The Can Am CONNECTION

WINDSOR-DETROIT

Vol. 18, No. 4- Newsletter of the Windsor-Detroit MG Club - April, 1998

Our First Driving Event (For Real) Of The Year, Come El Nino Or High Water

Once again we'll kick off the new driving season with the Kimber Birthday Bash in Lansing. The Old Speckled Hens, The Rowdies, the Lansing club, the T-Registry and the Windsor-Detroit clubs will all get together to celebrate Cecil Kimber's birthday.

Kimber, for those who don't know was the founding father of MG sports cars. Born April 12th, 1888 (notice all those 8s?). For more information on Cecil, see **Dan Zebarah's** biography inside.

We'll celebrate Cecil's birthday on the 18th. The 12th being Easter this year and we have to coordinate the date with the other four Michigan MG clubs. I think this is the closest we've ever come to his actual birthday though.

And once again, **Marcia Greiner** will bake a delicious (ask anyone who has attended in past years) birthday cake with, let's see, 110 candles!

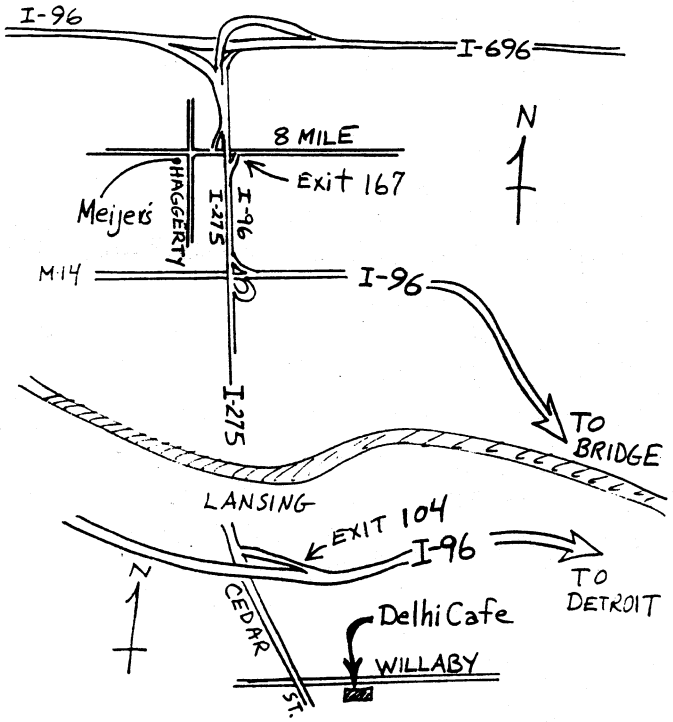
We'll meet at the usual Meijer's parking lot at Haggerty Rd and 8 Mile, just off I-275 (see map), then caravan down some twisty back roads to Lansing.

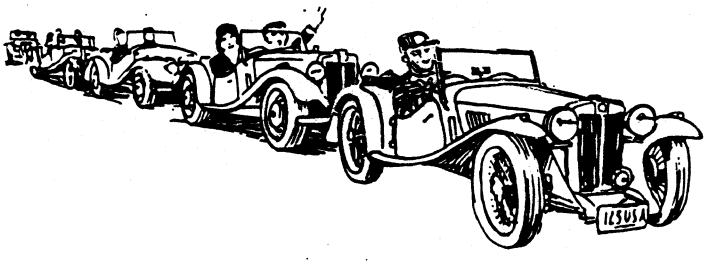
So charge up the battery, change the oil, check the Tyre pressures, make sure you have a half tank of gas, a pack of cigarettes, wear your sun glasses, hit it and get ready for the start of the DRIVING season!

What: Kimber Birthday Bash
When: Saturday April 18th 9:30 AM. Those wanting to go directly to Lansing, meet at the Delhi Cafe in Lansing at 11 AM, (see map)
Where: Caravan leaves the Meijer's parking lot at 9:30 AM (again, see map)
What To Bring: Sunglasses, full tank of gas, pack of cigarettes (optional), driving gloves.

Upcoming events

April 8th Monthly Meeting-Dearborn
April 18th Kimber Birthday Bash
April 19th Ancaster Flea Market





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Safety Fast!

