The Can Am CONNECTION
30th Year
WINDSOR-DETROIT
Vol. 33, No. 2 - Newsletter of the Windsor-Detroit MG Club March 2011

LeMans Classic 2010 - July 2010

By Philip Wiltshire

My cousin Keith collected me from the Holiday Inn hotel in Poole Dorset on Thursday morning bright and early at 6.30am. This was not early to me as I was still 5 hours ahead on US time having recently arrived in England from Detroit. He had brought his 1965 Sunbeam Tiger which as standard should have a 260 inch Ford V8 fitted. Keith's car has a 302-inch Ford V8 with a holly four-barrel, something that we Americans can identify with.

We drove with one other car, a 2006 Jaguar XKR convertible containing Alan and Malcolm, down to the fast cat car ferry that would transport us across the English Channel in three short hours to the French port of Cherbourg. This ferry is basically a huge all-aluminum catamaran that does 40 mph and carries 850 passengers and 235 cars. The weather was warm (low seventies) but cloudy and grey. Alongside our two cars were a myriad of other classics including early Morgans, Ferraris, Lagondas, MGs, Jaguars, Austin Healys and on and on...all heading to Le Mans.

I think that 90 per cent of the cars on that ferry were classics heading to France. Everything went well with the crossing and our two cars emerged from the car ferry at Cherbourg into warm, hazy sunshine, so tops were lowered and we headed along with all of the other classic cars in a southerly direction down the Cherbourg peninsula with our eventual destination of LeMans 330 km away.

It was going to be top down driving all the way.

A ferryload of classic cars arrives in Cherbourg

All was going well; my cousin and I were flying along in the Tiger with the XKR right behind us. That was until we decided to stop for fuel. We topped up the cars and then proceeded to drive though a small village called Tinchebray. As we turned a corner the Tiger growled for the last time and would be silent for nearly 2 days. We coasted to a halt outside the local bar and started to take the fuel system to pieces, with the gift of a special size wrench from a passing Caterham Super 7. An excess of fuel was evident and clearly was in the wrong places, causing our four-barrel holly to choke the Tiger to death. Luckily (?) for us, a number of holly carburetor experts were readily available in the adjacent bar and put down their drinks to give French verbal assistance. This help culminated with an old man puttering to a stop next to the car on his moped with a small plastic bottle containing

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The Windsor-Detroit MG Club
The International Local Club

Lise Brown - Editor

It's still February as I write but by the time this newsletter lands in your mailbox (or in-box) the verdict will be in as to whether March came in like a lamb or a lion and I'm really hoping for he latter, as long as the old adage holds true, of course. I know Dale is certainly praying for warm weather, and soon, as there is a whole lot of work to be done on the MGs before either can come out of hibernation. The question is, which one will it be, the 69 or the 72? Your guess is as good as mine but for now it looks like we will be driving the Malibu to club events, including the Annual Kimber Run and Birthday Bash in April.

I'm certain many of you are also thinking about getting your car or cars ready for the driving season. I know it's hard to imagine it with all that snow on the ground but spring really is just around the corner. So as you prepare your car for the season ahead you may find that you have some great tips to share or it may trigger memories of some wonderful trips or experiences other members might enjoy reading about. Whatever your tip or story, be it long or short, send it along for inclusion in a future edition of the newsletter. All submissions are welcome and appreciated.

Speaking of appreciation, I want to thank Steve Finch for answering my call for help a few months ago and taking over the management and maintenance of the club website. And on behalf of the entire membership, I want to thank Rick Astley for his leadership these last two years as club President. There is no harder working or more dedicated member in this club than Rick.

I hope you enjoy reading the feature story in this month's newsletter and I look forward to reading your submissions soon.

Lise

Which do you think will be on the road this season: the 69, the 72, both, neither?

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

Presidentially speaking

Rick Astley - Club President

My term as club President finished at the end of February so this will be my last Presidentially Speaking article. I wish it could be a more up-beat one, but I'm afraid I have to announce some rather dismal news.

