The Can Am CONNECTION

WINDSOR-DETROIT

Vol. 29, No. 9 - Newsletter of the Windsor-Detroit MG Club October 2007

# MGs SOOOOOOOO RULE!

CLEAN SWEEP

# Battle of the Brits!

Terry Frisch-1934 Vauxhall BX Roadster
Gordon Wallace-1981 Triumph TR8
Barry Jones-1978 Triumph Spitfire
Colin Strafford-1954 MG TF 1250
Dale & Lise Brown-1972 MGB
Bill Weakley-1965 MG Midget
Fran Lewis-1968 MG CGT
Greg & Susan Walker-1967 MGB
Dave Connor-1968 MGB-GT
Steve Finch-1974 MGB/GT
Paul Perakes-1973 MGB/GT
Phillip Wiltshire-1958 MGA Roadster
Gerald DesRosiers-1976 MG Midget

Connie Flynn-1970 MGB
Bob Quinn-1976 MGB
Bill Reeves-1976 MGB
John Bowen-1959 MGA
Jeff Zorn-1959 MGA
Gordon Bird-1962 MGA
Jim Sweetman-1959 MGA
Bob Leinen-1948 MG TC
Thomas Parent-1954 MG TF
Shari Pelic-1949 MG TC
Ted Hight-1950 MG TD
Tim Burston-1970 MGB/GT

**CONGRATULATIONS CLUB MEMBERS!**

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# The Windsor-Detroit MG Club

## Presidentially Speaking

*By Jeff Zorn — Club President*

Seems like it was only yesterday that I sat down to write this column. Since the last issue Jan and I have been to the Scottish Highlands, Portland, Oregon (for the all British Field Meet) and Stowe, VT for the British Invasion. The Invasion again was a rain fest, what a shame and some folks did not even put their cars onto the field. We entered the BSA and it was all muddy by the end of the day.

On a sad note we lost one of our long time members Dan Zebarah late last month. Over the years Dan was a very active member and a real asset to the club. I remember meeting Dan and Marsha at the Twist Summer Party one year when we first joined the club. They were like ambassadors making new members feel welcome.

The 25th annual Battle of the Brits is now history and the MG's took home all of the challenge awards. Looks like we beat the TR's at their own game! Thanks to all the members of WDMGC, Michigan Rowdies and the Michigan T's for their help in this year's fun challenge. And of course all the other MG's that were on the field.

The MG's bested the Triumphs in the Participation Award, Early Registration Award and the Victors Award, which was a popular vote with each Marque showing 5 different cars. Thanks to Colin Stafford -MGTF, Steve Holliday-MGA, Dale Brown-MGB, Fran Lewis-MGC-GT and Bill Weakley- Midget (MI Rowdie) for displaying their cars.

The Parts Toss was a different story with the Triumph folks winning that one in both 1st and 2nd place. Thanks Cathy Holliday for organizing this event.

More on the BOB elsewhere in this issue. To find the results for this year's BOB, please check out the Detroit Triumph Sports Car Club website at http://www.detroittriumph.org/. Hopefully we can repeat the victories each year since the challenge has been resurrected.

*The CAN-AM Connection is the official newsletter of the Windsor-Detroit MG Club and remains its property. All contents, except where noted otherwise, are copyrighted by the Windsor-Detroit MG Club, Inc. Any reproduction requires express permission, except for our sister clubs, who participate in our newsletter exchange, who need only acknowledge the source. News concerning club activities, membership, and advertisements may be emailed to the following address: editors@wdmgc.com Shari Pelic / Sandy Kuivenhoven, Co-Editors—Can-Am Connection*

# 6,000 miles in an MGA (With Altitude) - Part Two By Ralph Poupard

Last month we left off as we were driving through North Dakota toward the border with Saskatchewan. We had been following an MGA Coupe that was towing a small trailer, which turned off I-94 one exit before we did. When we got to the border, the customs agent told us that there was another MG with a trailer that had passed through about 10 minutes earlier. We continued on Hwy 39 to Estevan, SK.

