The Can Am CONNECTION

Vol. 24, No. 3 - Newsletter of the Windsor-Detroit MG Club April, 2004

"Magnettic" Marriage

by Paul Lester

On February 14th, Marie and I finally got married....most people assumed we were already, so it did come as a shock to some!

Before the event I scoured the newspapers and internet for a unique wedding car. Being a couple of ex-pats, of course the vehicle had to at least have a Lucas electrical system, had to drip a little oil, have a bonnet, a boot, and maybe even the steering wheel on the "correct" side. We had thought of using our MGB, but the thought of a mid-February day, a complete absence of a heater and poorly-fitting soft top encouraged us to look elsewhere. I e-mailed Rick Astley for inspiration, and he in turn forwarded the note to Jeff Zorn. Jeff generously offered the use of his MG Magnette for the day, which we accepted without hesitation. (I always picture the Magnette as being a police car rather than a wedding car, but I guess that is from the old black and white British cops and robbers TV shows)

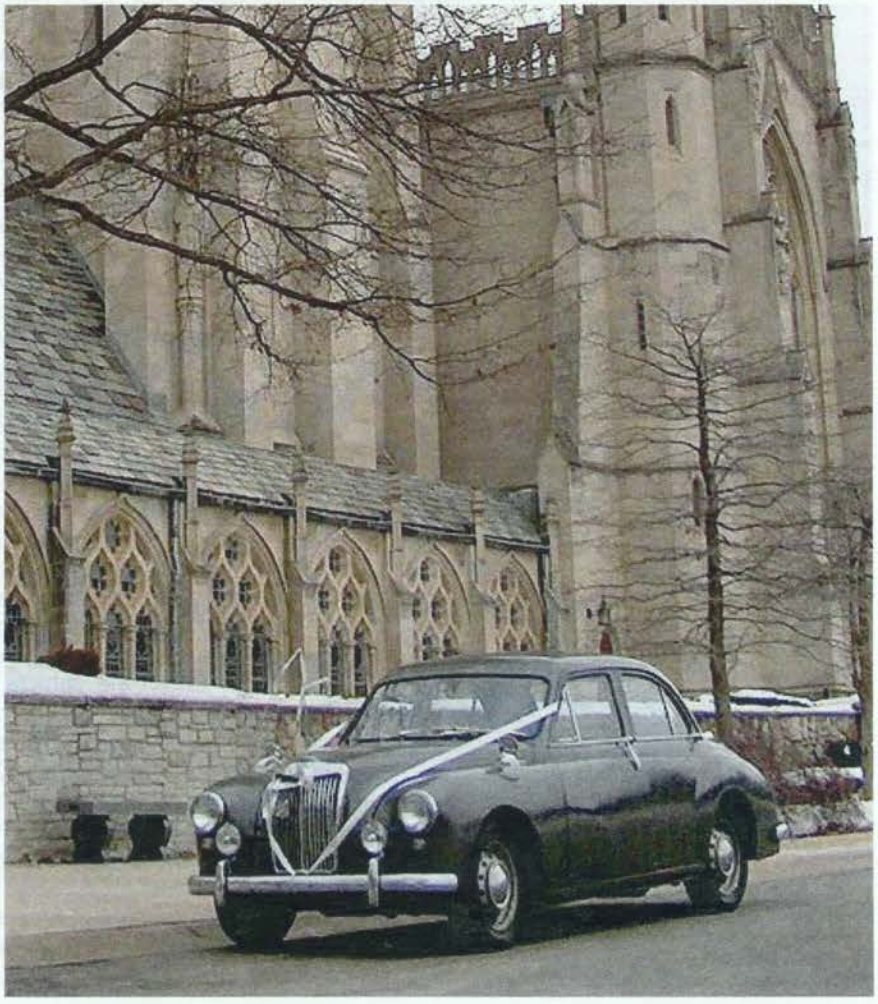
I picked up the Magnette at Jeff's house, and with only a few words of advice from Jeff, I was on my way. The comment about "leave a little distance to the car in front" was apparent at the first stop light. Drum brakes all round! The car drove like a dream. It started first time, every time, handled better than our B, accelerated well and stopped.... eventually.

