The Can Am CONNECTION

Vol. 23, No. 7 - Newsletter of the Windsor-Detroit MG Club August, 2003

22 Cars Take Part in July 19th "Twisty Bits" Tour

The reasoning behind this event was to create a tour reminiscent of a more graceful time. So I decided that, after talking with various club members, to create the Twisty Bits Tour. We would start at 10 am, drive for 50 miles or so at a Grand Touring pace, stop for as traditional British picnic lunch as possible, and then proceed for a further 50 miles or so to the event's conclusion at which time the group might imbibe some refreshments at a local hostelry.

Being a new event, I was a little concerned about participation, so I decided upon a start point in a Meijer's parking lot to make everyone at ease. Something familiar, although this one is located just south west of Ann Arbor on I94.

The weather was very kind with a cloudless blue sky and upper 70's temperatures – a good omen for the day. When 22 cars appeared for the tour, I knew then that the idea appealed to club members and it was going to work. Many of the cars were tooled up with wicker picnic baskets mounted on bootracks. But later I was to find out that all cars were tooled up with every picnic item known to man! Members came from far and wide, including Dale from Canada. The cars ranged from MGA's, MGA Coupe, B's and BGT's. Our 1957 A was the oldest and Rex Richardson's 1980 LE the youngest and with only about 13,000 miles on the car from new!

I had planned to stage the cars off in 3-minute intervals, but with such a great turnout, I decided to send the whole pack off in one go! We traveled the first leg of 46 miles in just under an hour, including a slow down to view a car auction in a roadside farm and made the picnic stop at the newly restored 1835 vintage Sharon Mill. Henry Ford had utilized it in the 30's as part of his extended enterprise for giving work to the farms in their off season, so we even had an automobile link. Washtenaw County had only finished the surrounding 6 acre picnic area, landscaping and restrooms in May so it was a beautiful spot for a picnic and we filled every parking space with MG's!

WDMGC members certainly know how to picnic – the basic items of checkered table cloths and napkins were in evidence, so were other "essentials" such as "sparkling mineral water" disguised in champagne bottles. We had a large picnic spread out over all of the picnic tables and surrounding grass next to the mill and river.

After an hour, I reluctantly nudged everyone back to the cars for the second and final 55 mile leg of the Tour. This leg was the twistiest part and completed the figure of eight route, including passing the car auction again – no cars were bid on by the passing MG's.

As I've mentioned in the past, rally routes will sometimes disappear. I ran the tour 36 hours prior to Saturday and all was intact; I had not figured the Manchester Car Show shutting down the High Street. The detour was a bit messy for some cars, but we all got straightened out and back on track after making a couple of twistier turns than in my route directions.

We all regrouped at the original Meijer's starting point at about 2 pm. Rather than head across the street for local ice cream, a vote was made to head two exits west along I94 and sample the 50's style ice cream and auto models and memorabilia at "Yesterday's Collection" We arrived there to find they also had a vintage truck show going on!

So, after cooling down with large ice creams, the group parted and headed home. A great day out. We are considering using some or all or this route for a Fall Color Tour. I could fire up the Sharon Mills BBQ and have hot dogs and warm cider?? Food for thought eh??

Thanks to Ted Hight, Doug Butcher and Mike Matthews for helping me to sort the tour out. Mike does not have an MG yet, but he's a Brit so it's OK. *By Philip Wiltshire*

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

Sorry this edition could not be mailed before the end of the month. This was due to the non-availability of printing equipment.

When asked, "What advice would you give to someone wishing to put their daughter on the stage, Noel Cowerd (of Mad Dogs and Englishmen fame) replied, "Don't".

I find myself giving the same advice lately. As some may know, I run a web site devoted to MG Electrical Systems, which results in my receiving a lot of e-mails with requests for help and advice. For some unknown reason, I have had a number of questions recently regarding installing an ammeter in various MGs — to which I say "Don't". These instruments, that show both the charge and discharge to and from the battery, were once common, but no longer — and thank goodness for that.

