25th Year
Can Am MG CONNECTION
WINDSOR-DETROIT

Vol. 25, No. 9 - Newsletter of the Windsor-Detroit MG Club **October 2005**

Battle of the Brits 2005

By Paul Lester

Why does it always seem so hot at the Battle of the Brits? This September, it hit 90 degrees and all this with so many people in cars with no roofs, no AC and Lucas electrical systems!

Due to a minor inability to retain oil actually inside the engine, we were unable to take the B this year, so went purely as spectators, in the air-conditioned luxury of a modern automobile. (I wore sunglasses and a beard so I wouldn't be spotted)

As usual Freedom Hill was packed with all sorts of cars you rarely see on the road over here.

Walking from the parking lot, the first cars in view were a line of immaculate Jaguars, with two XJSs side by side, both for sale. It's been a long time since I have driven a V12...I was tempted.

Further into the show, the MG contingent was significant, as always, with several rows of Cs, Bs, As, Midgets and earlier. Many had our club logos showing and all looked great in the sun. The Triumphs may have outnumbered the MGs, but we were still a large force there!

In the Triumph area, amongst the TRs and Spitfires was a rare find; a Triumph Dolomite (which I think was a personal import from the UK), but certainly the first I have seen in the US. After not seeing one for so long, it looked small, even next to its TR brothers.

Speaking of rarities, there were a couple of interesting cars from last year's show, absent this year: The Canadian plated Ford Anglia was missing, as was the Lotus Cortina Mark 1…shame.

A solitary Land Rover made the trip, as did the normal gaggle of Minis, and oddly enough, again a line of BMW Minis – Not that I have anything against them – they are great cars, but not classics (yet). There were Morgans, a 1934 Vauxhall roadster, TVRs, Lotuses of all kinds including a couple of beautiful Europas and tucked away with the foreign guests was a Datsun 240Z, a few Miatas (now these aren't classics, nor are they even European) and a beautiful Citroen DS convertible.

All in all, a great show. I couldn't stay for the prizes, but I am sure somebody in the club has news on that, and I am sure we have a few winners amongst us.

One thing I did notice as I was leaving; at the entrance to the show, where you must stop to pick up your entry package...the pools of oil on the ground. Must have been left from the show the previous week, is my guess.

The Can-Am Connection
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The Windsor-Detroit MG Club

Ellen Stuban — Editor

It's getting to be that time of year again. The time when we all start making plans in our heads for what/where/how we're going to store our cars. With the driving season dwindling, I started asking myself, "what would fill the newsletter in the coming months?" A couple of thoughts came to mind, all of which have to do with membership participation. This club is here for the members, of the members, by the members yada, yada, but how much do you know about each other? I believe that many of us don't know very much about each other at all. To that end, I'll be starting a regular column in each newsletter. The column will spotlight information about a couple of members each month. Of course, I'll receive permission of each person spotlighted. So if you'd like to nominate someone for the column, drop me an email and let me know.

Additionally, many club members have a rich history with the MG brand. I'd like to have you share your stories with the rest of us. I'll be including another column, which is unnamed, as yet, where we can read about your past experiences. In order for this to be successful, I'm going to need everyone's cooperation, so send me your stories. To that end, my husband, Joe, wrote the very 1st article, included below.

Finally, if you have any suggestions for items you think would provide value for our membership, I'd love to hear from you.

MY FIRST MG

By Joe Stuban

During my High School years there were many cars that everyone had their eyes on. There were the Corvette', the GTOs, the Mustangs, the Javelins, etc.

Everybody had their favorite car and mine was the MG. I think the things that made me like the car were the car lines and the size, along with the convertible access and wire wheels. My father and I used to stop at the dealership after church on Sundays, and would walk around the MG lot to look at the cars. My father, being a Ford employee tried to convince me to purchase a Mustang, or another Ford product.

It took me approximately 5 years after I graduated from High School to purchase my very first MG. It was a red 1976 MG Midget. I held on to the car for 2 years, and then sold it. Shortly afterward, I purchased a yellow 1973 MGB. After keeping this car for 3 years, I sold it, too. It took me 15 years to purchase my next MG. This time it was another yellow, 1977 MGB. Two years later I sold this one and purchased my current car, a green 1971 MGB.