Inside it is quiet and comfortable. The seats are supportive and the heater more than adequate. It drew admiring (and puzzled) looks from fellow drivers – the bigger the car they were in the more they strained to see what this odd little gray car was. At the church it was a hit. It really did look great. Almost without fail, all the guests stopped to see what it was. Have you noticed that once people realize it is an MG, everybody has an "MG story"?

The day was a great success. Everything (almost) went to plan and we all had a marvelous time.

We would like to thank Jeff for his generosity in letting us use his car. It is not everybody who would hand over the keys to their pride and joy. The car really fitted in well with the old Scottish church and a British wedding. It added a special something to a great day.

And just to think we could have used a boring stretched limo.



The Magnette at The Kirk in the Hills

See Paul & Marie on page 8.

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley—Editor

Apologies for the fact that this addition of *Can-Am Connection* is somewhat lighter on pages than normal. There are two reasons for this: firstly, March was an uneventful month for the club, so there is little news and photos to publish, and secondly, business travel at the end of March means that I have to get this addition out to print half-way through the month. Some ads had to go to make extra room. As the driving season progresses, I will no doubt be in the opposite position of having to decide what I have to leave out of the Newsletter.

Back in January I attended an SAE meeting in San Diego concerning hybrid vehicle engineering (anything to get away from our weather that month!). As I had expected, most of the agenda was devoted to hybrid gasoline-electric vehicles, but there were also some lively and interesting debates concerning the state of gasoline reserves and a presentation on a gasoline-hydraulic hybrid that was of great interest.

A presenter from J. D. Powers had stated — as justification for his rather low forecast of hybrid vehicles sales — that his organization expected gasoline reserves to provide a $1.82 gallon in the US (C$0.64/Litre) right through 2009. His expectation was challenged by a another speaker who pointed out that China needs power to support its exploding manufacturing output and that its increasingly moneyed 2 billion population is hungering to become car owners. That, he said, would deplete reserves at a rate far faster than has been seen previously. Only 2 months later, a TV report blamed today's increasing gas prices on an OPEC price hike combined with increased demand from China. I just hope that as the oil-well pumps start to make that empty sucking sound we don't get into a spat with China over what little is left. I work for the biggest passive electronic component company in the world and I know that hardly a single electronic component that would go into our sophisticated weapons systems is made in the western world; you guessed it, they are all built in the very country by which we would feel threatened.

On a lighter note, I was intrigued by work done at Michigan University, Ann Arbor on hybrid diesel-hydraulic vehicles. The results were impressive, although the costs of this so far non-industrialized technology are currently prohibitive. The premise is that a diesel engine is inherently more efficient and durable than a gasoline engine, but like gasoline engines, they have a peak efficiency operating point and become much less efficient as we require them to adapt to all the speed and load changes needed to drive a vehicle through a conventional transmission. With some method to run the diesel at constant output and another to store surplus engine power and then recover it when demanded, the vehicle could be both more economical and higher performing.

The storage system used here is oil and nitrogen. The oil is contained in a low pressure cylinder running down one side of the car, and the nitrogen is in a plastic bladder contained in a high pressure cylinder running down the other side of the car. Both cylinders are not unlike those used for welding gases or compressed air. When the constant output diesel is producing too much power, the surplus is used to pump oil from the low pressure to the high pressure cylinder, where it compresses the elastic nitrogen gas. The drive train of the vehicle is a hydraulic motor. When the vehicle requires greater output than the diesel is producing, the compressed gas is used to push oil back to the low pressure cylinder via the hydraulic motor, thus supplementing the diesel engine power. A Ford Expedition fitted with such a system achieved nearly 40 mpg (5.8L/100km) yet halved its 0 - 60 acceleration time, an impressive achievement. Besides the cost, there are lots of technical problems to be ironed out, not least of which is the noise of the hydraulic engine, which added to that of the diesel makes the vehicle somewhat unfriendly at present. These are not expected to insurmountable issues, and since the hydraulic accumulator seems to make more sense than an electrical one for heavy vehicles, it may allow North America to hold on to its love of big trucks and SUVs for a few more years to come.