The best way to describe Estevan is a working town. In these here parts a real man drives a huge 4 door 4X4 pickup truck. A diesel engine and a thorough application of mud move you up a notch. Our MGA was totally out of place here to say the least. Our motel gave us a coupon for a free breakfast in the attached restaurant. What they didn't tell us that it was going to take over an hour to be served and receive this breakfast, giving us a later start than planned.

We continued on Hwy 39 until we came upon the town of Ralph, Saskatchewan. We stopped for the necessary photos, but it appeared that Ralph consisted of one house, and a small ATV repair shop. There was a lonely one lane dirt road heading south, but it appeared that there was no more to Ralph. We guessed that Ralph must be the name of the guy that lives in the house.

We stayed on 39 until Moose Jaw, where we picked up Hwy 1, the Trans Canada Highway. The MGA droned along throughout the day through Saskatchewan and into Alberta, stopping in Medicine Hat, Alberta for the night. (Don't you love the names of these cities?) Everywhere the MGA was parked, even at gas stations, it attracted attention. Usually people under the age of about 35 say "cool car", but had no idea what it was. Of course many people recognized it as a British sports car, and they, their brother, father, mother, friends, etc. had owned one. They marveled at the thought of us driving all the way to BC in this LBC. Medicine Hat was no exception, and one of my favorite quotes occurred in the motel parking lot as I was checking the oil. An older gentleman
came over and told me that he "*almost* bought one of those once". I told him "Gee, you should have, just think of the fun you are missing!" For the second time today there was a Ralph landmark - Ralph's Sports Pub - across the street from our motel. Tomorrow we would hit the foothills and be in the Rockies. I mounted a set of deer whistles to the front bumper.

On day 5 the drive through Calgary was a bit frustrating. Heavy traffic, traffic lights, and lots of idling. Finally breaking free of the city, the mountains appeared in the distance. We continued through Canmore and the gates at Banff National Park stopping for lunch in Lake Louise. The scenery was just like on a postcard. Unfortunately there was not much time to hang around since we had plans of reaching Vancouver on Thursday. We continued through Yoho, Glacier, and Revelstoke National Parks, and stopped for the night in the town of Revelstoke.

Day 6 brought rain, so it was up with the top and side curtains. It had been so hotdriving the last few days, we weren't going to complain. The cool air and rain kept the engine temperature low and the MGA drove up the hills and climbs with no rise of the temperature gauge at all. Some MGA owners like to call this temperature increase the "altimeter effect". We each needed a towel on our outboard knee to absorb the water that was leaking in the top corner of the side curtains. Other than that there were only a few hundred drips from the windshield header!

We continued into Coquitlam, a suburb of Vancouver and thanks to our GPS, found our friends, Doreen and Pat's home without a problem. Pat offered to let me keep the MGA in their spacious garage and wash it the next day if I wanted. The MGA was in good company, parked next to their '95 Dodge Viper roadster. We stayed at their home the next 2 nights and had a great time sight seeing and visiting, while the MGA rested in the garage.

On Saturday, July 21 we left for Whistler and GT-32. The weather prediction was for heavy rain, but at first it was just a few sprinkles. As we entered Hwy 99, the Sea to Sky Highway, the rain increased intensity. Soon we had the towels back on our outboard knees. Basically it was raining inside the MGA, just not as hard as it was outside. We arrived in Whistler in the early evening, still driving in heavy rain. We checked into the Delta Whistler Inn after traveling 2686 miles. The room we had was actually a suite with a full kitchen and living room, and built in laundry, which we were in dire need of by that point. There was a fantastic balcony looking onto Whistler Mountain, that I found to be perfect to enjoy coffee in the morning and a few beers later in the day and evening. The GT had arranged great prices for the rooms, otherwise we could not have afforded this suite. Sunday the rain continued, and some MGs began arriving.