As you'll see elsewhere in this issue, Donna, our Treasurer, has provided her annual report for 2010 showing negative income of over $1,300, a situation that we can't endure for very much longer. After a thorough review of the club's sources of income and efforts to cut expenditure all round, we are reluctantly going to have to raise the membership fee for those that receive a mailed newsletter. Our printing costs have been steadily increasing over the last few years, as has postage, and we are warned that both will probably rise again during this year. The cost of running the club is currently $38.80 per mailed-newsletter-member, from whom we only receive $30 in membership dues. From April 1st, the annual membership fee will have to rise to $40 per member receiving a mailed newsletter, while that for those that download one will remain at $25 per year. A 33% increase is, we recognize, very steep but is the result of our having put off the inevitable for too long.

How can you avoid the increase? In a couple of ways:

1. Switch to an e-newsletter. Over 90% of our members have e-mail addresses but less than 50% take the electronic newsletter. It's convenient to have a paper version to read and refer to, but if you think that's not worth $15 per year extra, then that option is open to you.
2. Pay before the April 1st increase date. If you are reading a paper newsletter, then your membership expiration date is printed just above your address. You can pay up to 2-years membership in advance at the old $30 per year rate.

There is also a small reduction for some of you: paying via a PayPal account, which also gives you the option of paying by debit or credit card, saves the club a lot of effort, so we have agreed to waive the small fee that PayPal charge and that we previously passed on to members. You can access the club's PayPal account at www.wdmgc.com/Pay_WDMGC_Dues.htm

Term limits mean that Donna and Dale also resigned their positions of Treasurer and Secretary at the end of February, and on behalf of the club I'd like to give them our thanks for all the time and effort they have invested for the benefit of all of us. As I write, it is before our elections, so it would be presumptuous of me to name the probable successors for Donna, Dale and me.

One important source of income used to be regalia sales. Buying in bulk, and selling individual items, resulted in profit for the club. Some time ago, it was decided to out-source regalia sales, the idea being that members could go directly to our supplier. The logistics of that hasn't worked very well, and even when it did, members didn't save much and of course the club was cut out of the income stream. The board has decided to revert to the old system whereby the club procures and resells the regalia, tasks that take a lot of time and effort in planning and execution. Understandably, after over 10-years of running regalia sales for the US, Elvin Davis decided he'd had long enough with the bat and this was the right time to pass it on. Thank you Elvin, not just for your long service, but for making it fun too. Elvin was a big hitter, and its going to take two people to take over from him, and we welcome and thank Donna Finch and Philip Wiltshire for having stepped up to the plate. They've already started their new commission in earnest, so expect to hear exciting plans and see new regalia products very soon. Roli Sylvestre will remain as our Regalia rep for Canada.

Our last board meeting was a busy one; we not only discussed the issues mentioned above, but went through the year's calendar. We've already put together a comprehensive framework of events, which Steve Finch has posted on the club's web calendar. However, we still need your ideas and participation to add even more, especially as regards to events held in Canada.

Again, this is my last Presidentially Speaking, but you don't get rid of me that easily, I'll still be the one bugging you for your membership fees and I'll look forward to seeing you all at events and meetings during the year.

Safety MG Fast

Rick

(Continued from page 1)
half a pint of some dubious fluid. He was ready to pour this brew into the car's fuel tank, but once we had explained in bad French that more fuel was the absolute last thing we needed, the French pit crew lost interest and returned to their drinks. Except now they could debate the fix required for the English car and probably better figure out the solution in the more familiar surroundings.

The not-so-roaring Tiger and the French pit crew.

Touring the village of Tinchebray while waiting for the flatbed to arrive.

We also could not find the root cause of the problem, but for sure fuel delivery / control was the cause and we had not got any carb spare parts. So my cousin phoned one of the Tiger Club gurus who was scheduled to arrive in France the following day with a whole pride of Tigers. He committed to bring as many spare parts as he could concerned with our Tiger's failure, so that the car could be fixed at LeMans the next day.