Running an ammeter requires that all the heavy cable from the battery —save that to the starter motor — has to be routed into the dash area, go through the meter and back out again. The net effect is to add resistance to the circuit making it less efficient and potentially less reliable. Far better to use a voltmeter to monitor battery condition. A charged battery should be about 12V and a charging battery from about 13V to 14V depending on its state of charge and the electrical loads, such as lights and wipers, running on the system. A voltmeter just requires 2 thin wires one going to ground and the other to any ignition switched power wire. Before starting it can tell you the condition of the battery and once the engine is running, it indicates whether or not it the battery is charging. You can even get one that simply plugs into the cigarette lighter outlet.

I remember that some years ago I saw, written on a washroom wall by some dyslectic graffiti 'artist' the words, "I like grils". Whatever he meant (it was a men's restroom) I am sure that that are attractive grils and some less so. That is also certainly the case with grilles as it evident from this picture Adam Gucfa sent that he took inside the Admiral Bayfield pub in Bayfield, Ontario.

Like many others, Adam and Susan Gucfa took the trip to Bayfield the Sunday of the Stratford festival event and by chance decided to get lunch at the Admiral Bayfield. On entering they were surprised be greeted by this MGA grille placed high on up on the wall.

On closer inspection the beautiful MGA grille was seen to be covering a rather ugly and mundane air intake vent. Adam tells us that that the people that worked there neither knew of the car nor knew who put the grille on the wall. An English mystery.

Presidentially Speaking

By Philip Wiltshire — Club President

Hello to everyone –

We had an excellent turnout to the monthly meeting at the Nisbet Inn in Windsor. The parking lot was a veritable car show. The Inn continues to offer an excellent "pub-like" atmosphere and is definitely as close as you can get to an English Pub without traveling 4,000 miles east of here.

Blake Discher of the Detroit Triumph Sportscar Club made a presentation for the British Reliability Run for charity. This will take place on October 4th and runs the length and breadth of our Michigan L.P. Let's see what kind of turnout the WDMGC can offer this great event.

I hope your copy of Can-Am Connection made it to you in better shape this month – Rick and Anne are now sending our magazine out in envelopes to prevent damage. My copy seemed to have a lot more in it this month, but that was only because I also received the outer pages this time…!

At the beginning of July, Matt Bade led 12 MG's across country to the Mad Dogs and Englishmen Event at Hickory Corners. Matt has lead us to this event for several years now, and he says the route is proven and he does not vary it. This was my first time in the convoy and the trip routing was excellent. With a rest stop in the middle, we journeyed just over a 100 miles to the event, which is a few mile north east of Kalamazoo. We hardly saw another vehicle in both directions. We met up with several other club members who had either traveled up the day before or had come across country. We almost had the biggest convoy; the Morgan Group beat us, as the featured marque, they came and went as one group.

Wicker baskets and plaid tablecloths at the "Twisty" picnic

I would recommend trying this trip out next year. The drive alone is worth the effort, but when you see all of the famous Gilmore Automobile collection housed in those preserved wooden floored barns then that is the "icing on the cake". Our weather was humid, with some sun/cloud, but we all made it there and back and the only overheating was probably the car's occupants.

As I write these notes, I've attended a meeting and two events this month already, and am looking forward to the Astleys' picnic in a week's time. I'll have to cut our grass in September or October, but only if the Calendar of Events eases up a bit.

Jan and I hope to see you at Rick and Anne's on the 27th.

Safety MG Fast

Philip

The Nisbet parking lot during the July club meeting.

Jeff Branch decides to add some damper oil during a stop on the way to Mad Dogs and Englishmen.

Powering Your MGB —

Some further considerations offered by Harry Mac Lean

After reading the articles in the past month's newsletter I thought that I would add an opinion. I mean Rick is always looking for stuff to put into the paper. The article I recently read dealt with putting a V-8 engine in your MGB. While this is a nice looking and high horsepower option for your MG, always keep a couple of things in mind.

1. The availability of engines.
   While Chevy and Ford V-8's may be readily available, the 215 C.I. Buick/Olds/Rover engine will be harder to find as well as cost lots of dollars.

2. The weight of these engines in your MG. Chevy and Ford small blocks both weigh around 550 lbs as an assembly; that's without such things as flywheels or alternators, etc. But true we are talking here about a small block with the possibility of 700-800 horsepower.

Now we get to the meat of things.