On Monday GT-32 began. Fellow WDMGC member Bruce Read arrived in his 1959 MGA. Tuesday was the car show at the Whistler Golf Club, which was designed by Arnold Palmer. With the beautiful golf course, flower gardens and the mountains for a backdrop it was like a mini Pebble Beach (without the million dollar cars). My favorite car was UMO 95 the #38 Twin Cam Coupe Sebring race car, meticulously restored. After the show, time was spent at the vendor sales and tech sessions, and of course the nightly hospitality suite. Wednesday was driving day and we went on the tour to Lillooet. Hwy.99, leading there, was something else, with some 2nd gear corkscrew turns and many steep grades. There were plenty of photo opportunities with the snow capped mountains in the background. After a picnic lunch we started the drive back to Whistler. About halfway back we noticed an Iris blue MGA that was pulled over on the side of the road with a problem. Bruce and ourselves stopped to see if we could help. The car had lost its brake fluid, having a *major* leak at the left rear wheel cylinder. The owner said he was sure he could make it back to Whistler using the gears and hand brake. We said OK, but if you don't mind, we'll *follow* you.I knew there were some steep downhills, one in particular at 18%. It was a brave move, but using 2nd gear on the steep grades he managed to make it back down without going over the edge of a cliff! As for the 4 wheel drum brakes on our 1500,they were never an issue during the entire trip, showing little wear and no noticeable fade.

Thursday we took the gondola and chair lift and hiked to the peak of Whistler Mountain, one of the future event sites for the 2010 Winter Olympics. That evening we attended the awards banquet. We were surprised to have won 4th place in the MGA 1500 class, and along with Bruce Read received a 2,000 mile plaque for our drive to the GT. Friday, all too soon the GT was over, but our trip was less than half over. The organizing committee of GT-32 are to be congratulated, this one will be a hard act to follow.

Friday our destination was Grand Forks BC to visit my sister Denise and her husband Larry. Grand Forks is on Hwy 3 in south central BC about 30 miles from the border with Washington State. So, it was back down Hwy 99 to Vancouver, back up Hwy 1 to the town of Hope, where we had a nice picnic lunch, on to Hwy 3, and through the Okanagan. It was obviously very dry in south central BC as all the vegetation lookedfried, except where they irrigate the orchards and vineyards. We didn't know that Canada had one, but we learned that at the town of Osoyoos there exists Canada's only official desert. The heat was intense at 110° F. Just past the town there is a 25 minute steep climb with some 2nd gear curves. This all proved to be a bit much for the MGA's cooling system and we pulled over at a scenic lookout. After about a 30 minute cool down and picture taking session, we continued on to Grand Forks arriving after dark with no further problems. Several times deer crossed our path, and I'm not sure if it was the sound of the deer whistles or the sound of the car that caused them to turn to stare at us! It was a wonderful night in the Kootenay Mountains with a crystal clear sky and full moon to aid our faithful Lucas lighting system.

Next Time: Grand Forks, looped in Kamloops, Jasper, the Icefields, Drumheller and home.