Presidentially Speaking

By Ralph Poupard — Club President

It's Springtime, time to wake up that British Car. Welcome to the 2004 driving season, but before we get those engines running I would like to extend a sincere thank you to Philip Wiltshire, the board members, and all of those who have volunteered so many hours typing, printing, folding, stamping, mapping, phoning, and all of the other tasks that it takes to keep the Windsor-Detroit MG Club running smoothly. As always we strive to participate in and sponsor events with fun as the primary goal, in the same spirit as the wonderful cars we love to drive.

My own journey in the club began in 1994, when I sent a reply form from Road and Track magazine to the British Car Council, looking for a local MG club. About 3 weeks later I got a call. It was Marla Zebarah, the membership coordinator at the time. She set out to convince me to join, but it didn't take too much convincing. I had already owned my '73 MGB for 21 years at that point and was a die hard fan. The first meeting I attended was at the old Embers Restaurant and Guy St John was president at the time. I didn't know a soul there, but gradually over the years Kathi and I have found many new friends in the club and enjoyed many great times.

Memories of summer. Club MGs, basking outside the W-DMGC awning at Bronte Park last September.

We have a new calendar of events with everything from short fun drives, to tours of the area, to long trips. This year we will feature several long journeys. In the long trip department, June 19th and 20th we will make the annual trip to Stratford ON to see the play "The Count of Monte Cristo" This is always a great weekend, really one of the premier events of the year, and we have had well over 30 British cars on this trip, so it makes for quite a caravan. Contact Philip Wiltshire for details. For events closer to home we have the Kimber Birthday Bash as our first driving event on April 17th. We will take a leisurely drive down some favorite sports car roads and get together with the other local MG clubs to have lunch and celebrate MG's founding father's 115th birthday. Look elsewhere in this newsletter for more details. Also in early May Philip has arranged a tour of Rivertech, a classic car storage facility. These are only a few of the events; check out the calendar for the entire list. If you are worried about breakdowns on the longer trips; don't. If your car has been reasonably well maintained and runs well on local drives it is very unlikely that you will have a problem. The other members are always more than willing to help, if something does happen and have solved minor problems on the road, in parking lots, or even during the shows. It has been extremely rare to have to put a car on a flatbed, and we haven't left anybody stranded yet! It's all part of the kinship of being in the club. Make it a point to take part in some of the activities or drop in to the meetings; you will definitely enjoy yourself and meet some very nice people in the process.

Most of all, drive your British Car this season. After all, the essence of a sports car and MGs in particular is to be driven, and what a great chance to drive a little piece of history that happens to function very well as an automobile. As they used to say in some of the ads of the day: "Your MG days won't last forever".

Well, I have to go for now. Time to change the oil & filter, check the gearbox and differential oil, coolant level, hoses, belts, brakes, brake and clutch fluid, tires.....

Safety MG Fast

Ralph

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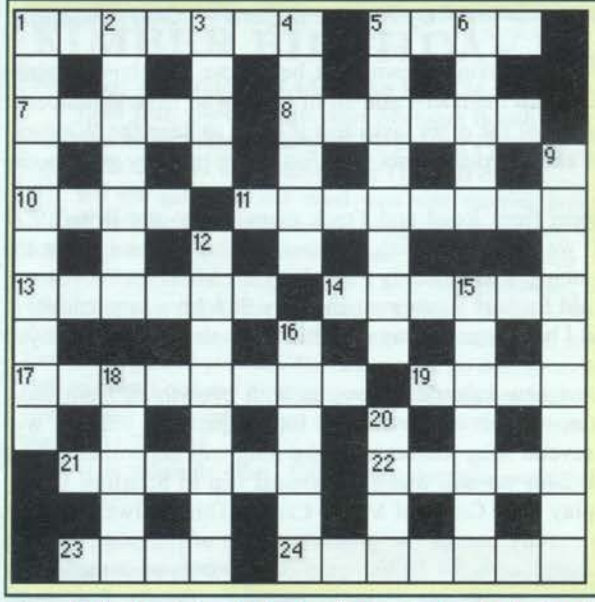
The Windsor - Detroit MG Club Crossword



