25th Year
Can Am CONNECTION
MG WINDSOR-DETROIT
Vol. 25, No. 6 - Newsletter of the Windsor-Detroit MG Club July 2005

We Said Hello To Stratford And Dolly, Too

The weather was just a tad cool, but at least it wasn't raining when we gathered for the yearly Stratford caravan

Philip handed out the tickets for the play and driving directions

Patiently waiting on the Ferry crossing

We gathered for another wonderful dining experience

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The Windsor-Detroit MG Club

Ellen Stuban — Editor

As we were getting our car, (and ourselves) ready for the Stratford trip, I started reminiscing on past Stratford moments. It seems that from our very first Stratford trip, we've been destined to experience car "issues" just prior to leaving town. That very first year is one I'll never forget. We'd just gotten our car the previous April and hadn't had the opportunity to get to know it very well. The night before the trip, we noticed a problem in the gas line and panicked. Joe called for help and like the knight in shining armor he is, Rick Astley came to our rescue. He helped fix the leak and we all thought we were good to go. The next morning, we started the car, put her in reverse and made it as far as the driveway, just out of the garage, when we noticed gasoline spewing all over the place. We didn't want to miss the meet-up destination, so after a short amount of time trying to diagnose the problem, we gave up, transferred our gear into the van and left for the trip. Upon returning, we discovered that the problem was an inexpensive part. The rubber hose that connects the fuel pump to the main fuel line was old and cracked, and a dollar bought us a new one. That was one of the first of many mechanical learning experiences for Joe.

Another year, another Stratford trip, and we misjudged the timing between the selling of one car and buying the next one. We had no MG with which to drive to Stratford. We just couldn't stand the thought of taking the van again, and so we decided not to go.

This year, Joe decided that it was time to fix the gas gauge. It took a few tries before he was able to make it work, almost. After an emergency trip to Guy's Garage, we were in good shape. In the interim, I sat looking at our car each day, in pieces on the garage floor, wondering if it was going to be another missed Stratford trip or maybe we'd throw caution to the wind and take that van.

All of this thinking took me down a road I never thought I'd go. I started wondering how difficult it would be to understand the mechanics of our car, and try my hand at fixing some things from time to time. I found this to be almost funny, since to date, I don't even know how to drive the darned thing, having never learned to operate a stick shift. The more I thought about it, the more I warmed to the idea. So stay tuned to future editions where I'll chronicle what I'm learning. I may learn that I hate doing mechanical work, but then again maybe not – so long as I don't break a nail. Maybe I'll just start by learning how to drive the car.

Presidentially Speaking

By Ralph Poupard — Club President

The month of June has evaporated. Early in the month Steve Brown led us to the London Classic British Car Show. Congratulations go out to club members Ron Garant, Bryan Brown, John Brown, and Sue and Dave Snyder who won prizes in their car classes. The following day a group of members traveled to the "British Return to Fort Meigs" in Perrysburg, Ohio, and managed to survive the heat while dodging storms and some potholes on I-75. During the following week several members traveled to the British V-8 meet in Terre Haute IN. The following weekend was the annual Stratford trip. This year's play was a great version of "Hello Dolly". Again, the Westover Inn was filled with British car owners. Next year Phillip Wiltshire is planning a two night stay over to make it a more relaxing trip. There will be more information on that in the near future.

Our premiere event, British Marques in the Park, was held Friday evening and Saturday, June 24th & 25th . We all feel it was a great success. On Friday evening at St. Clair College Residence we held an Essex County tour, a barbeque, a Funkhana, and social gathering. This event attracted about 50 cars, far beyond our expectations. The evening was a great success despite the heat. Many thanks to MOWOG (Minis Of Windsor Owners Group) for setting up the great Funkhana, as well as all the club volunteers who made the "Friday Britfest" possible.