This story has a great ending. The car I currently own is the same year of car that I used to sit in during my visits to the MG lot after church with my father. So you could say this was my 1st MG.

Presidentially Speaking

By Ralph Poupard — Club President

If you have read the story I wrote, "Classic Road Trip" and the Lucas Night Rally poster, you might get the idea that I am superstitious and blame Lucas for a host of problems. While the Lucas jokes and superstitions are a lot of fun and a part of British car "heritage", they are just jokes and folklore. In 32 years of British car ownership I could probably count the electrical problems I have had on one hand. On the MGB the failure on our honeymoon was human error by the body shop that performed the repair after the car was rear ended at a traffic light. It had nothing to do with Lucas. On our '73 MGB any problems have always been easy to find and inexpensive to repair, some costing nothing. None of them put the car out of commission, and I was always able to drive it. That's pretty darn good for 32 years and 142,000 miles, driven in all types of weather. The MGA has had no electrical problems at all since the restoration was completed 3 years ago. Electrical systems tend to mystify some inexperienced owners, and when things go wrong and sometimes mistakes or improper repairs are made, and disaster happens, Lucas gets blamed. If you need help or want to learn more about British automotive electrics, visit Rick Astley's website: www.mgcars.org.uk/electrical/index.html . Rick has put a huge amount of work into the site, and explains things in a manner that we can all understand. Last night we completed a great Lucas Night Rally arranged by Dave Connor. Many thanks to Dave and Carmie. And we completed the rally with no Lucas failures, except for a London Taxi Cab that seemed to keep turning its headlights on in the parking lot of the DH. Are you thinking what I am?

In early September we went to Freedom Hill Park in Sterling Heights MI. for The Battle of the Brits. 7 Canadian cars (one MGA on a trailer) met at the Tunnel Duty Free, and after passing through US customs we had a slight miscue. We had heard that I-75 was closed at 8 mile, so we ended up taking Gratiot Avenue. This line of cars, our '57 MGA being the oldest, was even more out of place than I was in the '73 MGB going down Grand River a few weeks earlier. We arrived to a great show, hosted with precision by the DTSCC. Our club had a very good turnout to the event. Congratulations to the members who won awards in the different classes. It was a warm day, but the trees in the park made it pleasant when you were in the shade. On the way home we cut across to East Jefferson and followed the shoreline back for a very pleasant drive.

The following weekend was British Car Day at Bronte Creek Provincial Park near Oakville, ON. Again we had a very good turnout from our club. Some members spent a few days in the Niagara Region, and others drove up the same day. As usual, the vast array of British vehicles was astounding. In the British Car Day tradition, the weather was perfect again. We got some bugs and dust on the cars, but a good time was had by all. One of the great things about this show is that on the way there and back home you will see many British cars along the road, at intersections, and restaurants etc. It gives you a good feeling to see them on the road. A generation of free spirited fun loving people, to whom driving is not just going from point A to B, fell in love with these wonderful cars, and the movement is still going strong. We tend to overlook their leaky tops and other imperfections as part of the journey. Just part of the privilege of owning and driving these great cars, designed by people with a similar motivation and passion, not by consumer studies and "J.D. Powers and Associates owner surveys".

Well, the driving season is winding down. I hope you took the time to have some fun in you British car this year. There is still one more official club driving event, the Fall Colour Tour on Saturday, Oct. 15th. Please join us, led by Rich Wagner for a fun day in the country on some of Michigan's great sports car roads.

Oh, and one other thing. On long trips I always carry too many spare parts and tools in the boot, and have trouble fitting the luggage in. However, using this method has worked flawlessly over the years to ensure that I have no problems on the road.

Maybe I am superstitious after all!

Sandy Kuivenhoven's 1951 MGTD at Battle of the Brits

Safety MG Fast

Ralph

GT30 – TW3 (This Was The Week That Was…)

By Philip Wiltshire
GT30 Chairman

The 30th National North American MGA Register (NAMGAR) Get Together (GT) has finished. One week of activities that started for the Michigan Rowdies GT30 Committee 2 ½ years ago!

As Chairperson, l had a proud tradition to uphold. In addition to being the first NAMGAR Chapter, we hosted the 10th and 20th GTs and what with the 50th anniversary of the MGA, lots of pressure to succeed.

