The Can Am CONNECTION

Vol. 26, No. 5 - Newsletter of the Windsor-Detroit MG Club June 2006

Try “Topping” This (Tech Session)

Joe Stuban

On Sunday, May 21st Club members gathered at Don Capoferi's garage for a Tech Session. Thirteen MG enthusiasts learned how to properly install a new Convertible top on a fellow member's car. Gene Johnson's 1980 MGB LE was the lucky guinea pig. Don took the members through a step by step session finishing with a great, tight fitting new top. Members assistance was needed to tug and pull (see the pictures on the next page) and also to eat some donuts. The installation was complete within a few hours. As the pictures show, everybody had a great time. Thanks Don, for giving your time and your home and helping us understand this process.

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The Windsor-Detroit MG Club

Ellen Stuban — Editor

Almost ready

How many men does it take to pull up a top?

Perfect fit!

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ellen@wdmgc.com
Ellen Stuban, Editor
Can-Am Connection

Submissions must arrive by the 21st of the month to ensure publication in the next issue.

Presidentially Speaking

By Jeff Zorn — Club President

What a beautiful month April was for MG driving, then came May. The month has been marred with dreary gray days and mostly wet weather. Our meeting this month at the Moate was one of these nights, though the rain held off until the end of the meeting.

The turnout was a bit light for our 215 member club with mostly Canadians present and only a few Yanks. The members that did turn out drove their beloved MG's except for me, who had the semi-trusty QE3. The next meeting at the Moate should be a bit nicer since the Smoke Free Ontario Act will be in effect. Let's see if we can pack the Moate in July.

So far this month Jan and I have visited the Healey meet in Solon, Ohio and the British Field meet in Atlanta. Fellow members Gordie and Tracey Bird joined us on the Atlanta trip, which also included a visit with former members Kathy and Brad Dryden who now reside there. While on the way down the QE3 broke down and we spent 5 hours at a dealer in Knoxville awaiting the engine repairs. It had just been to the dealer 3 days before for a warranty recall concerning some of these issues too.

As I write this months message we are in Carlisle, PA for the import show. Carlisle has been very disappointing for several years, with a further decline in attendance of both vendors and shoppers each year. This year has been the worst yet with rows and rows of empty vending spaces even in the main rows. The indoor area was not full either, what a shame. My guess is that eBay has really helped to kill this event and the great "finds" that enthusiasts were always looking for when they came. This may be our last year for this event since we see no effort on the part of the fairgrounds management to help improve and promote Import Carlisle.

The other new Carlisle development was the car display field which, is normally full of interesting imports, was almost empty. This year there was a very dear charge of $35 to put you car on the display field, could this be the reason?

One of the most interesting cars on special invitational display, which is now owned by Bill Krzastek, a fellow member from of the SVBCC in Waynesboro, Virginia was Roger Moore's Volvo P1800. This was the third one that was used in the late 60's English TV series the "Saint.". It also was Moore's personal car and has the plates ST1. Bill had the car restored over the past two years in the UK and finally brought it over to the states.

Our next meeting is at the Brass Pointe on June 14, which is the week before the all MG meet in Gatlinburg, TN. I hope to see a good crowd at the monthly meeting and a parking lot full of MG's. If you know a member that has not been to a meeting lately give them a call and ask them to come.

“Has that MG got a Hemi…..? No an all-aluminum Fireball V8!!!!…”

By Philip Wiltshire

Recently, the Society of Automobile Engineers arranged a visit to the GM Heritage Center in Sterling Heights. I had heard about this kind of skunk works where a great many cars and items of automotive interest are stored in a factory unit. Visitation is limited. The Center is located just 2 miles from my plant, so l signed Ted Hight and myself up for the visit.

Once signed in at the Center, it was clear that this facility is much more than just a storage depot. Basically it’s an 80,000 square foot box factory unit containing a broad selection of mainstream and not-so-mainstream GM vehicles. There is a revolving collection of 200+ GM vehicles there at anytime, and it’s pure luck to see something that might be a personal favorite for you.

This is how it was for me. I’m always interested in any automotive history, but we turned a corner in the collection and came face to face with an Oldsmobile Jetfire sedan. In my 18 years in the US, l had never seen one before and was happy to see a production vehicle whose engine was the forefather of the MGB GT V8.