Car Park at the BMITP Friday Britfest

The show on Saturday attracted about 160 British cars, and about 15 motorcycles. A vast array of British cars arrived. Of course there were MGs, Triumphs, Austin Healeys, Jaguars, and Minis, both old and new. Also we had Morgans, 2 Bonds, 5 Lotus Elise, a Rolls Royce, a perfect 1934 Rover, and even a Delorean. I'm sure I have probably missed some. The motorcycles included Triumphs, BSAs, Nortons and others. Music was supplied by a pipe and drum band and a Celtic Group. There was a Silent Auction of donated items in the air conditioned pavilion. People had a lot of fun bidding on the items, and it gave participants a place to cool off, as well as an interesting alternative to looking at cars all day. Food and refreshments were supplied with precision by the Girl Guides of Canada, Essex Division, with never a line up all day long. The show was hot, literally. Luckily the park has shady areas, and there was a breeze, or it would have been unbearable. How hot was it? On Friday night several of Roli Sylvestre's vinyl LPs got shriveled into giant ashtrays. (Sorry Roli) There were a few items that could have used improvement, and we will be having a closing meeting for the organizing committee to list them so that they can be improved upon.

The show was held as a non-profit event, benefiting the Oncology, (Cancer) Unit at Windsor Regional Hospital. We are estimating a sizeable donation to be made to the Windsor Regional Hospital, when the dust has settled and we have finalized the financials. You will be able to read more about this event in the August Newsletter, as well as our club website. At this time I would like to thank Dave Hornby, the chairman of the organizing committee as well as all of the organizing committee and all the volunteers who helped out. The initial idea for this event was Dave's.

Well, for myself and Kathi it's off to NAMGAR GT-30 in Mackinaw in a few weeks. Unfortunately I will have to miss the first club meeting at the DH while we are at the GT. Check the club calendar and our website for upcoming events. And as I always say, get out there and drive those British cars.

Safety MG Fast

Ralph

Ypsilanti Orphan Car Show

By Philip Wiltshire

Sunday, June 5th was the 9th Annual Ypsilanti Orphan Car Show. This year it was honoring the Maxwell Car Company.

It was a great day in the Riverside Park, Historic District of Ypsilanti. A pity that it always bumps into the Fort Meg's event.

This show is worth attending as there is a large variety of Orphan cars, mainly American, but MG's (especially as the MG Rover Car Company has finally gone bust) and the cars go back to the brass era of the early 1900's - all working.The cars are laid out by maker in the park and then parade past a team of experts who describe each car to the assembled crowd sitting a set of bleachers erected especially for the drive-by. We had a small turn out of MG's. There were more Citroen's than MG's! The pictures below show the MG line up; there was also a TC just out of shot. I'm the guy proudly showing off my recently detailed engine!

The weather was hot and humid, but the park soon filled up with cars and a large crowd of "civilians" who always ask a lot of questions about the cars.

The Ypsilanti Michigan Firehouse Museum also showed up with several 1920 and 30's fire engines. They are quite spectacular, as the engines are arranged next to the Huron River than runs adjacent to the park. They take a water feed from the river and then shoot water fountains into the air! All very childish and great fun!!!

So, next year, let's give the Fort a rest and turn out in force for this show???

5th Annual "Alternate" Dream Cruise

Once again, Rich and Adrienne Wagner have planned an extended 'back-roads' drive for those wanting to supplement their "Cruise" day activities with a genuine "Dream Cruise". This year's planned route is approximately 50 miles.

There will be a casual dinner and at least one Dairy Queen stop along the way, so plan on joining us for another great afternoon.