Across

1 Brake maker
5 Octagonal sign word
7 Act of willfully setting fire
8 Make less tight
10 — head coupe
11 Brake and shock maker
13 Engine stabilizer
14 Racing org for 5 down
17 Car rental company
19 Fencing sword
21 Instrument and heater maker
22 Electrical equipment maker
23 The Mercedes one has 3 points
24 Extended

Down

1 Racetrack feature
2 Bring back to original condition
3 Taverns
4 Gasoline measure in US
5 Regular vehicle, modified for racing (5-3)
6 Excessively heavy
9 Without making any smell
12 Strangler
15 Imitator
16 Maiden
18 Coax
20 Lotus model

Solution page 7

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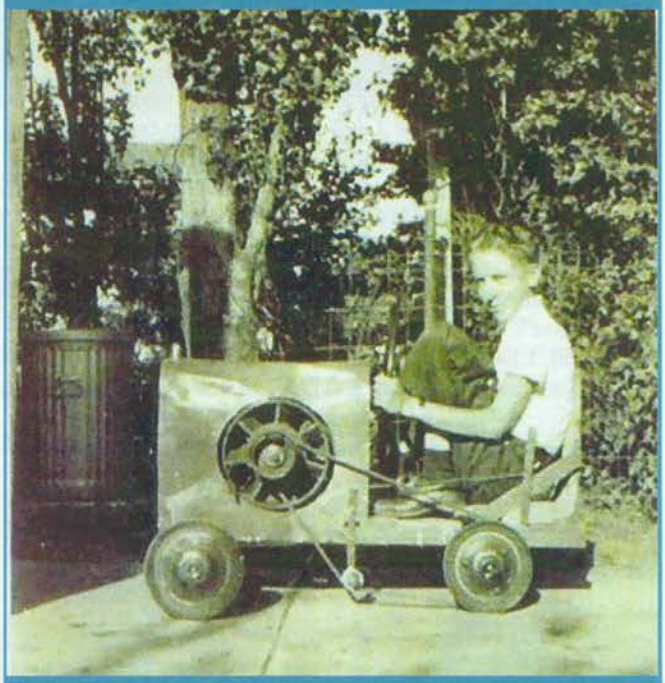
Just send an e-mail request to: ricka@twmi.rr.com

The Young and the Reckless

This is a picture of my first car. I built it in about 1935 or 1936. It had a Maytag washing machine engine in it. At that time, farms did not have electricity and you could buy a Maytag with either a gasoline or electric motor. I think I paid about $4.00 for the engine at the Maytag repair shop. I remember I could not get the first one I bought started, so I took it back and the guy took me back in the shop, where he probably had 20 of them all over the floor, and said, "Take your pick". The next one worked.



Recognize Bill Larsen?

We want your picture for this feature. Please send it to the editor at the address shown on page 2

Classified Advertisements

For Sale 1974 MGB Exhaust Manifold $50.00. MGA Intake Manifold with linkage and carbs $100.00. Please Call Dan at 248-865-5020

Wanted - center console for early 70's MGB. Arm rest condition not as important as the plastic console - must be close to perfect (no cracks or pry marks).
Call Mike Derderian at 586-731-4434 or email at leadfoot@wideopenwest.com

1975 MGB, Tahiti Blue/Black interior; engine rebuilt by John Twist. $7,500.
Rich Wagner 248 624-9573

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

Ceramic Models. business card holders, mugs etc. Hand made and personalized. We've actually won prizes for these things and our stuff is on display at the Morgan factory, Kimber House in Abingdon, the Detroit institute of arts and the Pewabic Pottery
Call Marcia Greiner 248-348-1473