It is well documented how Buick/Oldsmobile Engineering designed and then introduced an all aluminium (Reynolds 356 silicon aluminium alloy) engine in the 1961 Olds F85 and Buick Special (with significant tweaks to differentiate the engine between the marques). Following on from this, the Olds Jetfire (1963) l saw at the GM Heritage Center, was introduced with an all-aluminum Fireball V8 Turbo Rocket engine. It’s name sure sounds hunkier than a Hemi… This was America’s first production car with a fluid-injected, turbo-charged V8 engine.

Anyway, after 750,000 units were produced, America and GM went back to cast iron; the muscle car era was upon us and engine internal strength was an issue. Plus, the advanced coolants that are standard in today’s cars and auto stores were, in the early sixties, expensive and only to be found at GM dealerships. So folk filled them up with water, releasing aluminium-silicone oxide from the metal, which quickly clogged the radiator leading to massive engine over-heating.

The legend has it that in 1963 William Martin-Hurst (the Managing Director of Rover in the UK) saw the small V8 engine at Mercury Marine. He had it shipped back to Rover as a possible unit that could re-energize Rover’s fortunes as a “middle-class” range of up-market vehicles. A license was agreed with GM and much extra work to the engines’ design carried out to make it more robust to manufacture and more reliable.

After the engine debuted in Rover vehicles, British tuner shops got the unit and tried it in various English sport cars. The first Rover V8 launch (The Rover 3.5 Litre P5B) coincided with the introduction of the 6 cylinder MGC and MGC GT and this was MG’s focus in the late sixties.

Ken Costello had one such tuner shop. In 1970/71, he dropped the V8 first into an MGB then a BGT. He made many Costello conversions (in 1986, l had the offer of one and turned it down – what an idiot!!!) MG eventually dropped the MGC and in an effort to refresh the very old B model, offered a V8 version from August 1973. They modified the body shells of MGB GT’s , only made right hand drive cars and only marketed them in the UK. Between 1973 and 1976, just 2591 production MGB GT V8’s were manufactured.

Of course, there is a thriving market for V8 conversions; we have some fine examples in our club. Nearly all conversions are made to B Roadsters; why MG never exported them to the US is beyond me. I often speculate about the fortunes of MG if V8’s had been exported to the US……

So, yeah, it’s not a Hemi; that thing’s got an all-aluminum Fireball V8.

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Fun On Wheels - Sunday, June 11

Starting at about 9 AM we'll meet at the Tim Hortons in the 5200 block of Walker Rd., at the corner of Walker and North Talbot Rd. in Windsor.
- From the Tunnel turn right on Park, right on Goyeau and left on Wyandotte St. Continue on Wyandotte until a few blocks past the Kildare House and turn right on Walker.
- From the Bridge continue down Huron Church Rd., which turns into Hwy 3, until you hit Walker Rd. Turn left on Walker and the Tim Hortons is several blocks down on the right.

We'll try to leave the Tim Hortons before 10 AM and caravan out to the Canadian Transportation Museum (formerly Heritage Village), just outside Essex, Ontario.

An impressive line-up of WDMGC cars at a previous Fun on Wheels event.

There are usually only a few other British cars there, making us unique among the hot rods and antique cars that have numbered as high as 500 in the past. The cars are parked among the historic buildings of the village. If you wish bring some lawn chairs, and a picnic lunch or you can purchase food at the site. There will be a flea market with parts mainly for American Cars, but some items are generic, and you never know what you may find.

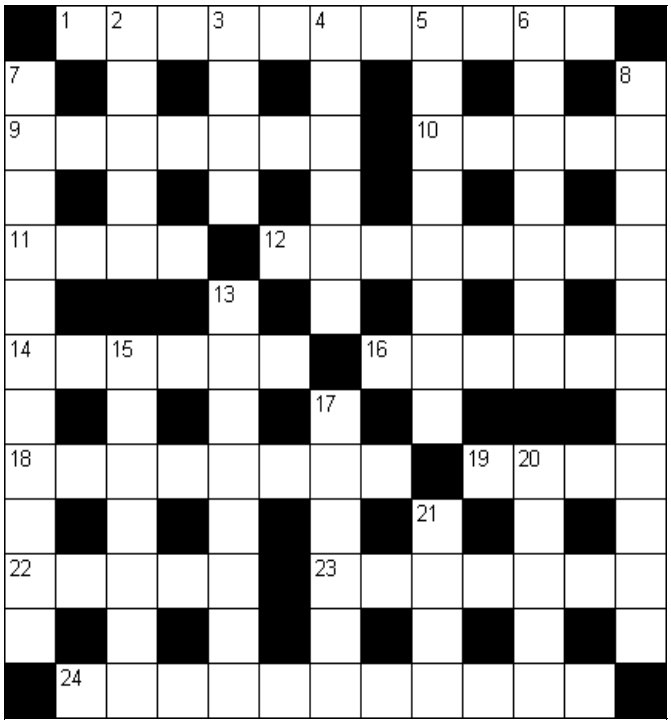
There are some new attractions this year, namely a '50s diner, and an Emergency Medical Museum, featuring classic ambulances, emergency lights and sirens and a 1930s Supertest service station. Later, in mid afternoon, if members are interested we can head over to the Dairy Freeze in Northridge for ice cream and sundaes etc. The Dairy Freeze is a real '50s drive in that against all odds has remained a popular venue ever since.