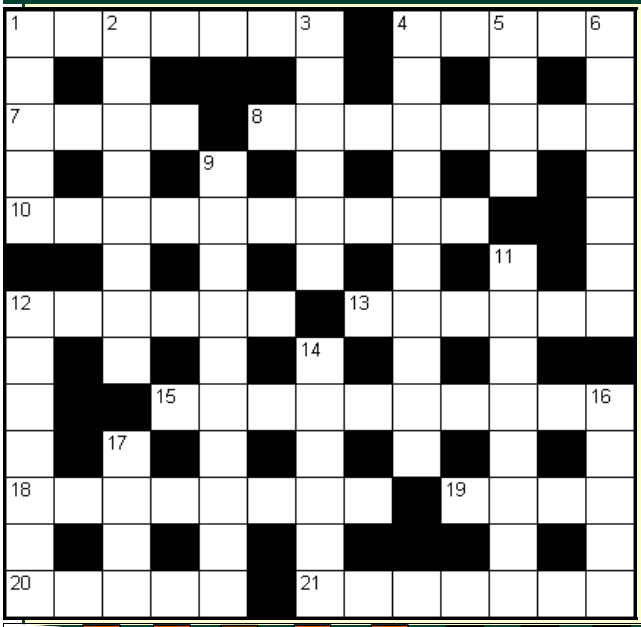
Date:
Saturday, August 20th

Meet-up Time:
3:00 pm
Drive begins promptly at 3:30pm.

Meet-up Location:
Westwind-Lake Plaza - located on the
Northeast side of Pontiac Trail and Haggerty Road

Directions:
From the south, take M-5 to the very end (Pontiac Trail).
Turn right onto Pontiac Trail.
Take Pontiac Trail east, passed Haggery Road
When you've crossed Haggerty Road, the Plaza will be directly on your left

THE WINDSOR - DETROIT MG CLUB CROSSWORD COMPILED BY RICK ASTLEY



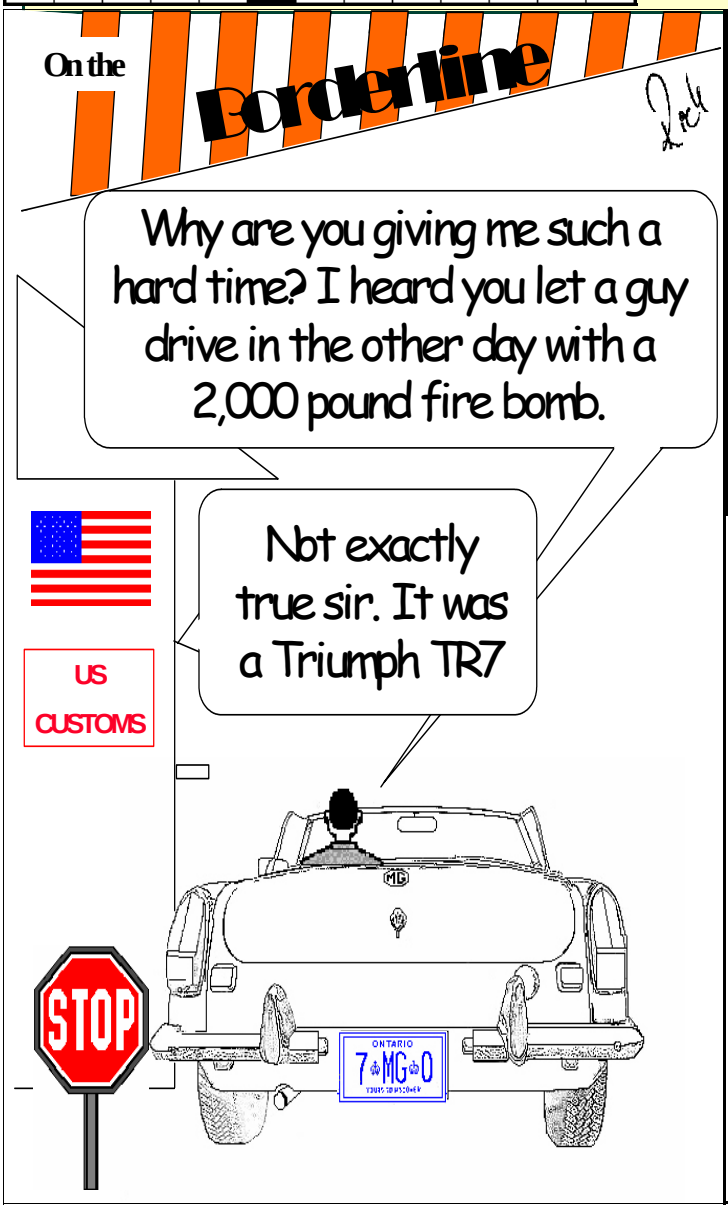
Across

1, 12d, 4a & 17d. Our event
4 See 1 across
7 Require
8 Funkana feature
10 Stopped in traffic too long?
12 Dodge car you can gun?
13 Gilbert and Sullivan work
15 Pigeon hole somebody
18 Queen Victoria's demeanor?
19 Many a Brit's first vehicle
20 Honda workers' tipples perhaps
21 Processions