Ed Fleming, Editor

Seems Dave Torby, one of our more active members, has been experiencing some very personal electrical problems. The electrical circuits controlling his heart have been acting up.

Twice, while driving, Dave's heart has raced out of control. Wife Joyce, was hoping that this racing thing was something she might cause, but alas, it has only happened while Dave's been driving.

Seems the electrical circuit in Dave's heart runs in a loop rather than flowing straight through the heart in a normal orderly fashion. Sounds like a Lucas like electrical problem. A pacemaker won't help, the only solution being an operation on his heart to re-route the electrical circuit. Pretty serious stuff.

A test was required before the operation, and while Dave was undergoing the test his heart stopped and the doctors had to use those electric paddle things to bring him back to life. Those paddles left burn marks on his chest and back. Again, pretty serious stuff. But Dave, in his typical good humor, noticed that they were octagon shaped burn marks and at last report he was thinking about adding an MG to each.

Then the machine used for the test broke down (a Lucas component in the machine perhaps?) so Dave will have to undergo the test again.

At this time, Dave is back home and back to work, but I'm sure he'd appreciate your thoughts and prayers.

In other news, we have several new events coming up this year. The Funkana is back. Members who have attended the past Funkanas really had a good time, so we're doing it again on May 17th. In June our first of the year ralleye will take place in Canada for the first time and Marshall Coulter has a trip to the Sloan Museum in Flint planned.

In July, we'll have a run to the Vicarage for tea. Seems the Vicar at the Howe Military Academy near Sturgis, Michigan owns a few British cars and likes to invite fellow owners to tea (and I was just talking with a friend the other day about a Sturgis run, like the motorcycles do to Sturgis, South Dakota). Our run won't be quite as far, and tattoos aren't required.

PLEASE NOTE THE DATE ON THE MAILING LABEL ON THIS NEWSLETTER. THAT IS THE DATE YOUR MEMBERSHIP EXPIRES. IF IT IS GETTING CLOSE, BE SURE TO RENEW AT LEAST A MONTH BEFORE TO ENSURE THAT YOUR MEMBERSHIP DOES NOT LAPSE!
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Presidentially Speaking

Dave Doolin, President

When we headed for Windsor Wednesday March 11, it was 16 degrees F. (-8 C.). That didn't stop the hearty MG crowd from turning out at the Nisbet Inn. There wasn't a table to be found at our quaint English Inn. Most ordered the roast beef dinner with Yorkshire pudding. Was an excellent meal at approximately $11 Canadian. After dinner we were introduced to our newest member Ed Pavella, the proud owner of a '63 B. I had met Ed a few months earlier when I responded to his add for a '64 MGB. Since then Ed and I have talked many times about our mutual interests as you might guess. MGs and anything else with four wheels, or 3 or 2.

There was only one English car in the parking lot outside the Nisbet but I won't tell you the make. I can tell you it didn't have side curtains.

We watched for the Guinness truck to pull in but it hadn't made it by the time we departed some time after 9 PM. I understand from another member that he did make it but it wasn't until 11PM. I think most of us were home tucked in by then. We'll have to postpone our club picture until our May meeting when we will have more daylight to work with. Maybe we can convince the Guinness driver to join us for dinner, if he likes Guinness he must like MGs.

I'll see you Wednesday April 8th at Rio Bravo in Dearborn for our April meeting. This will be your last chance to bid farewell to Nico and Paola, as they will be heading back to Europe in early May to tackle a new assignment for Ghia.

Also , I have my calendar marked to attend our first real driving event on Saturday April 18th as we head up to Lansing for Cecil Kimber's Birthday Party.

Oh, by the way, John Barton called me the other night and volunteered to be the Tech Rep. for the T Series cars. Thank you John. I understand if you have seen John's TF that you know the T-series owners are in very capable hands.