It is not far from Highway #3, that leads back to the Bridge and Tunnel.

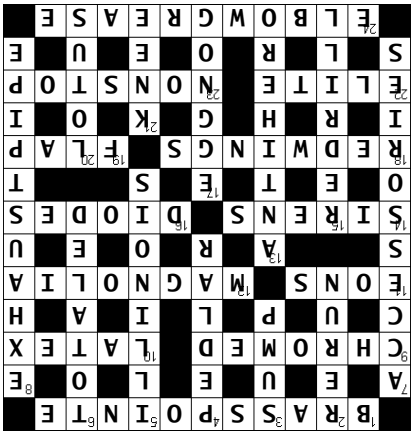
It is about a 20 minute drive to the Bridge.

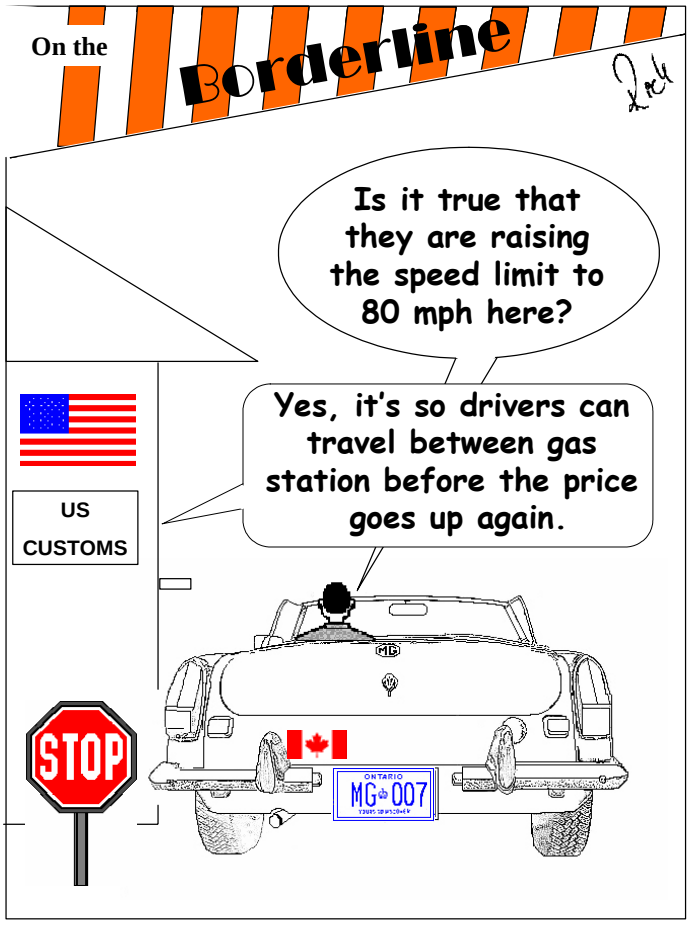
Come on out, and bring your car for a test run before the trip to MG 2006.

CROSSWORD COMPILED BY RICK ASTLEY



1	Even month meeting place	2	Repeat of TV show
9	Like pre 1974½ bumpers	3	British oil pan
10	Wall paint	4	Salesman (British)
11	Ages and ages	5	Chicago's place
12	Evergreen blossom tree	6	Wrecked completely
14	Police wailers	7	Non-essential add-ons
16	Alternator rectifiers	8	Outlet tube
18	Detroit skaters	13	Lacking main character
19	Mud —	15	Make the hole again
22	20 down model	17	Alcohol and dairy drink
23	Like Le Mans race	20	UK sports car maker
24	Strenuous physical effort	21	Leg joint

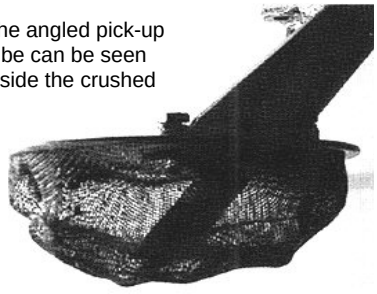




The Story of a Poor Sucker

In a recent edition of the British Magazine *Enjoying MG*, contributor Peter Tipping described his problems with poor oil pressure on his MGA1600. When starting the car from cold it would take a noisy 10 to 15 seconds to reach just 20 psi.