Down

1 Tuneful back axle style
2 Titanic hazards
3 Wheel cover
4 Travel like a Dodge sedan
5 Rev counter
6 Magnet prefix
9 Drivers for 16 down
11 Wheels closer together at bottom
12 See 1 across
14 Multi-car accident
16 Luxury vehicles for short
17 See 1 across

Solution below

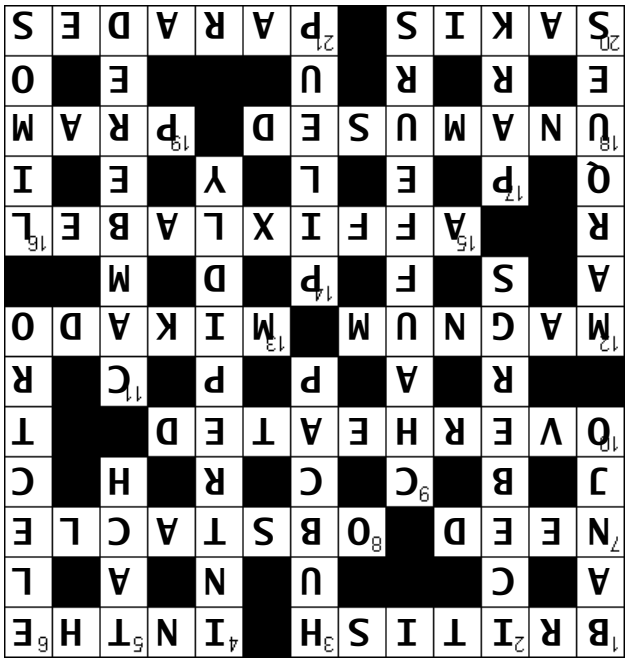


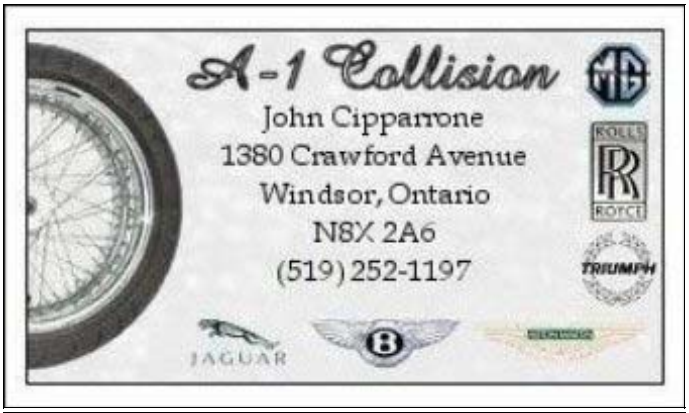
TIPS FROM HARRY MAC LEAN

1) DO NOT PUT SYNTHETIC OIL IN AN OVERDRIVE TRANSMISSION!! Under any circumstances. Your overdrive will quit working due to the slickness of synthetic oil.

2) Rear end- Change the oil every few years and also if you have a posi unit in the rear end **do not use synthetic oil for it as well**. Unless it is made for posi units. you'll lose your positraction if you do.

3) If your brake fluid is dark colored or blackish looking suck it out with a suction type tube. These are available at auto stores. Try to wipe out as much as you can of the blackish type fluid then refill with dot 3 fluid.