Fortunately, the Rowdies are such a fine group of MGA enthusiasts to work with. Their approach to owning and running MGAs in our Chapter read right across into volunteering to run the GT. We also have some veteran GT campaigners who were willing to serve and give us the benefit of much previous GT experience.

A few days after my promotion to Chairperson, a NAMGAR GT manual arrived at my home. So, for those budding GT Chairpersons amongst us, this book basically shows you how to connect the dots for a successful event. Our Site Committee settled upon Mackinaw City as THE venue that shows off many of the best features of Michigan. The area has a rich heritage and the British played a historical role so we have the link back to the Old Country. The local businesses and city officials were excited about having such a national event in their town and were very helpful during the course of planning and execution. This was confirmed when many GT30 participants told us how they enjoyed visiting Mackinaw City and the surrounding area.

The Rowdie Chapter determined GT30 logos and regalia designs by popular vote. We hope that all GT30 participants enjoyed the "MGA Memories" 20-page booklet that we created and added to the registration packet. This booklet is jammed full of tasty tit-bits of newspaper clippings and featurettes of MGA milestones.

In the planning stages, our committee had so many events they wanted to cram into the GT30 week, that we were concerned that not enough tire-kicking time would be left. So after much debate, the week's agenda was fixed and posted on our GT30 website.

The majority of our 184 registrations signed in on Tuesday afternoon evening with the balance signing in on early Wednesday. NAMGAR's George Merryweather gave the First-Timers event presentation as Tim Coyne had a death in the family that day and was unable to make the event. On a brighter note this presentation and the following Orientation meeting soon broke the ice and the hubbub of people talking MGAs and renewing acquaintances was evidence and is what the "GT" crowd is famous for.

The GT Committee had worked with Mackinaw City to secure the new Conklin Park for our Car Show. During the 2½ year life of our committee, we had seen the plans for the park slowly materialize from cleared ground into being and it was ready and able to be a spectacular setting for the show with the backdrop of Great Lake Huron. En route to the show, registrants were invited to have their pictures taken with their cars using the backdrop of the famous Mackinaw Bridge, set in a nearby State Park.
The 95-degree heat at the car show also proved popular with shade being a valuable commodity after walking through the event for an hour or two. This was significant to the GT20 Michigan Rowdie Committee, as they had experienced several inches of rain and backed up street drains in 1995. We provided box lunches under the park's band shell supplied by the folk catering our banquets - a taste of food to come!

Thursday was set to be a busy day with lots to do. This was one of the days where the committee just could not cram everything in easily, so we simply offered several events to the people and they responded magnificently! First was a technical seminar by Doug Butcher on tyres (tires) that proved most interesting. Everything from tyre history, performance and how they are made was covered. We all left the session with a new insight into what we should be riding on.

Then it was a quick dash by shuttle bus to the ferry for our trip to the no-vehicle Mackinaw Island. We had arranged for a High Tea and history lecture at the famous Grand Hotel. The food and drink was excellent (champagne in the afternoon is always very classy) and consumed in such grand surroundings – good job my tux was at the cleaners! For many of us, it was then a dash back to the host hotel on the mainland for the afternoon Tech Session by Rick Astley on MGA electrics.

As l was heading back on the boat, l was concerned that we had tried to fit too many events into the day, but no. When l arrived at the Tech session, the room was full to the brim and we had another first class session on grass roots understanding of how the electrical system of your car should and can work.

Thursday was not over yet; the final official event of the day was the evening buffet and silent auction located at the Mackinaw City Ice Hockey Arena. We had the arena drained, but ice might have been welcome relief for the 90's temperatures that we enjoyed everyday.

Continued on Page 5

GT30 – TW3
The food again was good and thanks to the many wonderful donations made to and by the Michigan Rowdies, we enjoyed a lively auction of many items that mostly would fit into an MGA.

Our final full day of events was Friday. A little less packed than the day before. We had a rolling tech review with John Twist in the host hotel parking lot. Picture a table of tools, a line of MGAs and John fixing and advising on them one by one. We also held a small gymkhana of which the main event was a teeter-totter. The fastest MG to reach balance wins. Times ranged from never to 9 seconds. There was also a selection of self-drive tours. One that l tried was a drive down the 20 mile west coast road through a tunnel of trees. This was a popular event as l found many of our participants at the mid-way restaurant for lunch! Our final tech session was held on the Friday afternoon. Carl Heideman lectured on welding principles.