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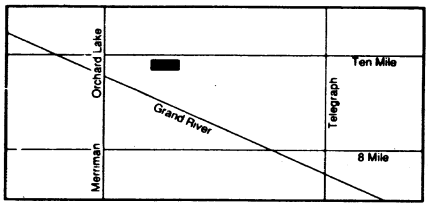

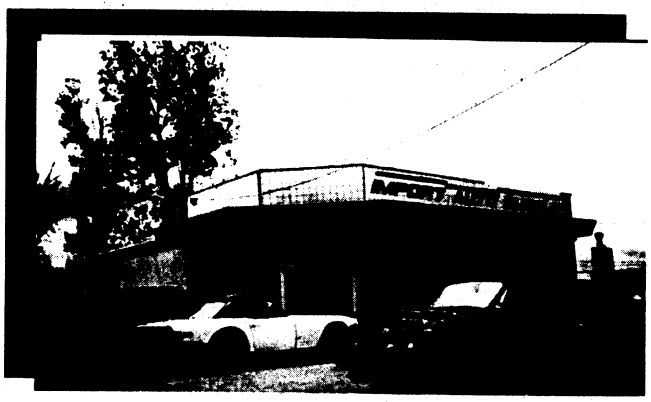

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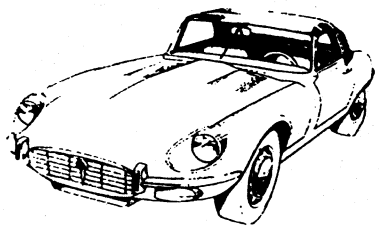

Best prices In Town For All WDMGC Members

Frequent Flier Miles Contest. Contest Starts April 1st. Register Now Or At The Kimber Birthday Bash!

By Jeff Zorn

Rallies, Club Meetings, GT's, GOF's, Summer Parties, runs to the store, driving to work, vacations. They're all great times to drive your MG. And starting this year you can win valuable prizes for doing just that!

We are starting a contest to see who drives their MG the most, between April 1st and November 30th. We'll present some nice prizes at the Hibernation Party. The prizes are yet to be determined, but they will be better than the ubiquitous quart of Castrol. Heck, you know you can't go very far on a quart of oil in an MG!

We are hoping to get at least 20 cars registered.

Registering is real easy. All you have to do is call or e-mail Jeff Zorn at (248) 489-1855 or >>fcieff@aol.com<< evenings. Jeff will get your name, phone and model MG and mileage on April 1st. Note: you are registering your car, not the driver. You can register more than one car, but the mileage will not be combined.

Jeff would also like to get a mileage report from you on August 1st so we can report the standings for those of you planning a last minute trip to the left coast to catch up.

Enjoy those MG Miles and Safety Fast!

OK, Register Now. A Good Time Will Be At The Kimber Birthday Bash. Come to the Meijer's parking lot for the start of the caravan and by the end of the day you'll have over a hundred miles registered for this contest.

Tech Tips From WDMGC Member John Barton

As published in Moss Motoring

1. When installing the "piping" between the fenders and body (especially if you have no help) spray a light coat of adhesive on the piping where it goes against the body and then fold six inch stripes of duct tape (adhesive sides against the bottom edge of the piping) on to the piping and leaving a few inches hanging below the piping skirt. After you lightly place the piping against the body, poke holes in the piping where the bolts pass though or trim a larger elongated hole (with manicure scissors). Then place your fender against the body (very carefully so you don't scratch the paint), put the bolts though and just snug enough to let you pull the duct tape down tight. When it is tight, tighten the bolts and tear off the duct tape which will tear off flush with the fender flange. Nothing will show and you will have a professional job. When you make your curve upwards from the running board to the rear fender, use a hair dryer to warm and soften the piping to eliminate or reduce the wrinkles.
2. When you install the chrome strips on the running boards (after carefully bending them to match the curves) and on the hood, use thin clear plastic washers (small so they don't extend beyond the chrome) on the bolts as you put the chrome on the car. This way you don't have metal (and possible sharp edges) directly against the paint and any water doesn't get trapped between the chrome and paint.
3. When changing your water pump (if you don't pull the radiator) put a thin sheet of cardboard against the radiator to protect the cooling fins and you knuckles. When you take off the water pump see how well the new gasket fits the old pump. Then fit the same gasket against the new pump If there is "overlap" on the new pump base you will know exactly how much to grind off the new pump to assure a good fit with no interference.

1945 – 1980

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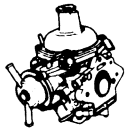

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Cecil Who?
Cecil Kimber, That's Who!
Kimber Who? Let Me Explain.

By Dan Zebarah

If you ask any MG enthusiast, "Who was Cecil Kimber?" most of them would be able to tell you that he built the first MG. However, very few would be able to tell you much more.