THE WINDSOR-DETROIT MG CLUB WELCOMES ITS NEWEST MEMBER

DAN RACE
WATERFORD, MICHIGAN
1977 MGB YELLOW

EnjoyClassicCars.com

A Regional Website for the Classic Car Enthusiast

If you have access to the Internet, check out this web site and become part of the circle. The site is run by MG and Italian car enthusiast Peter Pleitner who is a professor in the vehicle restoration portion of Washtenaw Community College and who facilitates our annual trip to Rivertech

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LATEST MG ROVER NEWS

Dated June 15, 2005—A former University of East Anglia lecturer named Krish Bhaskar may be the last hope for MG Rover. Bhaskar, who is now an automotive industry analyst in the south of France, is heading an Arab-American consortium. which has become the front-runner to buy the failed business.

The previous week, word from MG Rover's administrators, PricewaterhouseCoopers was that time was running out for a sale. Accordingly, there were 9 bidders remaining at that time.

On 6/14, PwC wouldn't confirm or deny whether the consortium was one of the remaining bidders. They stated that all nine bidders had convinced them that they had the funds to proceed with bids. A PwC spokesman is quoted as saying "At the moment we are not saying who the bidders are. What we are saying is that the nine have convinced us they

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50/50 Cash Draw winner for June

Congratulations to **Elvin Davis**, winner of our 50/50 cash draw for June. The next draw will be on July 13, 2005 at our Windsor meeting.

Tickets are $1 each or $2 for three. The winner gets half of the night's receipts plus half the pot. The other half is added to the amount collected at the following meeting thus increasing the amount to be won each month. Have your cash ready when you come to the next meeting; you could be the next lucky winner. Winners to date: Dave Torby, Jack Renaud, Anne Astley, Ted Hight, Drew Hastings, Mark Wallace, John Woodall, Michael Gedeon, Greg Fast, Elvin Davis.

The Dominion House Tavern
3140 Sandwich Street
Our new Windsor meeting place

Commonly referred to as the DH, the Dominion House is the oldest remaining continuously run tavern in the area. The picture at left dates from the late 1880's, and except for the porch and veranda, which were removed circa 1946, the building still looks pretty much the same.

Our first meeting at the DH will be Wednesday, July 13. For those coming from the US, here are directions on how to get there via the Ambassador Bridge:

- When approaching customs and immigration, try to get to one of the booths on the far right; you will be making a quick right turn afterwards.
- Immediately after passing through customs (labelled Toll Booth on the map), proceed to the far right and take the first exit, which is a sharp right-hand U-turn onto Huron Church Rd. (this exit is not evident on the map but is within 50 ft of the customs booths). You're now heading north toward the river.

- Continue through to the 2nd set of lights and turn left onto University Ave. (This will be about ½ mile from where you turned onto Huron Church from the bridge).

- Proceed to the stop sign and turn left onto Sandwich St., heading west.

- Just after a long s-curve you'll see a white house on your right with a large painted sign that reads Bake Shoppe; the DH is the very next bldg, with the parking lot entrance on the far side or west side of the tavern. The DH is less that a mile from the where you exited the bridge.

Calendar of Events

■ - Windsor-Detroit MG Club Event
☐ - Organized participation by W-DMGC members

JULY

☐	Sunday 10th	Mad Dogs and Englishmen Kalamazoo, MI / *Matt Bade*
■	Wednesday 13th	Monthly Meeting The Dominion House/Windsor, ON
☐	Tuesday 12th – 16th	NAMGAR GT-30 Mackinaw City, MI *Philip Wiltshire*
	Saturday 16th	All British Car Day Ottawa, ON

AUGUST

■	Wednesday 10th	Monthly Meeting Brass Pointe Farmington Hills, MI
	Thursday 18th – 21st	University Motors MG Summer Party Homecoming / Featured Marque MGB-GT Grand Rapids, MI
■	Saturday 20th	Alternate Dream Cruise Michigan – Rich Wagner
	Thursday 25th – 27th	Rally In The Valley 2005 – Holcombe, WI

SEPTEMBER

☐	Sunday 4th	29th Annual Fall Fun On Wheels / Essex, ON
☐	Sunday 11th	Battle of the Brits Sterling Heights, MI
■	Wednesday 14th	Monthly Meeting The Dominion House/Windsor, ON
☐	Sunday 18th	British Car Day at Bronte Creek Provincial Park Oakville, ON
■	Saturday 24th	Lucas Night Rally *Dave Connor*