The evening event was our big banquet at which we presented the car show awards. Many fine MGs were rewarded. We were also fortunate to witness Hal Roeth receiving the coveted Mac Spears award from George Merryweather for his outstanding work as Editor of MGA.

So Saturday dawned bright and warm and everyone headed back home; some folk having driven several thousands of miles to sample what Michigan has to offer. We said our farewells and look forward to MG2006 at Gatlinburg, which incorporates NAMGAR's GT31.

Finally, my personal thanks to the Committee, their families and supporters who have all toiled to make GT30 a memorable event.

Let's see lots of Rowdies and WDMGC member at MG2006 and make this event the biggest MG gathering to date! I hope to arrange for Doug Butcher and Rick Astley to present their tech sessions for us at some Winter WDMGC events – either at a meeting or a tech session event.

A Sad Goodbye to Bill Worth's MGA

by Rick Astley

Many of us that attend monthly meetings in Windsor have had the pleasure of meeting Bill Worth who, despite his obvious disabilities, would drive his MGA from his home in Detroit through the tunnel to the Nisbet Inn. In spite of his being bent almost double, Bill's good humor and his stoicism made us all put our own aches and pains true in perspective.

Bill recently renewed his club membership but reports that he can no longer get into the car and so will reluctantly be giving it away. It will go to a good home however, that of his eldest daughter and her British husband in North Carolina.

We wish Bill well and hope to see him and his wife Prudentia at future meetings, albeit without his beloved red MGA.

FALL COLOR TOUR

(or is it Colour?)

Summer is officially behind us, but with the club's annual 'Fall Color Tour' on **October 15th**, there's still one last chance for a top down drive.

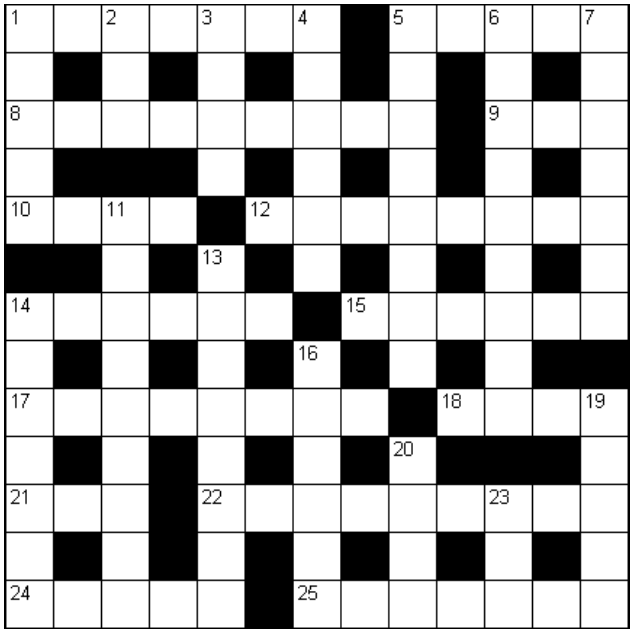
Beginning as usual at the 8 Mile and Haggerty Meijer's parking lot, we'll be repeating the scenic 100 mile (round trip) route that seemed such a hit last year.

Three stops are planned -- for cider, snacks, and yes, even dinner -- but easy return directions will be noted for those not wanting to go the entire distance. To allow more time for sightseeing than street sign hunting, most driving instructions will only occur at road ends or Stop signs.

With the shorter daylight, plan on assembling by 11:00 AM for the usual photo opportunity.
The drivers need to assemble at 11:30 AM to exchange cell phone numbers. Cars should begin rolling by 12:00 Noon to allow lots of time for the scheduled breaks.

Sunshine, warmth and fall color? It has happened before.