Cecil Kimber was born April 12, 1888 in London, the son of Henry and Fanny Kimber. His father and uncle ran a rather successful printing business. His mother was an accomplished artist.

As a boy, he learned to love sailing, learning how from an uncle who did yachting in the Thames estuary. This passion for the sea and boats became his favorite pastime.

At age 15, he went into his father's business, taking classes at the Manchester Technical School. At that time, he would bicycle for miles, in the hope of seeing a car or motorcycle. Remember, this was 1903 and both machines were rather scarce.

He eventually learned to drive a car, a 10hp Wolseley. Being in North Wales, a hilly area, hills were climbed in reverse; this was done out of practicality and necessity. The carburetor was gravity fed from the fuel tank in the rear of the car. Otherwise, the car would stall.

After two years of working for his father in the printing business, he saved up 18 Pounds, enough to buy a motorcycle, a 1906 Rex. He discovered that he could save money by performing repairs himself, eventually acquiring a 1907 Twin Rex. He started racing, winning a race against a 1909 Triumph. The race was held at dawn because of the 20 mph speed limit.

One day, while on an errand for his mother (which got him out of cutting the lawn), he was hit by a car, smashing his thigh and kneecap. After three years of unsuccessful operations, the injury healed by itself, leaving him with one leg shorter that the other. He walked with a limp since then, and was unable to ride a motorcycle.

Kimber married in 1915, while he was working at Shelfield-Simplex as assistant to the chief engineer. He worked at A. C. Cars, and eventually moved on to E. G. Wrigley, when disaster struck. Kimber had invested his life savings in Wrigley when they went bankrupt in 1921.

He moved to Oxford where he started working for William Morris. It was there where the MG was born. He started modifying Morris cars, making them fast enough to win gold medals in races. These cars, called MG Super Sports, were just the beginning.

In 1924, he convinced Morris, now Lord Nuffield, to allow him to start building special cars with the MG name, cars which were designed to be MGs, not just souped up Morrises, which were being built up to that

Cecil Kimber

point. Nuffield consented, and on March 27, 1925, FC 7900 was registered. This car was built especially for the Land's End Trial, and earned Kimber and his passenger, Wilt Matthews, gold medals for its performance. This car was found in a scrap-yard in 1932 and restored by the Abingdon Works, being called the "The first MG built in 1923". This was obviously an error, but the car has been called "Old Number One" ever since.

In 1927 Kimber again went to Nuffield, requesting that a separate factory be constructed to build MGs. The factory was ready soon, and in September started cranking out the 18/80 model. In 1928 two new MGs debuted, the 18/80 six and the M-type Midget. These bore a departure from Morrises of past, Kimber had designed a new radiator, whose basic form remained virtually unchange until the 1950s.

The factory moved again, to Abingdon, two years later, and the MG Car Company was registered with Kimber being appointed managing director.

After the outbreak of the war in 1939, MG (along with the other automotive manufactures) turned to defense. His organizational abilities transformed the Abingdon works into an armory in a short time. However, his ideas for wartime production did not fit in with the Nuffield organization.

He got a contract to manufacture the nose of the Albemarle bomber, but the management at Nuffield were not pleased. Kimber was accused of being a non-conformist. He was fired by Miles Thomas in 1941.

He joined Specialloid Pistons, a position to last for the duration of the war. He was also approached by John Black, Chairman of Standard, who had acquired Triumph. Perhaps he wanted Kimber to head a post war Triumph company. Nobody knows.

On February 5, 1945, while traveling on Specialloid business, the train he was on suddenly backed up, flipping the last car over into a bridge. Kimber was killed instantly.

It's ironic that a man whose motto became, "Safety Fast!" was killed in a train moving at walking speed.