Classified Advertisements

1951 MG-TD and 1967 Midget--TD apart and Midget is mostly together but doesn't run. Some spare parts. Both have been garaged for over 15 years. Located in Plymouth, MI. Prefer to sell both as a package for $6500.
Call 734-604-0378 (Away first 2 weeks in March)

1959 MGA Mid-restore, all needed parts plus many spares and NOS included. Engine already done with about 3,000 miles on it. Owned for 35 years, driven for five, in storage 30. All exterior rust conquered, frame solid, some interior panel work (inner fender) to complete. Asking $7,500. Contact Richard Alan, Grand Blanc, MI; Phone 810.695.2045 or wesson@triton.net

1977 MG Midget Parts Complete engine, dash with gauges, 2 leaf springs, 1 trunk, 2 jacks, glove box door, 2 tail LT lens, "midget" letters, Lucas Alternator, starter, new spark plug wire set, 2 chrome headlight bezels, exhaust manifold & pipe, master cylinder, turn signal, horn & wiper lever, roll bar hardware, mirrors, drivers vent window, new flex channel weather-strip, PH 922 A oil filter, plus misc box of parts, would like to sell as one complete package.
Greg at W - (248)689-3300 or H - (248)650-9727.

1977 MGB Parts. Dash with gauges, perfect condition fits 77-80: $150. Luggage rack, nice condition: $35. New rocker panels fit all years: $30 each. Engine, runs great: $350.
Chuck Wiley 734 461-9384

1971 Midget Parts. Good 1200 engine/trans, hood, doors, deck lid, windshield frame, rear axle, and a clear title.
$250 or best offer.
Jason Hogan 734 675-0982 janethogan@sbcglobal.net

1974½ MGB-GT teal blue with only 22,000 miles. $7,000
Location Ann Arbor Call Ron 734 662-4075

1975 MGB, with rebuilt motor and more. Special July only price, $6,500.00. Call Rich Wagner (248) 624-9573 or check it out on line at: http://community.webtv.net/OurMGandTR/MGB

1966 MGB parts. Black vinyl tonneau cover, good condition, no tears, zippers work .Duplicate came with the car - fits only vehicle without roll bar. Set of MG mud flaps still in package - MG logo on back. Both parts may fit other years or models. I would prefer to swap them for something rather than sell them
Paul Lester 248 408-6961

1966 MGB parts. Black vinyl tonneau cover, good condition, no tears, zippers work .Duplicate came with the car - fits only vehicle without roll bar. Set of MG mud flaps still in package - MG logo on back. Both parts may fit other years or models. I would prefer to swap them for something rather than sell them
Paul Lester 248 408-6961

British Car Repair and Maintenance. North Oakland County area. Complete service available. Very reasonable. Also available for computer repairs and virus scans.
Gordon Bird 248-391-2395. Email. gobird@comcast.net

1978 MGB
78,000 miles very nice - new fenders, rockers, black Deltron paint, leather interior, cloth top, Moss lowering kit, downdraft weber carb, stainless exhaust, alloy wheels, [over $8000 in parts], $7,500. Dave Reed 586-781-2716

1971 MG Midget
Red -New convertible top. Interior is in good condition. Has extra doors and windshield. Starts, Runs, Drives Great! Can email pictures on request.
$2,500 OBO
Call Brian at 586-665-1417

1977—1980 MGB Parts For Sale Included are Radiator—$25; Oil cooler—$30; Oil /Fuel /Water Gauges—$15 each; Speedometer—$50; Tachometer—$40. Call Harry Mac Lean at 248-641-5011

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

Please let us know if for any reason you don't want your classified ad to run in future issues. Please also let us know if your ad has been running for 3 months and you want it to continue to appear, as it may otherwise be removed to make room for later entries.
Contact the editor if you wish to respond to an e-mail-only contact, but have no access yourself.