Next on the to do list was how to get the Tiger to LeMans. My cousin called his recovery service who wanted to repatriate us and the car back to England. He explained that it would be cheaper if they simply flat bedded us to LeMans. This was agreed to and so we waited two hours for the truck in, yes you've guessed it, the bar full of auto experts.

By 7:45 pm we arrived at our gite (bed and breakfast) on the flatbed and 634 Euros lighter in wallet with the Jag and settled in for the evening. During our race to LeMans, there were times we were convinced that our flatbed truck driver was an ex-racing driver because we covered the 130 kilometers to LeMans in record time and the Jag struggled to keep up with us around some of the tight bends!

The next day Friday dawned extremely hot and humid at 95 degrees and with no air conditioning, we decided to stay local to our Gite and wait for our Tiger guru to arrive and save us. The four of us walked into the little village of Yvre le Polin and checked out local life. There was none. The village is 15km from the LeMans race track and could be anywhere in France. It was so typical with deserted narrow roads bordered by terraced, shuttered older buildings. It has just one little supermarket and a small cafe in which we sought refreshment. General Paton and the Allied forces would not have been out of place there, a typical small French town where time has stood still. On our return to the gite, an MG Midget had arrived from the overnight car ferry with two more of Keith's friends aboard. Pete had bought the car just eight weeks previously as a restoration project and decided to build something interesting from it to drive to LeMans. So the tired harvest gold Midget ended up in Gulf racing colors numbered 38 (as were Pete and Mike who dressed in works uniforms) and looked the part as a works car with an Osselli 1380 cc half race engine. In fact during the

Our friend Pete's recently restored Midget sporting Gulf racing colors and ready for LeMans.

(Continued from page 4)
whole trip, many people thought they were driving a works car for Gulf and so got many questions and photo opportunities. The final members of our group arrived in a Lotus Elise and BMW 1 series.

Later in the day, Dean the Tiger guru arrived with his 427 cid Tiger and a trunk full of parts. It was determined that the float level was too high and that the air cleaner was plugged, plus leaking fuel pipe unions. The carb was put back onto the car minus the air cleaner, adjusted and the Tiger started right up - we were ready to rock and roll once again! We decided to go to the racetrack and check out what was going on. Friday was a practice day so we got the opportunity to see a range of classic cars mixing it up out on the track. We drove to several vantage points in Mulsanne and Arnage to watch the cars; we stayed for several of the overnight heats and returned to the gite at 1.00 am. During all of this, we were surrounded by dozens of classics as if in a living museum.

On the Circuit LeMans heading towards the Dunlop Bridge.

The LeMans 24 hour Classic race starts at 4pm on Saturday and finishes at 4pm on Sunday. The range of race cars are from 1923 to 1979. Unlike the famous original race which runs non-stop for 24 hours, the classic version of the race is divided into 12 x 2 hour heats of invited classic race cars that are also divided into appropriate classes. So Saturday the big race day dawned for everyone and Keith had also got us track passes for a 10.30am start. We set off for LeMans with a perfect blue sky and 70's temperature. The run to the track was excellent with hardly any traffic except for those also heading for the track. We were allowed 3 laps and enjoyed every second; we were able to run the whole 13.70 km circuit. The pace car was there for show only and soon got out of our way. Only the annual 24 hour and this 24 hour classic race (that runs every 2 years) are allowed to use the full combined club circuit and road route, so we were able to blast around the French countryside just like those famous race drivers of yesterday, except we only made half of their top speed at

The speedometer needle as it nears the 100mph mark.

a 105 mph in the Tiger. But that felt pretty good in an open top 1965 car! The Jag found an opening and managed 120 mph. After our exhilarating track time, we parked with the Tiger club at their circuit infield group parking area and walked the various exhibits and vendors. The place was heaving with classics cars of every marque and era either parked or driving through, giving more of the living museum to watch. And so the racing began at 4pm with the first heat of cars.