3. Your drivetrain. Transmissions can be changed but rear-ends cannot be reworked without a lot of trouble and with 700 or even 250 horsepower an MGB rear end will not last all that long.

4. Your braking system. Now MGB's are light little cars weighing in the neighborhood of about 2,500 lbs with driver and passenger. The braking system wasn't designed to stuff a small block V-8 engine into it. Plain and simple. It has a 9 inch rotor and drum brakes on the rear. As far as I know different systems are not available for MGB without considerable expense.

Another option for MGB's is the recently released BLOWER kit from MOSS. This kit is a bolt on option. All of the above things would not be a concern as you would add only about 200 lbs (maybe) to your front end. Plus it would be Cheaper and, according to Moss, reliable. It is supposed to add 70% torque increase which starts at about 1,200 rpm and goes to 4,750 rpm. This is the most useful area in which the engine runs and drives the car. The horsepower increase is said to be 95%, but this is misleading when you read their own charts. This is because they are taking the horsepower output at 4,500 rpm on a stock engine and 5,500 rpm on the blower modified engine. All the parts are included in this kit including an Alternator and a cast iron water pump. They evidently don't think the aluminum water pump will hold up. This system is priced at $2,895 from Moss.

One of the only problems is that this is only available for 1966-74 MGB's and your engine better be in decent shape for this.

One other option that can be considered is the V-6. Now why would you put a V-6 in a MGB when you can install a V-8? Well here's a couple of reasons. First, they are a heck of a lot lighter than a V-8 I'll deal mostly with the Chevrolet small block V-6 due to experience with it but keep in mind if you are a Ford lover it is just as feasible. Secondly, you can install one of these to any year MGB with less much trouble than is required for a V-8. Let's deal with the 2.8-3.4 60 degree V-6. Why 60 degree? Well because it is a more straight up motor and hence it takes less room on the sides of your engine compartment. I have seen this done to a MG coupe. The 2.8 motor with fuel injection and a 5 speed transmission was installed in this car. It was pirated from a Camaro. The majority of Camaros built from 1987-present were had 2.8 , 3.1 or 3.4 liter engines in them. How many do you think are in junkyards? A lot, so I'm talking availability here. By the way a 2.8 with fuel injection in stock form puts out about 140 hp — and you get better driveability with fuel injection vs. a carburetor. A 3.4L engine puts out about 180-200 horsepower in stock form. The V-6 would give you more room, just what you need. in an early MGB. The other big advantage to the 60 degree engine that I've discussed here is that it actually weighs LESS than a current 4 cylinder MGB engine. So now the only thing you have to actually worry about is your rear end when you add that much horsepower. Also the Ford camp has the Mustang II that has the same motor as Ranger pickups. One thing to keep in mind here is do not use a front wheel drive motor in an MGB, the reason being is the starter motor is on the wrong side. Keep in mind what I've given you is an opinion and nothing more and offer some things to mull over when trying to decide whether to go to a V-8, V-6, or what have you.

Happy motoring

The Moss MGB Supercharger unit

A 60° V6 installation

Ralph Poupard's 1957 MGA (HDT43/18514)

I bought this car from an English fellow in Amherstburg, Ontario. He had intentions of restoring it and had stripped much of the car, but was just too busy with his new business to work on it. That was the fall of 1992, a few years before I joined this club.

I had always loved MGAs since school when my grade 8 teacher, Mr. Zimmerman owned a black MGA coupe. While my friends laughed at his little car, I thought it was fantastic. The following is a condensed version of the first, (and possibly last) car I have restored.

When I brought it home this car was basically a rolling tub with the drive train mounted. The rest of it was in boxes, plastic dish pans, coffee cans, and assorted piles. Fred Flintstone would have loved the floor (not there). The car came with a full set of fiberglass fenders, which I did not use since I wanted to keep it as original as possible. I soon began to wonder what I had started.

While the engine was out being redone and the gearbox checked out I removed the body. At the time I didn't know you were supposed to replace the sills and brace the top so you could keep the doors aligned, but really there was nothing to keep aligned anyway so off it came. The frame was repaired and painted. The trunk (boot) floor was replaced and the underside of the front and rear shrouds painted and replaced back onto the frame. Then I replaced the driver's side sills and pillars. This of course requires fenders to adjust the alignment of everything, so I repaired the fenders at the same time. It took many tries to get the alignment reasonably close.