1975 Midget. 44,000 original miles. Burgundy exterior completely restored to factory original color in 2000. Interior black leather, nearly flawless. New radiator (2002), new tires (2000). Near Windsor, Ontario. Serious inquiries only: kdawson1222@cogeco.ca

Parts For Sale. Used Radiator for 77-80 MGB-$50, 1 Oil cooler-13 row-$40, Emission Bracket w/canisters-$15, 1 Fuel filler neck-$5, 2 Wheel trim rings- best offer, 1 License plate bracket w/chrome lights-best offer.
Harry Mac Lean 248-641-5011 or HMac483017@aol.com

MG Automobilia for sale. I have a selection of items for sale including many books and framed art. I can email a list and pictures of any items of interest. markmason7@hotmail.com

For sale '57 MGA project car. Open to any reasonable offer. Call Don Shearer 252-5108 any time after 4:00 pm or email, m1kk1d66@mnsi.net

1975 Midget. White with red interior and black top. Runs well. Sound car.
Phil 734-498-3506 (Gregory, MI)

Letter from a New Member

Chuck's helpfulness is a reminder to us all of how we can help one another in furthering the understanding and enjoyment of MGs.

Dear Sirs;

Please find enclosed my application for membership to the Windsor-Detroit MGB Club.

Last fall, in September I bought a white 1977 MGB from Chuck Wiley. At the time that I bought the car, the tires were off, and carburetor the and exhaust manifold was missing. Chuck gave me what I thought was a good deal, part of the deal being that we would work on the car together to get it running and some bodywork repairs accomplished before I brought the car home. As often as we can, we have been spending part of each weekend over in Chuck's garage working on the B. It has been a great learning experience for me. Of course, once we got into the body repairs we found that more rust needed to be exercised than we had originally planned for. I hope to bring the car home within a few weeks.

This is my third MGB. My first car was a 1966 red B roadster that I drove for about four years in high school and college. Once out of college, I bought a green 1979 MGB that I drove for a decade. So I do have some understanding of what I am getting myself in for when I decided to buy another B. I would be pleased if you could add me to your member roster.

Thank you very much.
Very truly yours;

David C. Gray

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

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KIMBER BIRTHDAY BASH

Saturday, April 17th 9:00 AM for an 9:15 AM Sharp Departure

Each year, together with other Michigan British car clubs, we celebrate MG's founding father Cecil Kimber's birthday. This year, April 12th, Kimber would have been 115 years old.

We will gather at our usual west side meeting point, in the Meijer parking lot at 8 mile and Haggerty. For those who have found it hard to get there by our usual 7:30 A.M. meeting time, this year you have no excuse, we meet a 9:00 A.M. However, for those who enjoyed going to the Celebration Cinema, we are sorry but the cost of renting a theater all to ourselves has rocketed, so we now have to forgo that pleasure. Instead, we will go directly to the Delhi café to toast Cecil and to enjoy good company, lunch and birthday cake. Those who prefer to go directly to the restaurant can meet us there at 11:00. A.M.

As in previous years, Ed Fleming has generously offered to run this event.

British Invasion Nights A New Club Event Proposal from Harry Mac Lean

I would like to propose to the club a British Invasion night. This would be a just for fun event and involve descending on restaurants on Tuesday nights, which a typical slow night for them. It would run from June to the end of August and the way it would work would be to be in one area one week and another the next, such as Southgate one week and Roseville the next. We would go from north, south, east and west so to hit all areas of the area.

We need to get hopping on this so I'll need some help via email. It would be help on your part to let me know which restaurants have "other" cars there. We do not want to interfere with any other car shows. I would need an address so people could use it on Mapquest if they are not familiar with the area. We could tell the restaurant mangers "this is a British Invasion-of sorts" and give them a small card with contact info of different clubs to see if we are invited or wanted back. Hey, this might be a bust, but look at it another way, how many times have you gone to a restaurant and saw a car show that features old muscle cars/street rods, etc. When have you seen a strictly Brit car show other than Freedom hill? Here's my email address HMac483017@aol.com. That will seem to be the best way to do this I think.