# MEMBERSHIP NEWS

## NEW MEMBERS

**William R. Powell**
78605 Forbes Circle
La Quinta, CA 92253
(760) 345-6353

**Alan Parnell**
3277 Virginia Park Avenue
Windsor, ON N9E2C4 Canada
(519) 966-6579
1970 MGB Old English White

**Jacqueline & Michael Peabody**
6800 Crestway Drive
Bloomfield Hills, MI 48301
(248) 737-8765
1957 MGA Red

**Terry & Lori Cummins**
206 W. Tacoma Street
Clawson, MI 48017
(248) 288-5862
1978 MGB Maroon

## OCTOBER CLUB MEMBERS ANNIVERSARIES

| | |
|---|---|
| Mark & Patty Deacon | 27 years |
| Ron & Jenny Harmon | 27 years |
| Dave & Lynne Hornby | 27 years |
| Jim & Connie Trofin | 27 years |
| Dave Reed | 14 years |
| Adam & Susan Gucfa | 13 years |
| Dale & Lise Brown | 12 years |
| Jim & Perna Brown | 6 years |
| Gene & Joan Johnson | 6 years |
| Kim Cedar & Jim Tofflemire | 5 years |
| Mark Wallace | 3 years |
| Ray Burke | 3 years |
| Jerry & Christine Des Rosiers | 3 years |
| Chuck & Karen Fehl | 2 years |
| Jan Barney Newman | 2 years |
| Gary & Roberta Odor | 2 years |
| Bruce Read & Vicky Theisen | 2 years |
| Colin & Jan Stafford | 2 years |
| Karsten & Sara Bekemeier | 1 year |
| John Bowen & Kim Plumb | 1 year |
| David & Sharon Humphreys | 1 year |

## CLUB MEETINGS

**October Meeting**
**Wednesday, October 10, 2007**

Brass Pointe Restaurant
24234 Orchard Lake Road
Farmington Hills, Michigan

HALLOWEEN
HAT CONTEST

**November Meeting**
**Wednesday, Nov. 14, 2007**

The Dominion House Tavern
3140 Sandwich Street
Windsor, Ontario

Due to space restrictions,
see the Windsor/Detroit MG Club website:
www.mgcars.org.uk/wdmgcc/ for detailed directions.

## CLASSIFIED ADVERTISEMENTS

**For Sale:** Tandem Axle Open Trailer. Great for LBC. $800. Also, will sell 1958 MG ZB Magnette "Maggie" for $7,500. Package price? Ted Hight (248) 682-8408

**1980 Triumph TR7**

Convertible, 2 liter 4 cylinder, fuel injected, new Borg & Beck pressure plate, clutch, throw bearing, alternator & belt, starter, battery. Rebuilt 5 speed gearbox. Brakes, tires, paint, carpets good. Body excellent. Custom aluminum wheels, convertible top approx. 10 yrs old-good shape. Custom padded functional roll bar from Rimmers Bros., complete exhaust system-3 yrs old. Never driven in winter, stored indoors & covered. Professionally appraised at $7,425. Asking $6,000 as is, $6,500 certified. Contact: Greg (519-241-9363 day) or (519-622-0414 evening) or glowden@sentex.net

**1951 MG TD** unassembled (basket) car located in Plymouth, MI. Car has been in storage for last 20 years. Asking $4,750 OBO. Sal Cavallaro (734) 604-0378 cell or e-mail: salcavallaro@hotmail.com for further information.

**WANTED**: New editor for the CanAm Connection. Starting in January 2008, the club newsletter will need a new editor to publish all important events to WDMGC members. If interested, please contact Jeff Zorn, club president at (248) 489-1855 for further information.

Classified ads run for three months. If you wish the ad to continue longer, or want it removed, please contact the editor.

## D.T.S.C.

*The Detroit Triumph Sportscar Club*

# "Summer British Knights"

*A series of seven British-only Car Cruise-in Nights to be held on the 3rd Wednesday of the month, April through October, 2007. Evenings, from 6PM. Each Cruise-in will be held at a different location for 2007.*

***September 19, West Side*** - Brann's Steakhouse
*39715 6 Mile Rd., Northville Twp., MI 48168, (734)420-1400*

***October 17, West Side - Brann's Steakhouse & Grille***
*39715 6 Mile Rd., Northville Twp., MI 48168, (734)420-1400*

*All British car clubs and owners are cordially invited to join the Detroit Triumph Sportscar Club in enjoying these summer evenings in the company of fellow British car enthusiasts, while also enjoying great food, spirits.*

For more information contact Dave & Laurie Carlson: davida49@aol.com (248) 426-0124 or Dave & Sue Snyder: snydleydog@yahoo.com (586) 979-4875

# WINDSOR/DETROIT'S FALL COLOUR TOUR OCTOBER 13TH, 2007

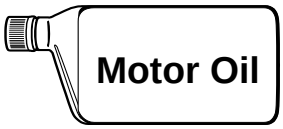
**Summer is officially behind us, but with the club's annual "Fall Colour Tour" on October 13th., there's still one last chance for a top-down drive.**