All this transpired over years, not months, as family, work, other projects, and taking care of a house and a cottage, and just plain getting frustrated with it slowed progress. Pages were falling off the calendar like leaves in autumn.

Fast forward to January 2001. I had just had a health scare in late December, and it seemed to kick start me. The engine and gearbox were done, but the body was only about 50% done. The passengers side went much better as I now had a sample side to take measurements from and this was a huge help. In May 2002 it was ready to go out for paint. I had sent away to BMIHT for one of the production trace certificates and found that the car was originally Tyrolite green with a black interior. I just couldn't paint it this pastel green, so eventually decided on Old English white with a red interior. During the remainder of 2002 and early 2003 I finished putting it back together.

On a Friday in mid April I started the engine. After a few adjustments to the sticking chokes and cleaning the voltage regulator contacts it sounded OK. The next morning I started it, put it in reverse let out the clutch and all of a sudden it moved, the first time under it's own power since 1972 as far as I can tell by the license plate that had still been attached to the original rusted, bent rear bumper. I took it for a short drive and what a thrill it was.

In June it passed the Ontario Safety Check and so far it has been a blast to drive.

Ralph with his daughter and MGA

The car is smart and clean under the bonnet too

Hot Day, Cool Dip at the Club's Summer BBQ

On Friday morning the outlook for Sunday was cloudy, warm with a 40% chance of rain, based on which there was a "Go" decision for the our Summer Barbeque at the Astleys' place in Farmington Hills last month. On Sunday, the day of the event, the forecast deteriorated

Matt & Vicki Bade enjoying some cool ones

Dave Doolin cooking to order for Adam Gucfa

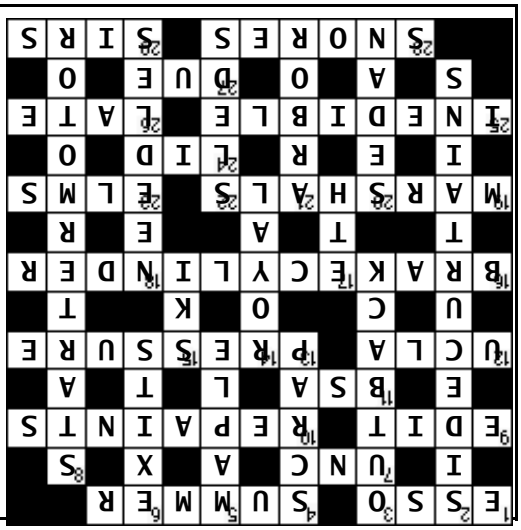
to cloud with a 50% a chance of thunderstorms between noon hour and 6 pm, just when the event would be in full swing. People rang and suggested, "You are canceling — aren't you?", but we went ahead anyway and we had sunshine and not a drop of rain. So much for weather forecasts.

Host Rick Astley had trepidation about a Brit cooking America's favorite food for the 50 attendees; a fact evidently noted by Dave Doolin who came, and cooked and conquered, supplying the hot dogs, wings and burgers — which had been made by Anne Astley to a recipe given by an America to a London newspaper after he could not find a decent example in the whole of the UK. Anne had also rustled up all the trimmings and desserts. This effort being the Astleys' "Thank you" to the club which has afforded them many friends from both sides of the border since they have lived in the region.

The old wives tale about waiting an hour before swimming fell on deaf ears as the heat and humidity persuaded club members raise their bonnets, expose their working parts and take to the pool.

Special thanks to Anne Astley for her hard work in making this a memorable and tasty event.

Solution to Crossword Page 8



PLEASE WELCOME OUR NEWEST MEMBERS

- **Bill Worth** - Detroit, Michigan
  1961 Red MGA
- **Andrew Holmes** - Windsor, Ontario
  1967 Green MGB

WELCOME!

