The Can Am CONNECTION

Vol. 30, No. 03 - Newsletter of the Windsor-Detroit MG Club April 2008

Scott Turner
Former Secretary

Donna Finch
New 2008 Treasurer

Marla Zebarah
Lifetime Membership

Ralph Poupard -The Dan Zebarah Memorial Can-Am Connection Trophy
Donated by Phil and Jan Wiltshire

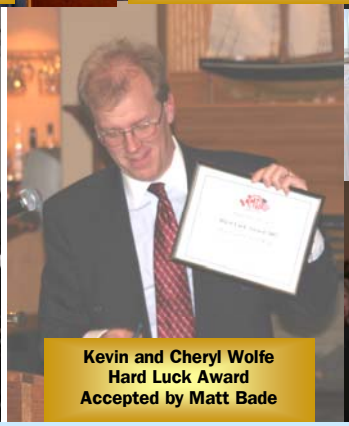
Janet Anderson-Davis
Navigator Award

Rich & Adrienne Wagner
Founders Award

Fran Lewis
Raffle Tickets

Matt Bade
Former Treasurer

Mike and Micki Abrosimoff
Rookie Award



Kevin and Cheryl Wolfe
Hard Luck Award
Accepted by Matt Bade

2008 Hibernation Party

Dale Brown
New 2008 Secretary

AND THE BAND PLAYS ON

Editorially Speaking...

A Tech Session to Remember.....

shari pelic

Sandy Kuivenhoven

As members of the Michigan MG "T' Chapter of the New England Registry, a tech session was held on March 15th, 2008 to celebrate "Road Readiness" of our cars. At Lee Jacobsen's Garage, "The T-Divas Two Ring Circus and Kielbasa Fest" featuring our T cars was held. Several people from the Windsor/Detroit MG Club enjoy duel membership and attended the session. Our cars underwent a fifty-five item check list to ensure they were safe and ready for the road.

Things like tire poundage, 30 lbs in the front tires and 33 lbs in the back. I dare say upon checking, the TD had a grand total of 5 lbs in the spare, who knew! Anyway, the we discussed lighting systems, and now both cars have high beams for the first time in over 20 years thanks to these gentlemen.

We also learned about that little button next to the carburetors that makes that "click, click, click" sound when you press it, just like when you turn the key (fuel flow at its finest). We showed our appreciation for the work done to our cars for over seven hours (actually our cars were fresh meat to this club) by providing a polish fest. Homemade fresh kielbasa cooked in beer (served with horseradish, of course), three types of pierogi, stuffed cabbages, polish dills, rye bread, and even angel wings were served up in grand style (pictures at bottom center) Beer flowed heavily, and we found only a few people under the cars, they claimed to be working under there, yeah, sure! Unfortunately, the TC, with its tires removed, bonnet off, dash disassembled, seats out, and a few other things missing like a removed muffler, didn't make the ride home that evening. It remains resting comfortably, until session two, a/k/a the Polish City Chicken and Spud Fest to be held on March 29th, when it will receive a shining new stainless steel exhaust system, break shoes (a women can never have too many shoes after all) and halogen bulbs (all the better to see you with, my dear). The next session will address electrical, cooling systems, breaks, and stuff we did not get to in the first session. A little blood was shed, but as our Dad always said "If there is blood, you know it was done right". Later-

The Editors

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Presidentially Speaking

By Jeff Zorn — Club President

Yeah it is finally Spring! Is there still snow on the ground? I certainly hope not. Since the QE3 is in Florida vacationing I have not had a car to drive so have been home bound. I finally had to take Muffin the Mini out of storage to run some errands when the pavement was dry.

The Hibernation party was very well attended again this year. There were lots of prizes given away, great music and wonderful food! Elvin and Janet had their annual quiz and this year had to be the hardest yet. See the article in this issue for all the details.

The March meeting at the Dominion House was packed. It seemed like all 217 members were there :). Next month, with luck, we can drive our beloved MGs to the meeting at the Brass Pointe and now that daylight savings time is back, spend some time in the parking lot before the meeting.

As I write this, Jan and I are at an art festival and Euro car show in Winter Park, Florida (near Lakeland, but the Tigers are elsewhere today). Quite a few interesting cars are here too. By the time of our next meeting we will have also done a show in New Orleans and one in Orlando and will have brought the Big Honker back home.

Hope everyone had a very Happy Easter.

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Submissions must arrive by the 15th of the month to ensure publication in the next issue.

CLUB NEWS

CLUB MEETINGS

April Meeting
Wednesday, April 9 2008

Brass Pointe Restaurant
24234 Orchard Lake Road
Farmington Hills, Michigan

May Meeting
Wednesday, May 4, 2008

The Dominion House Tavern
3140 Sandwich Street
Windsor, Ontario

Coming from Canada it is pretty much normal. You can get to I-75 and I-96, but not the Lodge directly. Just follow the signs when coming off the bridge to these two roads.