W-DMGC Regalia

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Sweater with embroidered club logo....	$40	$52
Golf Shirt " " " ".....	$30	$39
Lap Robe " " " ".....	$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

To Purchase Any Of These Items Contact Your Regalia Chairman

Video Library

The following videos are available to club members. Contact our Video Librarian, Chuck Wiley at (313) 586-2500

***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 Indycar 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.

***SU Carb Rebuild**

***'66 and '69 Le Mans Races**

***Formula One 1979, 1980, 1982**

***Gran Turismo Jaguar.**

***The MGB Film Library**

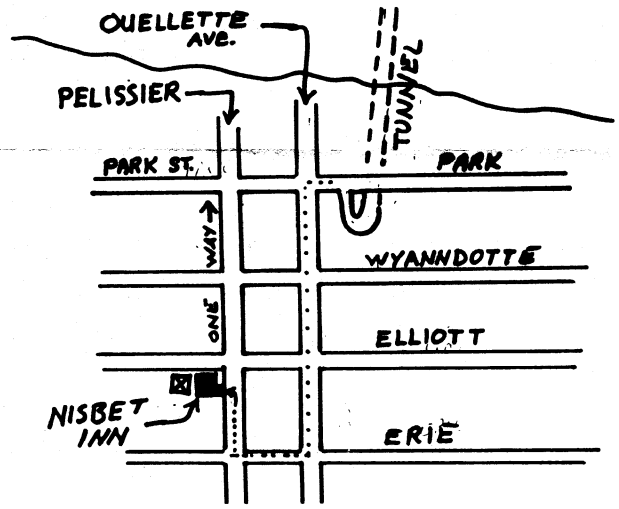
***The MGB Video.** "Short but good"

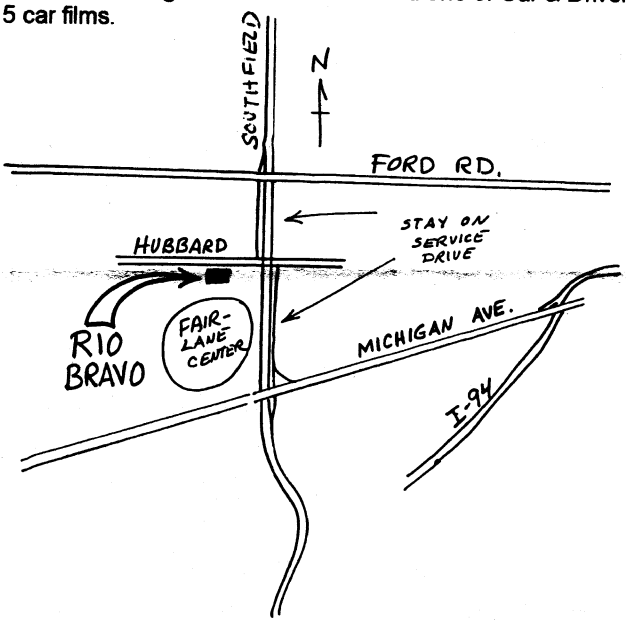
***MGB Experience.**

***The Roadster Factory Summer Party 1993**

***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.





The Windsor-Detroit MG Club meets the second Wednesday of each month at 7:30 PM. Even numbered months at Rio Bravo Restaurant on Hubbard Drive just west of the Southfield Expressway, and odd numbered months at the Nisbet Inn, 131 Elliott, West, just west of Ouellette, south of the tunnel. See maps.

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

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'76 Mercedes 230, 4 door, 6 cyl. gas. excellent cond. $4500 OBO. Call Jim (313) 323-2267 (days), (248) 615-4860 (after 5) (4)

'77 MGB Roadster, 53K miles, new tires and top, Rostyle wheels, luggage rack, $5500 firm. Chuck Wiley (313) 586-2500 (3)

'72 MGB Roadster. Ground up restoration, red with black interior, EVERYTHING had been removed, repaired or replaced and repainted. Bare metal respray, mild engine modification to enhance performance. Can supply detailed list of work performed. If you want to DRIVE a new chrome bumper B without having to spend weekends wrenching on it-this is it. $8700. Mike Derderian (810) 731-4434 or email at derderia@tir.com (3)

Inherited Midget Parts: Doors, hood, bumpers, trunk, dash, etc. Too much to list. $475 takes it all, or call for specifics. Don (810) 924-6677. (3)

MGB Overdrive transmission $500.00 Chuck Wiley (313) 586-2500 (3))

Parts: Side glass for MGB, brand new boot for MGB, 2 front axles with splines for wire wheels, one rear axle with splines for wire wheels, 8 wire wheels, drums, carb for '76 MGB, tail lights, lots of misc. parts. Parting out '74 MGB-GT. Please call for prices. Brian, (313) 782-0126 (3)

Want to Trade a '55 Thunderbird, black with black and white interior, good driving condition for a '53 MG TD in excellent condition. Don (248) 474-8059 (1)