- **Mike Chachich** - White Lake, Michigan
  1970 Yellow Midget

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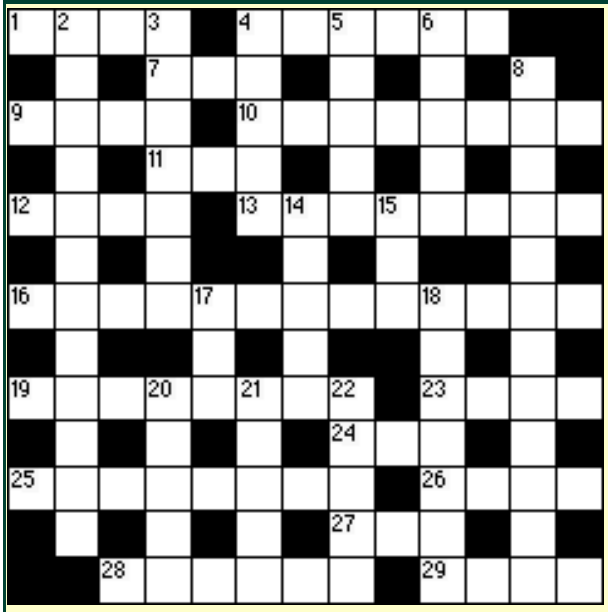
The Windsor - Detroit MG Club Crossword



Across

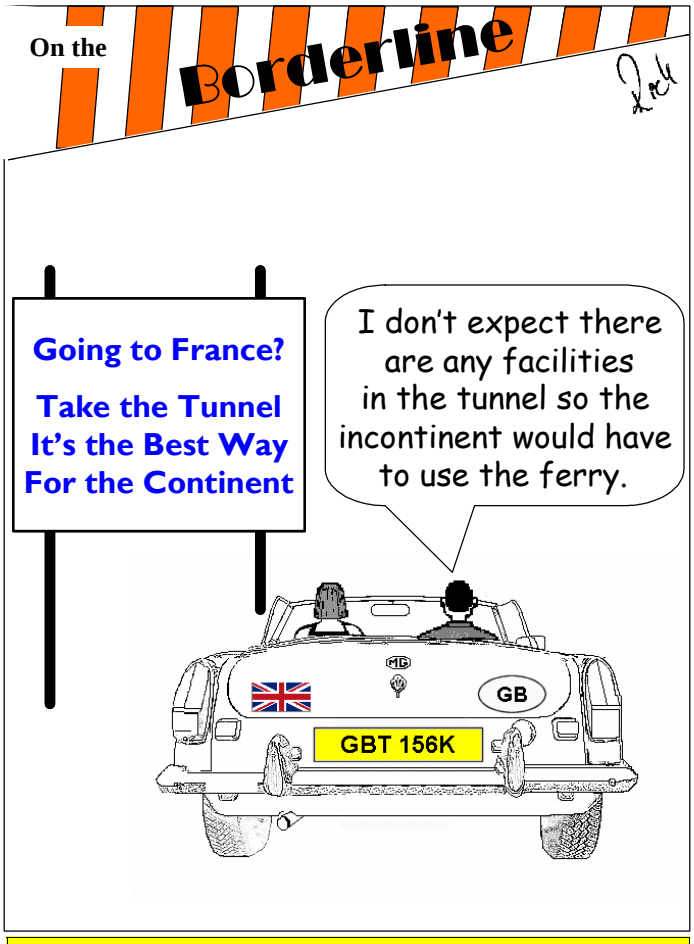
1 Exxon-Mobile brand
4 The season for MGs
7 Not the finest thread
9 Prepare the Newsletter
10 Sprays the car again?
11 British motorcycle maker once
12 Western place of learning
13 Tire measurement
16 Wheel mounted actuator (5-8)
19 Race officials
23 Shade trees
24 Skid —, crash helmet
25 Unfit to eat
26 Tardy
27 Just desert
28 Soft palate noises
29 A couple of knights at least

Down

2 T series windows (4-8)
3 Down-under style restaurant
4 Break down for parts
5 Canada's leaf
6 Some highway ramps
8 It will get your MG going (7-5)
14 Related to the queen
15 Slide over snow
17 Biblical verb suffix
18 SU carburetor regulators
20 Saloon to the Brits
21 Ann ——, Michigan
22 Toboggans

Solution Page 7

On the Borderline



? Did you know? The Channel Tunnel between Folkestone England and Calais France actually consists of 3 tunnels 148 ft deep, 31 miles long and spaced 164 ft apart. Trains carrying passengers and vehicles run in the 25 ft diameter outer tunnels. The center tunnel is 16 ft diameter and is used for special service vehicles. There are service and emergency cross-tunnels every ¼ mile. **O—o—O**

The Young and the Reckless

I'm the man so I have to drive! Never mind that this is just a tot's carousel and that his sister next to him is older and was always the more sensible. By the way, that's his older brother standing and hanging on the back; don't all older brothers do that sort of thing?