Getting back to Canada is pretty easy too, but the normal bridge exit is closed, so one must continue to the Clark St. exit and then take the turn around and come back via the service drive. It will end at the back entrance to the bridge to cross over. (I think this may also be the duty free gas area as well, but not sure.)

There are supposed to be more closings so this will have to be watched on a regular basis. Jeff Zorn

APRIL
CLUB MEMBERS ANNIVERSARIES

Paul & Beverly Thomas	18 years
Launey Pyke	11 years
Rod & Kathy Vitovich	6 years
Gary & Roberta Odor	4 years
John & Liz McDonald	3 years
Dennis & Jane Battocchio	2 years
Tedd & Karen Bradley	2 years
Steve & Donna Finch	2 years
Marc Weitzman	1 year

CLASSIFIED ADVERTISEMENT

1972 MGB Parts, call for details. Chuck Wiley at (734) 461-9384 or e-mail at ctwiley@lkqcorp.com.

Congratulations to Lyn Turner who became a Canadian Citizen on March 12th, 2008. She now has holds dual citizenship - Canada and Great Britain. Lyn has lived in Canada since 1968.

ROAD TO CLUB EVENTS

APRIL

5th-Sat, Obsolete Automotive Spring Garage Sale, Pointe Edward, ON

9th-Wed, Monthly Meeting, Brass Pointe, Farmington Hills, MI

11th-13th, Silver Springs, FL, Suncoast Classic MG Club, see http://www.britishcarclub.net for more information

16th-Wed, Summer British Knights, West Side, Brann's Steakhouse

19th - Sat, Kimber Birthday Bash, Lansing, MI

20th-Sun, Ancaster All-British Flee Market, Ancaster, ON

MAY

4th-Sun, Northeast Ohio Austin Healey Club Spring Car Show & Swap Meet

14th-Wed, Monthly meeting, Dominion House, Windsor, ON

21st-Summer British Knights, West Side, Brann's Steakhouse

31st-Sat, London Classic British Car Show, London, ON

31st-**June 8th**-British Car Week, Drive your British Car to Work

JUNE

1st-Sun, The British Return to Fort Meigs, Perrysburg, OH

1st-Sun, Orphan Car Show, Ypsilanti, MI

8th-Sun, 15th Annual Spring Fun On Wheels & Auto Flea Market, Canadian Trans Museum, Essex, ON

11th-Wed, Monthly Meeting, Brass Pointe, Farmington Hills, MI

14th-15th-Stratford Festival Tour, Stratford, ON

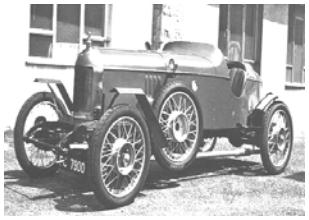
14th-15th-Motor Muster, Henry Ford Greenfield Village, Dearborn, MI

18th-Wed, Summer British Knights, West Side, Brann's Steakhouse

21st-22nd-Howell Balloon Fest Car Show, Howell, MI

25th-29th-MG2008 NAMGBR Annual Meeting, Declare Your Independence, Valley Forge, PA

KIMBER BIRTHDAY BASH



Each year the WDMGC joins other area British car clubs to celebrate the birthday of MG's founding father, Cecil Kimber, who was born in London on April 12, 1888.

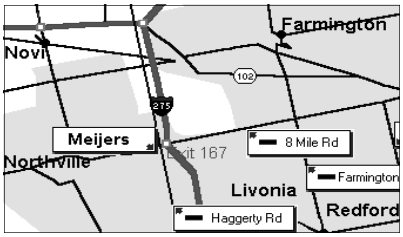
This year's celebration, which marks Cecil's 120th birthday will take place on Saturday **April 19th, 2007.**

We will form a convoy for a scenic drive towards the Delhi Cafe in Holt Michigan where we will toast Cecil, enjoy the company of fellow enthusiasts, and treat ourselves to a bit of lunch and birthday cake. The journey is expected to take about two hours, so those who wish to participate but cannot join the convoy can meet us at the Delhi around noon.

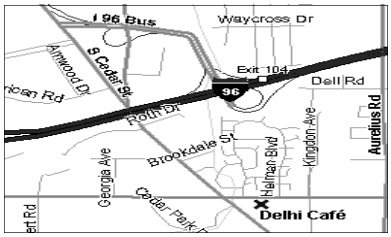
Meeting Place: Meijer, 20401 Haggerty Road, Northville, Michigan (parking lot at 8 Mile and Haggerty)

Departure Time: 10:00 am sharp, but try to be there by 9:30 am to leave time for the drivers' meeting, gassing up, powdering noses, etc.

Destination: Delhi Cafe, 4625 Willoughby Road, Holt Michigan, 48842, telephone 517-694-8655.



Hope to see all the running MG's in the club there!