MORE FROM OUR STRATFORD TRIP

We met our Canadian friends at a Tim Horton's — imagine that!

Okay — so it should have said 25th, but it was good anyway

MGA cozy when closed

1957 would see more than 4,100 of the new 'tin tops' produced

Story by Bill Vance

The English MG was the backbone of the post-Second World War sports car movement in North America.

The first to come in the late 1940s was the spider-wheeled TC Midget. Although its clamshell fenders and big wire wheels made it dashing, it was really just a slightly modified version of pre-war TA and TB models.

With 1930s technology such as hard leaf springs and a solid front axle, not to mention right-hand drive only, it wasn't very well suited to North America. The 1950 TD brought softened lines, independent front suspension and rack-and-pinion steering, although its power still came from the same pre-war, 1,250-cubic-centimetre, overhead valve in-line four.

The transitional 1954 TF featured a combination of modern and classic styling and, later, a 1.5-litre engine.

By 1956, MG finally caught up with its competition. The classically square T-type was replaced with a modern envelope body, which had been predicated by a custom-bodied TD that contested the 1951 LeMans 24-hour race. About the only things carried over from the TF were the front suspension and steering gear.

Power now came from the more modern British Motor Corp. (BMC) B-series 1,489-cc overhead valve four that powered the Austin A-50 and Morris Oxford. Along with its new chassis and engine, this more aerodynamic MG also offered greater comfort, larger luggage capacity, better handling and more performance. Since it was a fresh start, it was appropriately called the MGA.

As the quintessential sports car maker, the marque was known for its open-air models. Although closed MGs had been produced, the real image maker was always the roadster. But the snugness and comfort of closed cars had their devotees, too, and, for 1957, MG introduced the MGA coupe, the spiritual descendant of the beautiful MG Airline of the 1930s.

When the MGA roadster was successfully launched for the 1956 model year, company thoughts turned to a coupe model. The removable hardtop option that was available for the roadster turned it into a cozy closed car, and this no doubt influenced the decision to build a coupe.

Work began in the spring of 1956 when a roadster was taken from the assembly line and used as the experimental prototype for the fitting of a fixed metal top. Thanks to an accelerated development program, the coupe was able to make its public debut at the London Motor Show in Earls Court that

Doug and Aileen Butcher's 1959 MGA coupe is a beautiful example of the comfy and cozy tin top.

The coupe offered excellent visibility through a three-piece panoramic rear window and a windshield that was more curved than the roadster's. The doors were opened from the outside by small vertical handles that were almost invisible at the lower rear corners of the wind-up windows. These replaced the roadster's inside pull cord, accessible through a side-curtain flap.

Although priced a few hundred dollars higher than the roadster, the coupe was more luxuriously trimmed inside, and the solid top and windows gave it a warmth unmatched by any roadster. At times, there was too much warmth as the coupe could have benefited from better ventilation.

Only 16 coupes were built in 1956, but production was ramped up quickly -- 1957 would see more than 4,100 of the new "tin tops" produced. It would prove to be the coupe's best year.

Testers were delighted to report that this was the first production MG capable of topping 161 kilometres an hour. Road & Track magazine (7/57) recorded a top speed average of 163 km/h, up from the 153 it had achieved with the MGA roadster. The magazine attributed virtually all of this gain to the coupe's better aerodynamics, although it also benefited slightly from the extra four horsepower -- now 72 -- for 1957. And, because of its increased stiffness, the coupe was considered a better-handling car than the roadster.

Coupe improvements moved in step with the roadster's. In 1959, the 1600 version got 1,588 cc and 80 hp; for 1960, 1,622 cc and 86 hp. This was upped to 90 in the '61 Mark II. There was also a coupe version of the star-crossed 1958-'60 Twin Cam MGA. When the Twin Cam model was discontinued, the leftover parts were used to create an overhead valve model called the MGA Deluxe.

The MGA was built through 1962, when it was replaced by the MGB, which would develop the lovely MGB-GT hatchback. Of the approximate 100,000 MGAs that were built, 9,887 were coupes.

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