This picture was taken at Southsea, near Portsmouth, England, so that's a clue to the identity of the this driver. The date is about 1950 so the carousel was probably imported to fulfill a market need in post-war Britain, hence the Jeep.

Recognize Rick Astley?

Classified Advertisements

1967 Triumph TR4A. Excellent Condition. Red with Black Interior. $6900.
Dave Doolin 313 590 0210

1978 MGB. 68K Miles. New: tires, tune-up, brakes, battery, motor mounts, fuel pump, wipers. 2nd owner, car stored for 5 years body in good condition, needs interior work.
Clovis Grant 313-886-3272

1960 MGA 1600 for sale. Vehicle #. GHNL71034. It's a very restorable project car. Solid floor, door support, and fenders, repairable frame/floor sill. Needs rocker panels, windscreen and a lot of work. Rt rear wheel frozen. Engine was free but never had it running. Almost 66K on odometer. Owned it since Nov 89. We have other project cars and will be moving July 10. Asking $2,000.
Contact Dougkomer@aol.com or phone 313-592-0276 .

1970 Midget. Has been in storage, and has not been started for three years. It would make a good project car. Offers?
Brian Bates 517-393-3189 BBates@cceng.com

British Car Posters & Ads
Jay Kollin 734-455-6949

MG Parts. I have a large supply of used MGB parts that I have for sale. Mostly for the early B's. No regular perishables such as brake or clutch parts and limited interior parts but if you have something you need please drop me a line and I will see if I can help.
Brett Shelley macguyver75@hotmail.com

1972 MGB Mallard Green/Tan int. Needs Engine hood/grille or repair. 92,000 on odo. Owned since '88. Runs great. Clean car. $4.500 obo. Greg 313-331-3890 Grosse Point.
grekmg@yahoo.com

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SCCA Solo II Trials - Wurtsmith Airport Oscoda, Michigan

Guy St. John cools his car down at the SCCA time trials June 21st. Guy achieved a second place in his 1971 MGB-GT in the F Street Prepared class, just being pipped by a VW Rabbit but beating out another Rabbit and 2 Pontiac Fieros.

Thanks to Jack Renaud for this photo.

The Alternative Dream Cruise

It's time again for the "Woodward Dream Cruise" and once again the club is offering an alternative for those who's real dream is cruising down deserted tree covered roads in the country with a minimum of stop signs or traffic lights.

Rich Wagner's driving instructions will be clear and simple and the route has been carefully verified. The 60 mile drive will take you from Commerce Township to "Paint Creek" Cider Mill in Rochester. From there, it's an easy return route to anywhere via the freeways. Like to join us? Here's the details:

When: Saturday, August 16, 2003 @ 2:30 pm

Where: "West Wind Plaza" at the N.E. Corner of Haggerty Rd. and Pontiac Trail.

"West Wind" Plaza provides an ideal launching point complete with bathroom facilities (in Kroger's) and a gas station. The drive begins promptly at 2:30 pm to insure reaching "Paint Creek" before 5:00 pm.

Dave Doolin's Summer Evening Run

Lets go toolin' with Dave Doolin August 6th. Meet at Meijer's north parking lot at 8 mile and Haggerty at 7:00 pm and we'll head out for a ride, a root beer & burger. Ultimate destination - Brown's Root Beer in Pontiac Trail, South Lyon.

Summer British Knights

Detroit Triumph Sportscar Club members are some of the nicest people you'll meet and once again they have invited us to join them for Summer British Knights, a series of British-only car Cruise-in nights to be held 3rd Wednesday of the month through October. Join them from 6 pm.

In August and October meet at the Local Brewing Company, 42705 Grand River Avenue, Novi.

For September the venue is BRAVO! Italian Restaurant, 29047, Utica Road, Roseville.