**Beginning as usual at the 8 Mile & Haggerty, Meijer's Parking Lot, the 100 mile (round trip) route should have something for everyone. Three stops are planned -- for cider, snack and perhaps even dinner -- but easy return directions will be available for those not wanting to go the entire distance.**

**To allow for more "Leaf Watching," and less "Road Sign Hunting," most driving directions will only occur at road ends (T), or Stop Signs.**

**Plan on being there around noon for the usual photo opportunity and drivers need to assemble at 12:30 to exchange cell phone numbers. Cars should begin to roll by 1:00 PM.**

**Sunshine, warmth and fall Colour!**
**It has happened before.**




***By Harry MacLean***

**What is safe to use in out Little British cars. There have been many articles going around lately about British cars and wear characteristics in our LBC's. Actually if you own a pre 2006 vehicle this should apply to all of your cars. At the August meeting I brought a few fliers to pass around concerning Motor Oil. It may be confusing at best to a lot of you. It was a guide from API- the American Petroleum Institute. It is on all oil cans and rates the oil that you use in your can. An example is SF, SD SM, SI, etc. It seems that if you use any oil marked SJ that it is safe to use in your LBC. It has reduced zinc in it, but not enough to damage your engine. A lot of those oils with the lower markings are obsolete nowadays but safe for your LBC. Because of our government the oil companies have had to produce what is called a GF-4 oil . All earlier oils were considered GF-3. The driving issues on the new oil is emission related and longevity for the new metals used in today's engines. The older engines used bearings made from tin, copper and lead. Today's engines use a mix of aluminum and lead. It's kind of a hard bearing that gives good wear characteristics as long as it doesn't get damaged or etch. That is another subject that can be covered later if requested (bearing make up and wear). The old GF_3 license was good until April 30, 2005 so you can see it is a little late for this. The auto companies are looking at viscosity level of 0W20, etc for fuel mileage requirements. That means less friction (drag), better fuel mileage. Specifically what has been removed from the oil is Sulfur and Phosphorous. Zinc had been reduced about 1999 but that didn't seem to bother engines. Most oil companies didn't want to do this as they manufacture oil for countries all over the world and the U.S. is the only country requiring this GF-4 spec. Of course the EPA is trying to force the auto makers and oil companies to educate the consumer. Looks like we are getting educated. This oil of course is more expensive as the chemicals that are being removed are naturally produced. The education part is to relate the added cost to the consumer so the poor mechanic that installs it doesn't get hollered at for trying to rip you the consumer off for more money cause the oil is more expensive. Now that I have you totally confused, here is the real nitty-gritty on oils that you can use in your LBC's and American cars. Any can/bottle of oil that has the API rating of SL/SJ/SH/SG/SF is SAFE to use in your LBC. I looked at a current bottle of Castrol 20w50 and it has SM/SL/SH/SG on it under the API rating. So that oil is safe to use. These Mobil 1 products: 15w50,15w50 extended performance,10w40, Mobil 1 high mileage 10w30 &10w40. I would also think any HIGH MILEAGE motor oil would be ok just checking the can for the api rating, they all will have it. Of course as one of these letters was supplied by Mobil they of course recommend synthetic oil. So if you use any oil in your car check your bottles. ****

****-Mobil Oil, API, North American Lube papers.**

# *BRAKE FOR BRUNCH @ ZUKEY LAKE TAVERN*

***By Adrienne and Rich Wagner***

The weather could not have been more perfect on August 26th. when six British cars (and 13 club members) assembled at Meijer's to discover that our cars weren't the only "Classic Cars" meeting that morning for a drive in the country. Steve Swarin was keeping count, and before we left, the number of very beautiful Model 'A' Fords far outnumbered our much smaller British roadsters.