MGA wire wheels and tires. Tires in good cond. Make offer. Mike Derderian (810) 731-4434 (11)

Dash for '75-'80 MGB, excellant cond. $125. Chuck Wiley (313) 586-2500 (3)

WANTED

Chrome Bumper MGB Roadster. I need another MG like I need a hole in the head, but these @#$%* cars are addicting! Must be accident free with solid original sills. Not running or project cars OK. Call Mike Derderian at (810) 731-4434 or email at derderia@tir.com

Used Car Hauler, 16 foot, double axle, with trailer brakes, call Jack Fuller (248) 426-0626 (11)

14 Inch steering wheel for '70 MGB Dennis Ferguson (313) 459-1309 (7)

Back Issues of the 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

Emission Control Equipment, gulp valves, air pumps, Strombergs etc. Dan Zebarah (313) 382-6715

Calendar of Events

Note: Items listed in **Bold Type are Windsor-Detroit MG Club Events.** Those listed in *Italic Type are British Sports Car Council Events.*

For up to date information on club events call Chuck Wiley at (313) 586-2500, Ed Fleming at (248) 349-3799 or Roli Sylvestre at (519) 969-2739.

April 1998

Apr 8 Monthly Meeting Dearborn
Apr 18 Kimber Birthday Bash Saturday-new date
Apr 19 Ancaster, ON Flea Market & British Car Show

May 1998

May 3 British WSwap Meet, Cleveland, OH
May 13 Monthly Meeting-Windsor
May 17 Funkana
May 20 MGs meet Miatas

June 1998

Jun 6 & 7 Stratford MG Weekend
Jun 7 Carnival of Cars-Packard Proving Grounds
Jun 10 Monthly Meeting-Dearborn
Jun 21 Summer Ralleye-Windsor
Jun 28 Sloan Museum Tour and Cruise

July 1998

Jul 8 Monthly Meeting-Windsor
Jul 12 Mad Dogs & Englishmen (616) 344-5555
Jul 18 London to Brighton Run London IN (317) 887-3867
Jul 19 Tea at the Vicorage, Howe Military Schol- Sturgis, MI

August 1998

Aug 1-2 Meadowbrook Concourse d'Elegance
Aug 12 Monthly Meeting-Dearborn
Aug 13-15 University Motors Summer Party-Grand Rapides

September 1998

Sep 9 Monthly Meeting-Windsor
Sep 11--13 Club Trip to 50th Watkin's Glen Gramd Prix
Sep 13 Battle of the Brits (810) 979-4875
Sep 25-27 Indy British Days (317) 887-3867

October 1998

Oct 14 Monthly Meeting-Dearborn

Novemeber 1998

Nov 11 Monthly Meeting-Windsor

December 1998

Dec 9 Monthly Meeting-Dearborn (Gift Exchange Night)

Hours
Mon - Fri 8:30-6:00
Sat 8:30-5:00
Sun 10:00-3:00

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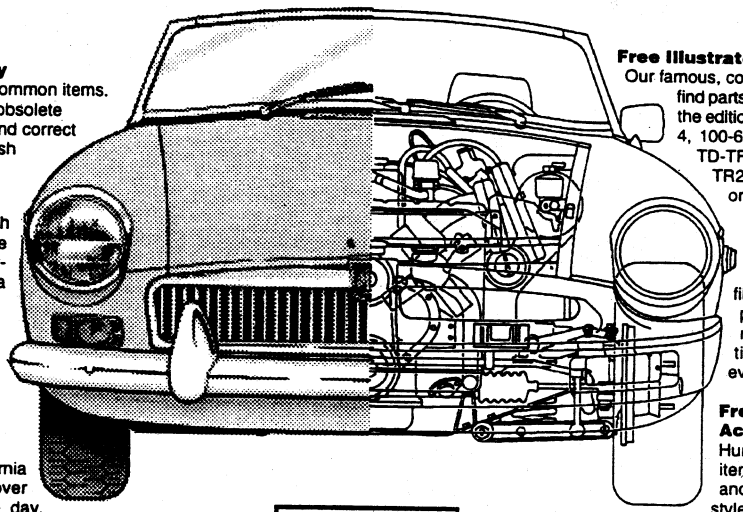

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