CROSSWORD COMPILED BY RICK ASTLEY

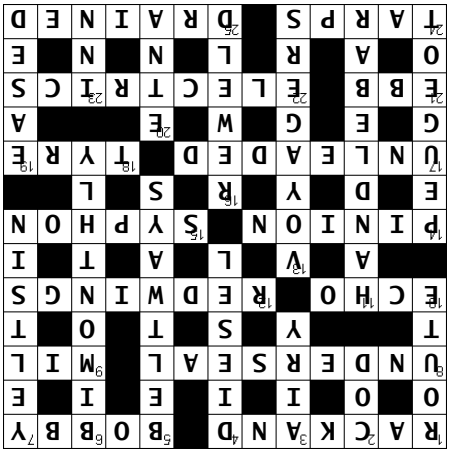


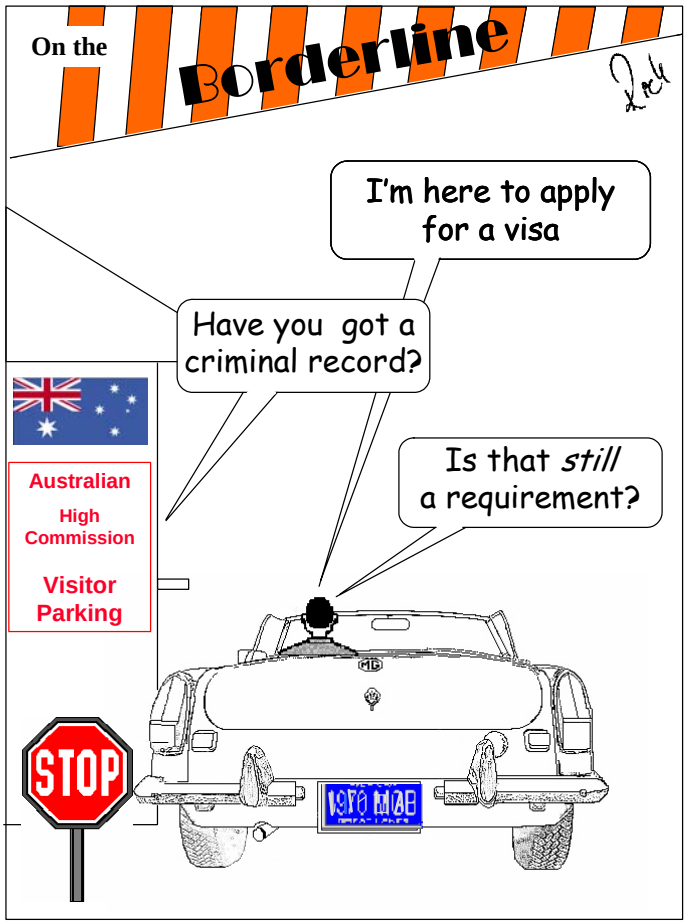
Across

1 & 14a Steering gear
5 British cop affectionately
8 Rustproof the floor
9 Thou
10 Small Toyota
12 Detroit skaters
14 See 1 across
15 Suck out some fuel
17 Less toxic gasoline
18 British wheel cover
21 Recede like the tide
22 Lucas specialties
24 Waterproof covers in short
25 Like exhausted oil

Down

1 Way of travel
2 The fish in real Fish 'n' Chips
3 Roadster environment
4 Engine with no spark plugs
5 Ring roads
6 Brass Pointe meeting frequency
7 Ex Russian President
11 Bicycle steering device
13 Town and Country cousins
14 French car maker
16 Re-join the metal
19 Slackened the pressure
20 Sicilian volcano
23 Nisbet —





If you were at the September meeting, you probably remember seeing this. For the rest, meet Ginger, the fur-child of new members, Harvey & Shirley Nicholson from Chatham, ON. Ginger is very lucky. She has her own custom-made seat, complete with windshield! In case you can't read it, the side of her seat says, "Yes you can pet me, I love you to." Ginger remained in her seat during the entire meeting. A very well behaved little girl, indeed!