Fearing a major engine overhaul he had a mechanic do some checks, only to find that everything seemed very tight in the engine and there was really no obvious reason for the low oil pressure. A different oil gauge was substituted but it only served to confirm the readings of the original. A new oil pressure relief valve and spring also failed to fix the problem.



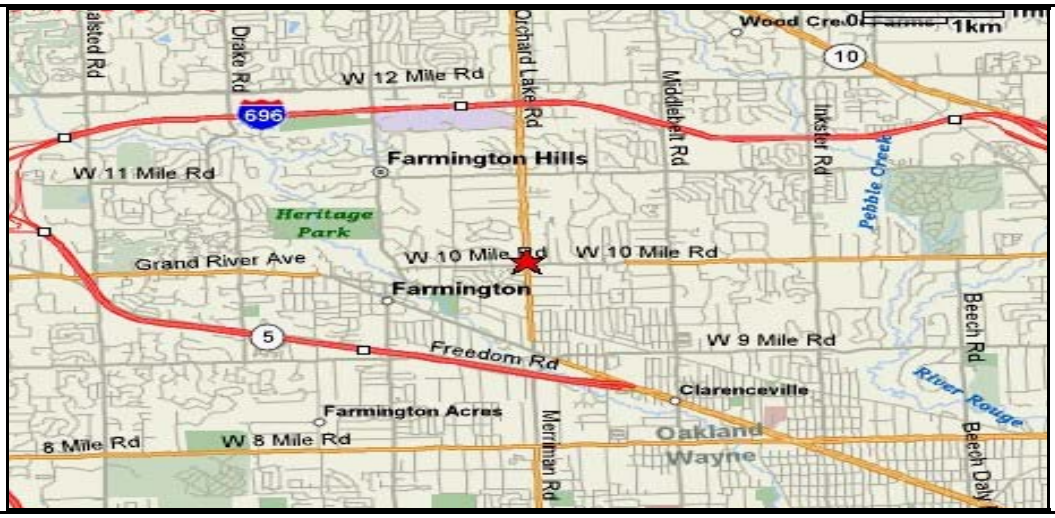
The angled pick-up tube can be seen inside the crushed

It was decided to remove the oil pan and it was reported that this almost sprang from the block when the last bolt was removed. The cause of the problem then became obvious. Someone at sometime had jacked the car up under the oil pan, bending and denting it so that it pressed up against the oil pick-up tube, crushing the strainer and severely restricting the flow. A few blows with a mallet and reinstallation of the oil pan was all that was needed to achieve normal oil pressure.

The MGB uses an identical oil strainer. That on MG-T series cars does not point downward and so should not be similarly affected.

June Meeting

Wednesday, June 14
Brass Pointe Restaurant
24234 Orchard Lake Road
Farmington Hills, Michigan



July Meeting

Wednesday, July 12
The Glasgow Moate
6124 Tecumseh Road East
Windsor, ON Canada

The pub is on the northeast corner of Tecumseh and Jefferson. The easiest way to get there from the tunnel or bridge is to head east on Tecumseh, turn left at Jefferson (there is a turning lane and traffic lights), then turn right into the front parking lot. Although Jefferson does run from Riverside Drive to Tecumseh, a traffic island precludes any left turn from Jefferson into the front parking lot. If you would still rather take The Drive, you'll need to turn right on Pillette, continue south to Tecumseh, turn left on Tecumseh, then left again on Jefferson (about 10 streets down) as mentioned above. The pub is roughly 9 to 12 minutes from the border crossings.

50/50 Cash Draw Winner

Congratulations to **David Connor**, winner of the 50/50 cash draw in May. The next draw will be on June 14, 2006 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.

NAME TAGS

Do you wear your name tag to meetings and club events? If not, maybe it would be a good idea to dust it off and pin it on. Name tags are an important part of how we can get to know one another. They can serve as ice breakers and memory makers. It's impossible for us to remember everyone by face, so next time you come to a club event, pin it on.

