WANTED: Chrome bumper MGB, no rust, not a lot of work needed, good driver. Mark Lazzara, (810) 268-3525 (2/3)

WANTED: 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 (ufn)

WANTED: Emission control equipment; gulp valves, air pumps, Strombergs, etc. Dan Zebarah, (313) 382-6715 (ufn)

Local Car Hauling, reasonable rates, USA & Canada, Frank Lucente (519) 966-9146 (ufn)

Looking for something? Selling something? Remember, these ads are FREE to all members! Contact the newsletter editor at (313) 382-6715 for details.

Bluegrass Bash

(from page 6)

So our little convoy headed north; by now I had covered 700 miles. The plan was simple, thrash up I-75 until the roads become unusable. This means you are back in Michigan and must look for your turn. All went well until the Bowling Green exit just south of Toledo when Cliff's TD stopped. A sheared pin connecting the drive gear to the distributor shaft was the culprit and forced him to call in AAA "plus" who performed a great service in getting to us within 30 minutes and taking him and the car home to Livonia.

The convoy of three was soon down to two when Dick and Dorothy took Route 23 to Ann Arbor. I arrived home around 5 pm with 930 miles on the clock. What a great trip, with great comrades; I thoroughly recommend participation in trips like these to capture the spirit of old-fashioned motoring in a modern world—something only people like us can appreciate!!

Club Regalia

Item	U.S.	Canadian
Club Logo Hat Pins	$3	$3.50
Other Hat Pins	$3	$3.50
Club Stickers (same as grille badge)	2/$3	2/$4
Sweater with embroidered club logo	$40	$52
Golf Shirt with embroidered club logo	$30	$39
Lap Robe with embroidered club logo	$45	$58
T-Shirts	$10	$12
Baseball Caps	$5	$6
Sweatshirt	$15	$18
MG Christmas Tree Ornaments	$5	$6
Grill Badges (new design)	$20	$28

For purchase, contact either of our regalia chairmen at the phone number listed on page 2.

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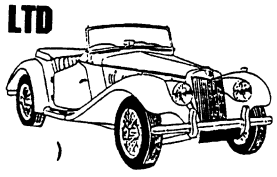

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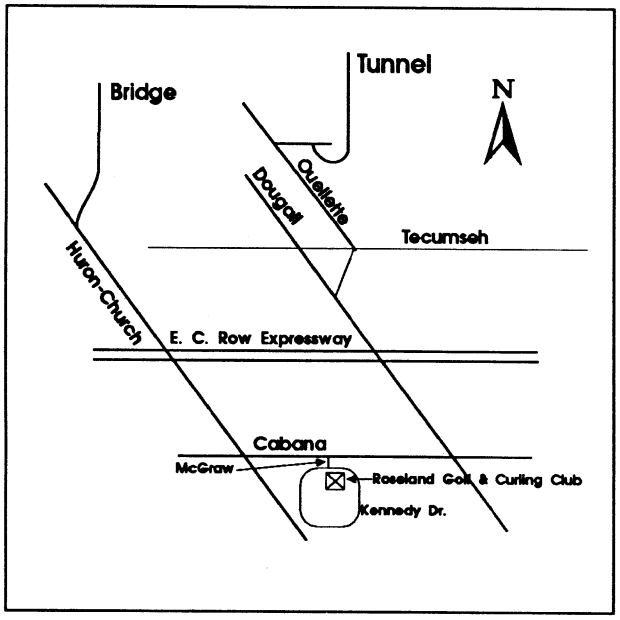
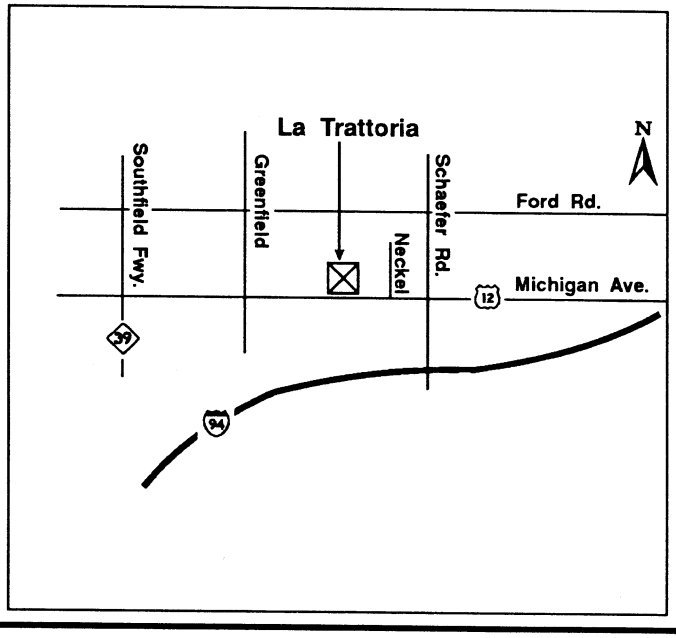
The Windsor-Detroit MG Club meets the second Wednesday of each month at 7 p.m.: Even months at the La Trattoria Restaurant, 13736 Michigan Avenue in Dearborn, west of Schaefer, and in odd months at the Roseland Golf and Curling Club in Windsor.





Find out the latest information on club meetings and events this month! Call the Windsor-Detroit MG Club Hotline at (810) 305-9364.

The Windsor-Detroit MG Club
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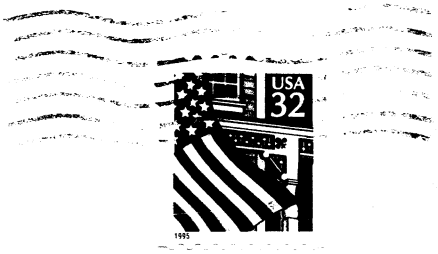
U.S.A.



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