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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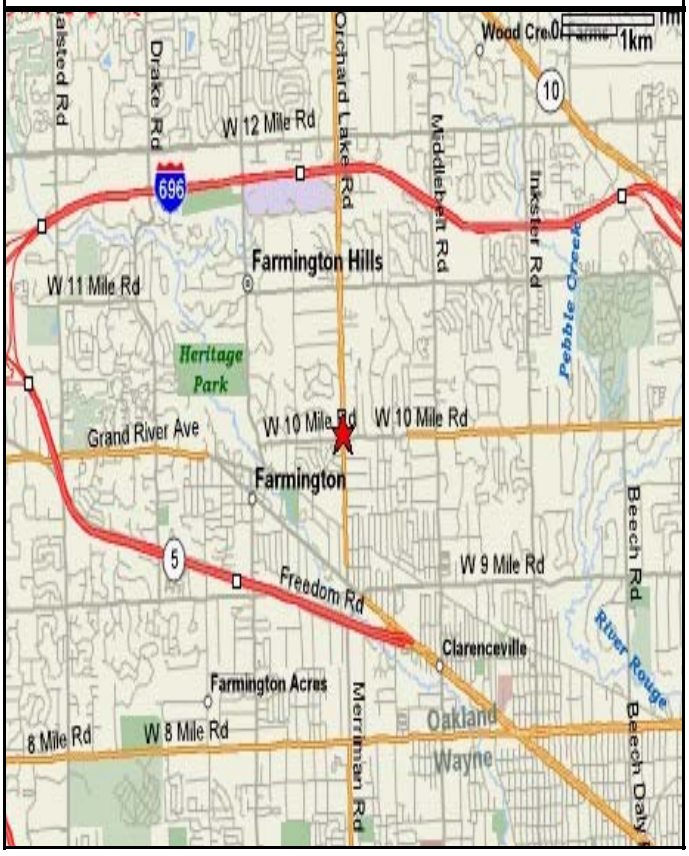
50/50 Cash Draw winner for August

Congratulations to **Rick Astley**, winner of our 50/50 cash draw for September. The next draw will be on October 12, 2005 at our meeting in Farmington Hills.

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, Marty Hunt, Guy St John, Rick Astley.

October Meeting

Wednesday, October 12
Brass Pointe Restaurant
24234 Orchard Lake Road
Farmington Hills, Michigan



Calendar of Events

■ - **Windsor-Detroit MG Club Event**
□ - **Organized participation by W-D MGC members**

OCTOBER 2005

■ Sat 1 American British Reliability Run - MI
Sun 2

■ Wed 12 **Monthly Meeting** - Brass Pointe
Farmington Hills, MI

■ Sat 15 **Fall Color Tour**

NOVEMBER 2005

■ Wed 9 **Monthly Meeting** - Location TBD
Windsor, ON

DECEMBER 2005

■ Wed 14 **Monthly Meeting** - Brass Pointe
Holiday Gift Exchange Farmington Hills, MI

THE WINDSOR-DETROIT MG CLUB WELCOMES ITS NEWEST MEMBERS

JAN BARNEY AND M. HASKELL NEWMAN
ANN ARBOR, MI
1951 WHITE MG TD

PAUL AND FRANCES KING
ESSEX, ON
1972 RED MGB

HARVEY AND SHIRLEY NICHOLSON
CHATHAM, ON
1976 GREEN MGB

MITCH AND LISA OBER
NORTHVILLE, MI
1970 BLUE MGB

JOHN RISKE
WASHINGTON, MI
1965 RED MIDGET

BRUCE READ AND VICKY THIESEN
BELLEVILLE, MI
1959 BLUE MGA

CHUCK AND KAREN FEHL
FARMINGTON, MI
1980 WHITE MGB

Classified Advertisements

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

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

1970 MGB, white, for sale in Detroit area. Mechanically in excellent condition and body and interior in good to very good condition. Dayton wheels. Relatively new top and tonneau. Approximately 5,000 miles on "completely" rebuilt engine. Pictures available on request. Email John at jdhertz@hertzbergpc.com, or call my office at 248.540.3200 if you are interested."

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.
$2,000 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

Trailer, flat bed with ramps, 6.8 wide X 15 8 inches off ground, ideal for MG or Midget. New tires came with a car and I don't need it anymore. $500.00 Call for details or pictures. Ron Pruette 248-821-8670 email: rpsurfr@flash.net

1966 Midget. Black/white. Good condition.
Moving to Florida. Must sell. Car located in S.E. Michigan.
$4,000 o.b.o.
Mike Sowards 313-383-8156 or 313-715-0817

Wanted. Laycock LH Overdrive. Either full transmission or O/D unit alone. For 1980 MGB.
Perry Burford 519-737-6424 pburford@sympatico.ca

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.