Harry

ANCASTER BRITISH SPORTSCAR FLEA MARKET & CAR SHOW SUNDAY, APRIL 18TH

Hosted by the Austin-Healey Club of Southern Ontario this event is located at the Ancaster Fairgrounds close to where the 403 merges with the QEW in Hamilton, Ontario.

Full details were not available as *Can-Am Connection* went to print, but Scott Turner has kindly offered to run this as a club event, so please contact him for details of where and when to meet. Scott's contact information is in the Calendar of Events opposite.

Entrance is C$4.00. Hours: 10:00 AM - 4:00 P.M.

Trip to Rivertech and Hudson Museum –Ypsilanti

Sat. May 1st - 10:0 A.M.

We'll leave the Meijer parking lot at 10:00 A.M. for the approximate forty minute drive to Ypsilanti and the Rivertech storage facility.

At Rivertech we will have the opportunity to view the 100 or so cars in storage for some 75 minutes. The cars in Rivertech are nearly all working examples and they range from late model T Birds in storage as investments, back to 1920 boat tailed roadsters. There are many European vehicles as well as 50's and 60's Detroit Iron.

Afterward we drive on towards the Ypsilanti Historic District and stop at the RM Auctions showroom for a quick look at whatever classics they have on display that day. Then visit the Automotive Heritage Collection & Miller Motors in the center of the historic district. The museum is located at the east end of Depot Town at the corner of Cross & River Streets and is at the location of the world's last Hudson dealer, Miller Motors, that stayed in business until 1997 when it became incorporated into the Ypsilanti Automotive Heritage Collection. At 1:00 P.M. we'll stop for lunch opposite the museum at the Side Track Restaurant. Finally, we'll return to Meijer's lot arriving there at about 3:00 P.M.

Take Advantage Of Us — Please!

The Calendar of Events at right just tells the story up to July, but Ralph Poupard was too modest in his Presidentially Speaking piece to take the credit he deserves for cajoling board and other members into committing to organize and take responsibility for running a plethora events this year. We hope to see old and new faces and old and (if that MG is still at the paint shop!) new cars too.

British Summer Knights. Just room to let you know that our good friends at the Detroit Triumph Sports Car Club have once again invited us to join them the 3rd Wednesday of each month. This year, British Summer Knight will be at Gatsby's, 45701 Grand River, Novi. April 21st is the next date.

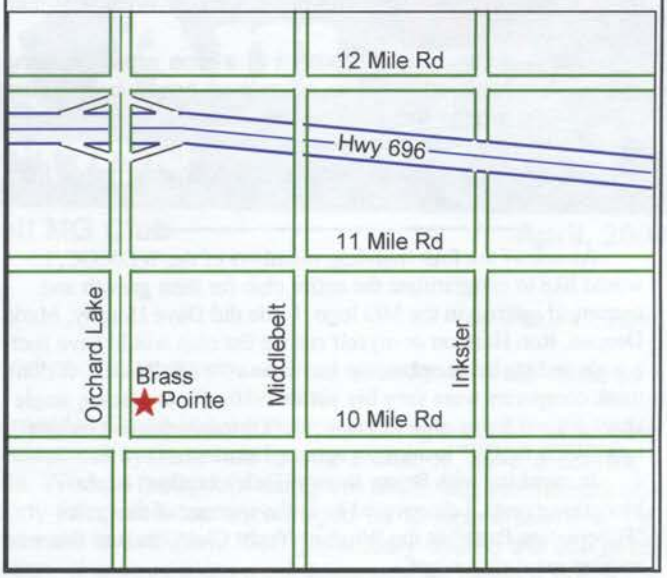
Calendar of Events

Bold Text Indicates Windsor-Detroit MG Club Events.