Since Seven Mile Road was still closed, I've discovered that traveling Eight Mile up to Pontiac Trail and then onto Nine Mile Road is actually a much simpler route, and everyone was surprised that my normally complicated instructions could this time be quickly memorized. There were actually only two turns after leaving Meijer's, before we would arrive at Zukey Lake Tavern, some 25 miles away.

Arriving actually a few minutes ahead of schedule (a most unusual thing), most of us were on our second (or third) helping when the group was joined by three other couples from the club; Rick & Anne Astley, Bill & Mary Ellen Weakley and Mike & Kathy Derderian.

The "Brake for Brunch" cruisers included Dale & Lise Brown from Canada with their 72 MGB, Steve & Ruth Swarin with their 74 "Bugeye" Midget, Terry & Judy Frish in their 60 MGA, George & Gail Diehl came in their utility vehicle, since their car is still "under construction" as they say, and future club member (?) Jim Kozlowicz joined us in his "Show Car," a 1962 MGA 1600 Mark II.

Gary & Roberta Odor, who had just recently sold their Midget arrived in their 'new' 1973 white MGB, and along with our 75 MGB, the four of us would extend our drive into an all day cruise and not simply a morning drive event.

The best part about all of these different destinations is that once you've found your way the first time, these routes can be enjoyed again and again, sometimes even "Safety Fast" where those winding deserted country roads become a thrilling drive. That's what it's all about.

**Reuters** Article of Interest
August 24, 2007 -- 12:00 CET Submitted by Rick Astley

**SHANGHAI (Reuters) --** Iconic MG brand cars will go on sale in China next month, priced between about $23,000 and $40,000, as its new Chinese owner moves to revive the failed British brand.

Nanjing Automobile (Group), which took control of the major assets of MG Rover in 2005, said its Nanjing MG Automotive unit will officially launch the MG 7 series through its nearly 50 dealers nationwide in September.

But the company already received 3,200 orders during a July road show in selected cities, a company official said.

"The MG brand is not well known in China, but many people who test-drove the car said they liked it," the official told Reuters.

The long version of the MG 7 with a 2.5-liter engine will sell for 302,800 yuan ($39,940) while three 1.8-liter models are priced between 171,600 yuan and 201,600 yuan ($22,630-$26,590), Nanjing MG Automotive said late Thursday.

In comparison, the 2.5-liter-engine Roewe 750, developed by its bigger domestic rival SAIC Motor Corp, based on technology it acquired from the British firm, has a price tag between 231,800 and 276,800 yuan.

Global launch of the models, mostly in Europe and British Commonwealth countries, which have many die-hard MG Rover fans, is scheduled before the end of the year, he added.

The parent groups of the two firms, Nanjing MG Automotive and SAIC Motor, are discussing a tie-up that would fold Nanjing Auto's assets into SAIC's parent.

The move, if it goes ahead as planned, would create a Chinese national auto company that could better compete with global rivals in the domestic market and eventually on a global basis, analysts said.

**WDMGC member Guy St. John, owner of Guy's Garage in Northville, would like to remind you that, along with usual fall hibernation ritual for your LBC*, it's a good time to consider taking care of some of those annoying little, (sometimes big), problems that developed over the driving season. It's really no fun to wait all winter for that first top down spring day, only to find out she won't start, stay running, shift, stop, well you get the picture…..**

**If you are considering major work, i.e. Engine Rebuild, Clutch, Suspension, Electrical, Seats & Interiors, you need to call early for scheduling, as garage space is limited. A quick oil and filter change, fluid check, lube, and once over can usually be done in one day. So call anytime (248) 349-3649 for your appointment.**

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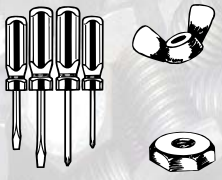

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If you have access to the Internet, check out this web site and become part of the circle. The site is run by MG and Italian car enthusiast Peter Pleitner who is a professor in the vehicle restoration portion of Washtenaw Community College and who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

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