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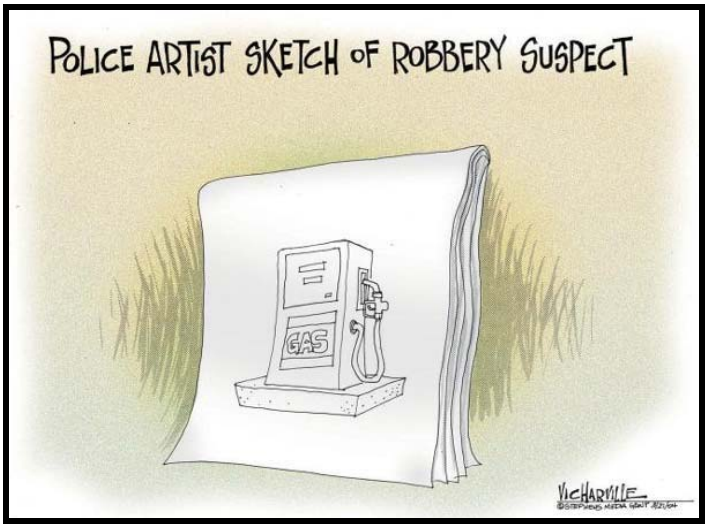

Club awards

It's never too early to start your list. *by Lise Brown*

As you know, the selection process for club awards is now more inclusive in that we will be soliciting nominations from the entire membership. As such, we had asked you to review the awards criteria and to keep these in mind as you witnessed the trials, tribulations, accomplishments and special efforts of fellow members during the course of the driving season.

Please take a few moments to review the criteria again as you reminisce about club events and activities in 2005. I'm sure that by December you'll think of at least one member deserving of a particular award.

A call for nominations will be published in a future newsletter, and a form will be supplied to facilitate the process. In the meantime, put your cap, scarf and gloves on, get out in your lbc, and enjoy the crisp air on open country roads.

Founders Award: Given to the member(s) who has contributed the most to the club over the past year. This person or persons are the most valuable members of the club. They have contributed above and beyond anyone else in the club.

Rookie of the Year: Given to the new member(s) who has contributed the most to the club over the past year. New member shall be defined as having joined the club since September 1 of the previous year.

Navigator of the Year: Given to the "Travelling Companion" or "Navigator" who has contributed the most to the club over the past year.

Hard Luck Award: Given to the member who has had the most problems with their MG during the past year (or suffered a notable loss or hardship in that regard.)

Lucky Lucas Award: Given to the member who has had the most electrical problems with their MG during the past year (or a combination of electrical and general malfunction.)

When appropriate, we also award a Certificate of Appreciation to recognize a member who has been outstanding in his or her efforts to promote and support the club, be it on the front lines or behind the scenes.

Thoughts From Across The Pond

By Philip Wiltshire

I had to pop back to the UK recently and was staying in this hotel in the south of England. When l walked outside next day to drive away, this MG was parked opposite. Not pristine, just a bit of a hack, but you still see MGs being used in the UK as daily runners. Not so many these days, but there *are* some about and here is an example. Please also note the fuel cost of 99.9 pence per liter at the petrol station. That translates into $6.81 per US gallon.

So, no wonder that the majority of cars on the road in the UK and most of Europe are small and economical - and mostly diesel powered. My rental car this trip was a 1.4 liter 4 cylinder diesel Ford Fiesta. It went OK with it's 5-speed manual transmission and got nearly 60 miles per UK gallon of diesel.

There are lots of "Super Minis" are found in Europe and they are fun! Small cars varying from econoboxes up to very hot boxes, but all small.

In closing, Daimler-Chrysler launched the Jeep Grand Cherokee this month in Europe. To date they have done fairly well with the truck as it has a 5-speed stick transmission, mated to a CRD diesel engine. This launch of the new Hemi-powered 5.7Liter, V8 version left the English motoring press speechless. Mutterings were heard about, "those Yank Tanks with their huge engines". Not sure if Daimler-Chrysler will sell three or four of these Hemi-powered Jeeps in the UK this year...

A "W" registered (1980) tatty MGB GT limited edition, not available in the US

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