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Fun on Wheels
Heritage Village August 31st

The last Fun on Wheels event held at Heritage Village in Essex County last May was so popular that we are sure many members who attended then would like to do so again, and others who could not make it will not want to miss the chance this time.

The Southwestern Ontario Heritage Village & Transportation Museum, is one of the most popular tourist attractions in southern Canada. It has over 20 heritage buildings dating from the late 1700's up to the late 1920's among which the Fun on Wheels cars are displayed.

Please note that we have changed the meeting point from last time. Sunday August 31st we will meet at the McDonald's restaurant located immediately on the Canada side of the Ambassador Bridge. Meet around 9:30 am and we will leave in convoy at 10:00 am.

If you like, bring some lawn chairs, your own picnic basket, or enjoy the offerings at the food pavilion. You'll be surprised at how much fun you can have looking at all the hot rods and antique cars that will be there. There is also a flea market, although it is mostly old American Iron.

No doubt, we'll have a great several hours and then when most people want to leave, we will once again convoy to a new 'old' Pub in downtown Essex called Quigbee's. It has a an English pub atmosphere with a licensed patio, upper and lower porches and a comfortable interior. It boasts a great new menu, all who attended last time agreeing that the food is outstanding and, for those interested, there are at least 12 English beers on tap.

From there, members can leave at their leisure as the day rolls on. Quigbee's is close to the main highway heading back to Windsor, the bridge and the tunnel.

Calendar of Events

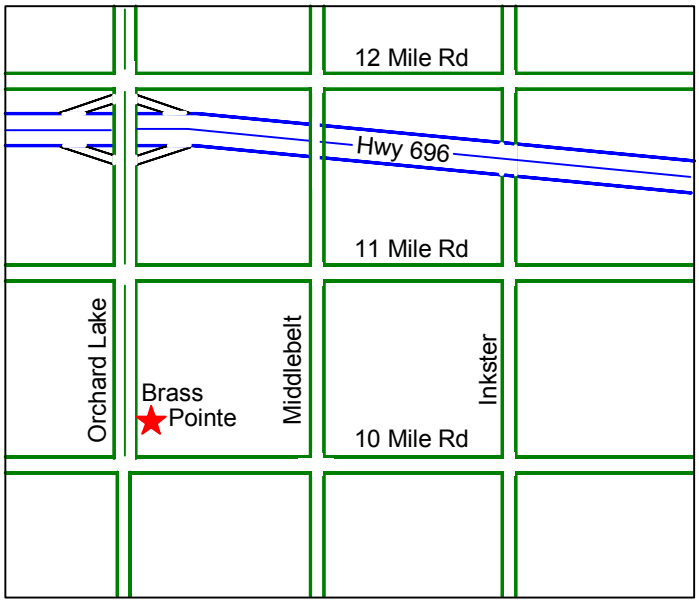
Bold Text Indicates Windsor-Detroit MG Club Events.

August	
Sat. 2nd	British Car Day - Dayton, OH
Sat. 2nd	British Car Day XVII - Shaker, Cleveland, OH
Wed. 6th	**Summer Evening Run to South Lyon See opposite page**
Thurs. 7th - Sun. 10th	The Roadster Factory Summer Party - Armagh, PA
Wed. 13th	**Monthly Meeting - Brass Pointe**
Sat. 16th	**Alternative Dream Cruise Go further and faster than on Woodward**
Wed. 20th	British Summer Knights - see page 10
Sun. 31st	**Fun On Wheels Car Show - Heritage Village, Kingsville, ON**
September	
Wed. 10th	**Monthly Meeting - Nisbet Inn**
Sun. 14th	**Battle of the Brits - Freedom Hill Park, Sterling Heights, MI**
Sat. 20th	**Tech Session. Fitting and MGB top More details next month.**
Sun. 21st	**Annual British Car Day - Bronte Park QEW and Burloak Dr., Oakville ON.**
October	
Sat. 4th	**Lucas Night Rally.** Date may change, please check next month's Newsletter.
Wed. 8th	**Monthly Meeting - Brass Pointe**
Sun. 13th	**Autumn Color Tour** More details later.
Sat. 25th	**Murder Mystery Heritage Village, Essex, ON**

August Meeting

The August 13th meeting will be held at The Brass Pointe Restaurant, 24234 Orchard Lake Road, Farmington Hills, Michigan. Tel: (248) 476-1377. The restaurant is located close to the NE corner of 10 Mile Road and Orchard Lake Road.