1977 MGB RESTORATION

In an effort to include our club members on the development of this project, Sandy Kuivenhoven joined me on Thursday, March 13th to meet with David Hollinger and the students who are working on my car. We are planning to take pictures as the project progresses and to interview the students for their opinions and impression. The current plan of restoration is to replace both door skins, the lower r/l front fenders and the r/l dog legs. The rocker panel on both sides will also be replaced. After the metal work is completed, the MG will be repainted in the original color of sandglow. There is a complete on site paint shop.

I can hardly wait for Spring . . . . . Bob Fougere

An Infernal Triangle

Ready to roll. The roadster is hooked up to go to the paint

Some time ago a friend offered me a device he had made years ago for a Midget he no longer owned. It was basically a triangle, the base of which he attached to his bumper brackets while the apex, by way of a tow-ball coupler welded to it, connected to his truck. In this way, it provided an easily stored means of towing his car around but, unfortunately, it proved too small for use on my chrome bumper MGBs.

Then, last spring, I saw an advertisement in a Harbor Freight catalog for an adjustable version that would certainly fit MGBs and decided it would be just the thing I needed to get my roadster to and from the paint shop. With the car stripped of all its chrome, including the bumpers, the tow frame proved quite easy to fit, although I did have to drill an extra hole in each bumper bracket and make a cable and tail-board to provide stop, turn and tail lamps to the car being towed.

"Wow!" says the ad., but "Whoa!" might be more appropriate.

Once hooked up, ensuring that the roadster was in neutral, the steering lock was disengaged and the handbrake released, it obediently followed my truck to the paint shop. In all I made about four short journeys with the car in tow and never had the slightest concerns about the system's safety, especially since I had attached the required safety chains between the frame and the truck, just in case the ball hitch should let-go.

Then last summer I had an unfortunate incident with my low slung MGB-GT V8 conversion. To cut a long story short, I rode over a bump and ripped out one of the exhausts and severely damaged the other. Wearing ear-plugs, I drove the very noisy car all the way back from central Ohio on highways, but there was no way I could drive it on residential streets without attracting the attention of the police. As a result, once I had selected a custom exhaust shop to do the repairs, I removed the front bumper and attached the frame so that I could tow it there in silence. As I drove my truck out of the driveway, I had no concerns at all about the journey I was about to take, after all, the roadster had towed easily and hadn't I seen hundreds of bigger cars similarly towed and apparently tailgating Winnebagos as they crisscrossed the continent?

However, as I took the sharp left turn out of my driveway into the narrow street, I heard a bang and with a glance in the rear view mirror, I realized something was wrong. I stopped the truck immediately and got out to see that one bumper bracket had broken. The whole two car caravan was blocking the street and so I had to quickly detach everything and drive the GT back into my garage. On close inspection, I could see that the culprit bumper bracket had at one time in its life been cut, butt welded back together and painted to hide the join, and it was that weld that had failed. If that was the problem, I surmised, then simply borrowing a known good bracket from my previously successfully towed roadster would get me back on the road again in no time.

The second experience of towing the GT out of my driveway and making the sharp left and downward turn had certain similarities to the first, except for the fact that this time I heard two bangs in quick succession and my glance in the mirror revealed the GT heading under its own gravity-aided momentum into my neighbor's yard opposite. The safety chains, of course, were installed between the tow frame and the truck, and so did nothing to prevent the car bounding over his newly sodded lawn, finally coming to a stop only after it straddled itself over some double high railroad ties that formed a boundary for the lawn.

As bad as this whole experience was, I can't help thinking how much worse things could have been. What if this had happened at a busy intersection with pedestrians and other traffic around? What about the times I'd towed the roadster much further with such carefree confidence that I might hardly have noticed had it sailed away on its own? These thoughts are frightening. As for the GT, it had already had its undercarriage damaged so no further harm came to it and I had a long trucker's chain with which my 4-wheel drive V8 Explorer was able to retrieve it.

Once again I was inspecting broken bumper brackets. This time they'd both snapped at the foremost hole where they attach to the vehicle frame, this hole substantially reducing the cross section of metal at that point. I've now decided that using the right-angled MGB chrome bumper brackets as tow points is just plain unsafe and I strongly advise that anyone considering doing so takes note my experience. They are just not strong enough to resist the side forces that towing exerts on them.

Why was the GT breaking brackets and not the roaster? My heavier GT has much wider tires and the steering's self-centering action is much more evident, which makes slow speed steering very heavy. That — fortuitously as it happens — resulted in the rapid failure of the bumper brackets but I now believe it would be only a matter of time before they would have broken when towing the lighter and more narrowly shod roadster.

I'd welcome any advice from members who have solved this problem with modified brackets or perhaps with some other ingenious method that they know to be 100% safe. The idea of having a device that stores flat against a wall and allows me to tow my cars is very attractive, but until I know a safe way of using it, it will stay just where it is — flat against my garage wall.

Rick Astley

The GT, all prepared for its short downhill journey!

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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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