April	
Wed. 14th	**Monthly Meeting — Brass Pointe**
Sat. 17th	**Kimber Birthday Bash Note correction of date. Details opposite.**
Sun. 18th	**Ancaster Flea Market, Ancaster, ON Contact Scott Turner for details 519-254-9510 turscott@sympatico.ca**
May	
Sat. 1st	**Rivertech, R&M Auctions / Hudson Museum**
Wed. 12th	**Monthly Meeting — Nisbet Inn**
Sun. 16th	British Car Day XX - Easton Town Center, Columbus, OH.
Sat. 22nd	**Empire Asparagus Festival and Car Show Traverse City, MI. Details next month. www.empirechamber.com**
Sun. 23rd	**Fun on Wheels, Heritage Village Essex, ON. Details next month.**
Fri. 28th - Sun. 30th	Champagne British Car Festival, Champagne, IL. Contact Jeff Zorn
Sat. 29th	**Essex County Winery Tour, Essex, ON More details next month**
June	
Sat. 5th	**London BCC Classic Car Show London, ON. Details next month.**
Sun. 6th	**6th Annual British Car and Motorcycle Show, Fort Meigs, Perrysburg. Details next month.**
Wed. 9th	**Monthly Meeting — Brass Pointe**
Sat. 19th - Sun. 20th	**Stratford Festival, Stratford, ON Contact Philip Wiltshire for details.**
July	
Sat. 10th	**Mad Dogs and Englishmen XIV Gilmore Car Museum, MI**
Wed. 14th	**Monthly Meeting — Nisbet Inn**
Fri. 16th - Sun. 18th	**RM Classic Car Show, Chatham, ON**

April Meeting

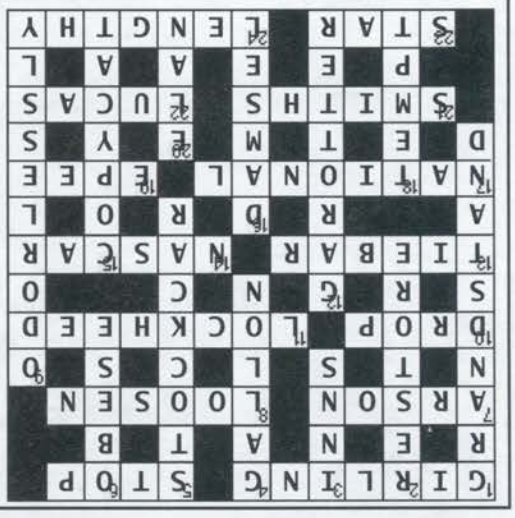
April 14th — Brass Pointe Restaurant
24234 Orchard Lake Road, Farmington Hills, Michigan



Please Welcome our Newest Members

- **Michael Welther** - Pleasant Ridge, Michigan
  1976 Black Midget
- **Gary & Roberta Odor** - Plymouth, Michigan
  1975 Tahiti Blue Midget
- **David & Brenda Gray** - Ann Arbor, Michigan
  1977 White MGB

Solution to Crossword Page 4



Membership Exceeds 200

As we entered the 25th year of the Windsor-Detroit MG Club we also passed the 200 member point for the first time. Between them, our members own over 300 British cars.

This is no small achievement at a time when crossing the border between the two cities has never been more difficult and when the automotive economy that supports the whole region has been stressed to the full.

We were pleased to receive the following letter from founder member Jim Trofin.

As one of the four founding members of the WDMGC, I would like to congratulate the entire club for their growth and continued interest in the MG logo. Little did Dave Hornby, Mark Deacon, Ron Harmon or myself realize the club would have such a wide and varied membership let alone a "WEB PAGE". (I don't think computers were very big yet in 1980). From placing single sheet dittoed flyers onto as many MG's windshields as possible to a "WEB PAGE" is quite an accomplishment.

In speaking with Bryan Brown (Dale's brother) at our bluegrass events, I discovered he is the sponsor of this years "Hibernation Party" at the Windsor Yacht Club. I'm sure this was another great club event.

To everyone in the WDMGC, I send my congratulations and best wishes for future growth and friendships. Great work from everyone for a fantastic club.

Jim Trofin

Paul & Marie Lester, Married February 14th

The Windsor-Detroit MG Club congratulates you and wishes you a long and happy life together.

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