Note that Middlebelt Road is closed for bridge repairs between 11 and 12 Mile Roads.



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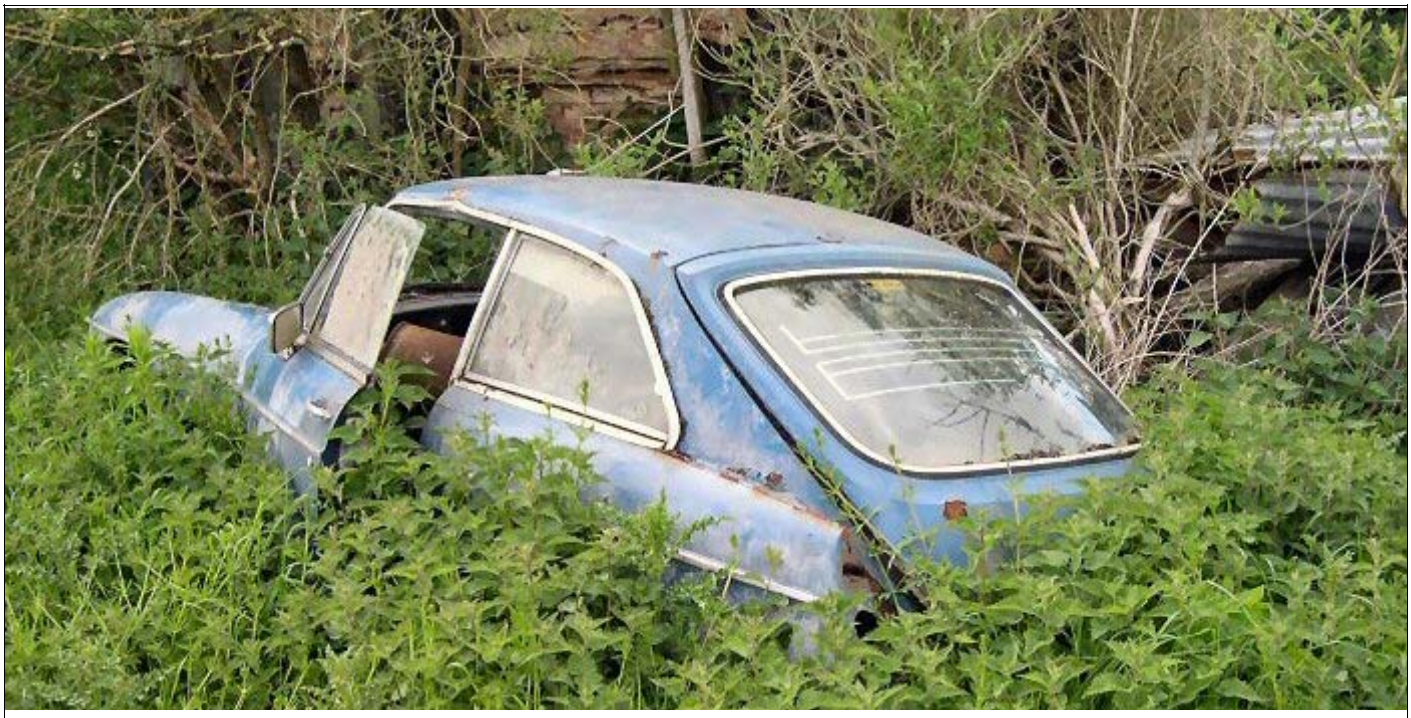

When he was back in the UK earlier this year, Philip Wiltshire spent time with one of his teenage nephews. They were discussing car restoration and some of the rebuild work he and Jan have done, and some of their future plans. Later, during a walk through their village, the nephew pointed out a restoration project that he thought this would be easy according to the descriptions of MG restoration work they had discussed earlier. The picture above is of a "restorable" MGB GT languishing in the field next to Philip's sister's house. Needless to say, he won't be returning to visit his sister and her family until her sons have both grown up, left home and the prospect of rebuilding an MG with Uncle Philip has been long forgotten!

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