CALLING NEW MEMBERS

Are you new to the club? Haven't been to a meeting, yet? Well now's the time to start getting active. To help you out, we've got a deal for you. Let any of the Board Members know if this is your 1st meeting and we've got a free gift waiting for you! Now I know you're excited, but this is limited to one per family. We'll be looking for you at the next meeting.

HAVE YOU GOT A CREATIVE SIDE?

If you've got the creative bug and want to share it with us, we want you. Send any articles or pictures you'd like to see in the newsletter to the editor - Ellen Stuban at ellen@wdmgc.com. If your item is used in the newsletter, we'll give you 3 free 50/50 tickets.

(You must be present at the meeting to receive the tickets.)

Calendar of Events

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

JUNE 2006

☐	Sat 3	London Classic British Car Show - London, ON
☐	Sun 4	The British Return to Fort Meigs Perrysburg, OH
☐	Sun 4	Orphan Car Show - Ypsilanti, MI
■	Wed 14	**Monthly Meeting** - Brass Pointe Farmington Hills, MI
☐	Sun 11	13th Annual Spring Fun On Wheels & Auto Flea Market - Essex, ON
■	Fri 16 to Sun 18	**Stratford Festival Tour** Stratford, ON
☐	Sun 18 to Wed 21	2006 British V8 Meet Townsend, TN
☐	Wed 21 to Sun 25	MG International 2006 Gatlinburg, TN
☐	Sun 25	Sportscars to Saline

JULY 2006

☐	Sun 9	Mad Dogs and Englishmen Gilmore Car Museum Hickory Corners, MI
■	Wed 12	**Monthly Meeting** - Glasgow Moate Windsor, ON
☐	Sat 15	British Car Day - Ottawa, ON

AUGUST 2006

■	Wed 9	**Monthly Meeting** - Brass Pointe Farmington Hills, MI
■	TBA	Alternative Dream Cruise - MI

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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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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

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

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

1969 MGB Rds.
Originally British Racing Green / black interior
Wire wheels about 65,000 org miles
In storage since 1986
Some reparable floor rust rest of the car is excellent
Very complete car missing no parts
Also over $1000 worth of new parts included, carbs, brakes, radiator, shocks, and Lucas Hi performance ignition system, shocks
Price for all $1,500 USD-------Also rubber nose for late MGB Great condition bought back in 1988 to use but never did (is used) $200 I can be reached at 586-506-1732

1974 1/2 MG roadster. White, Mini Lite wheels, new carpet, good driver. $4500. Contact Elvin.at ejdavis2@peoplepc.com.
Home: 248-960-2296 cell phone: 248-613-5939

1967 MGB Very nice condition, runs great $8,000
Call Bill Larson 248-656-4992

1960 MGA - Red. Good condition. Make Best Offer. Call George Uridge at 248-474-6392

1975 Midget. 88,000 miles, overall in very good condition. Appraised at $8,200. This is a solid car with no rust, the frame is straight, and paint original (olive) with dealer sticker intact. Includes a tonneau cover. Beauty rings, luggage rack, and new tires added by the current owner. Top needs to be stitched. Asking $6500, make an offer on this original vintage vehicle. Call Greg (905) 573-3572 (Hamilton, Ontario).

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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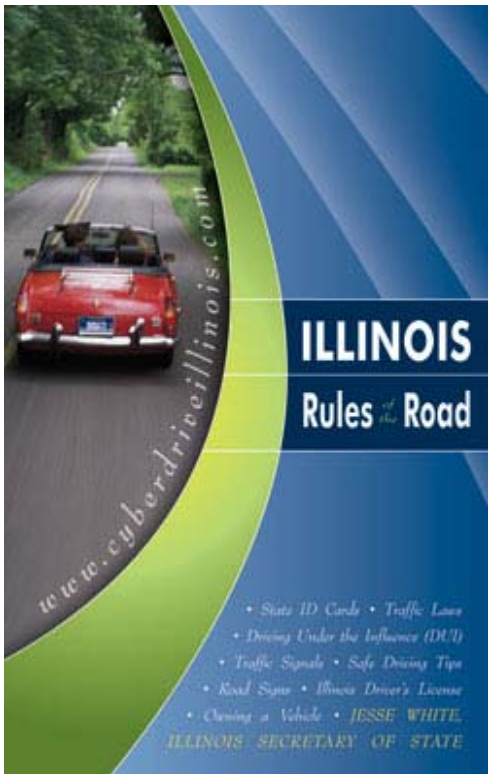

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