The order of racing is a complicated mix so the race heats do not run in chronological order. Again we visited several locations throughout the evening and night and were able to see several classic early sixties and seventies Corvettes and Mustangs racing. The crowds loved the 'Vettes as these heavy and very loud cars had to make huge drifts around the bends to stay in play and raised cheers every time one made it through a corner. Eventually, on the Sunday, we drove back to Arnage and sat in a roadside cafe watching all of the wonderful classic cars cruising past. It reminded me of the Woodward

Enjoying the race from one of the many great vantage points along the circuit.

Cruise except the cars cruising past are a more varied selection and there is a 50 per cent chance that the driver does not speak English! We did get some overnight thunder and lightning due to the heat and humidity. But we ate outside in the rear garden of the gite for all meals with no bugs or mosquitoes; France does not have them.

Later on Sunday, we toured around the infield and looked at the various clubs in their groups. Just about every marque was represented including some obscurities that we had not heard of. We watched the final heats leading up to the 4pm conclusion of the 24 hours and then drove to that same boulevard in Arnage to sit in a pavement cafe and watch the cars leaving the circuit and surrounding parking lots.

Waiting to board the ferry back home.

On the Monday it was time to say goodbye to our group and the LeMans circuit. We headed back north towards Cherbourg, our car ferry port. We really did part in all directions; the Jag to the airport and then Italy, the BMW to the south of France, the Lotus to Calais to get back to south London, the Midget to Caen (a ferry port near Cherbourg) and us to Cherbourg. Because of the proximity of Caen to Cherbourg, we drove most of the way in the company of Pete and Mike in the Midget and parted on the French coast to head to our respective ferryboats. We arrived back around midnight in England to some typical rainy drizzle; I spent the night at my Uncle and Aunt's apartment and then took the train back to London for the flight back home to Detroit.

If all of the stars align, I hope to make the next LeMans 24 hour Classic in 2 year's time, but this time I want to be driving myself. I am sure it will be a modern rental and not a classic, but you never can tell eh?

Below are just a few of the many classic vintage cars on the infield at LeMans during the running of the 24 hour Classic in July 2010.

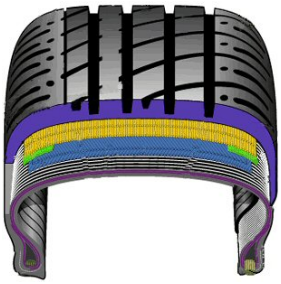
Rolls Royce Handlye Special

Bentley

Cobra

Windsor-Detroit MG Club Tech-Session

Tyre Tech
— presented by Doug Butcher



- Tyre Technology
- Tyres and Your Safety
- Tyres and Your MG

Doug has spent his whole working life in the tyre industry. In the course of his work, has visited almost every tyre factory in the world.

He owns a 1967 MGB.

Elec Tech
— presented by Rick Astley

- Basic Principals
- Batteries & Charging
- Starting
- Ignition
- Lighting
- Fusing
- Instrumentation
- Fuel Pump

Before retiring last year, Rick was a career electrical engineer, the last 14 years being spent working with the electrical design teams of the big-3 here in Detroit.

He is the author of:
MGB Electrical Systems
and
Classic British Car Electrical Systems.

He owns a 1970 MGB roadster and 1970 MGB-GT V8 conversion.

Saturday March 5th
Milford Library
330 Family Drive
Milford, Michigan

10:00 am to 1:00 pm

Coffee & dougnuts provided.

For those wising to go to lunch afterward, there is a Coney Island close by.

Milford Library is located:

4 miles (6.4 km) north of I-96 Exits 155 & 155B, S. Milford Rd.

3.4 Miles (5.5 km) south of M-59 junction with N. Milford Rd., entering Milford via N. Main St.

Club calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

March

■	Sat. 5	**Tech Session** - Milford, MI (see details p. 7)
■	Wed. 9	**Monthly meeting, Dominion House** - Windsor, ON

April

■	Wed. 13	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
■	Sat. 16	**Kimber Run and Birthday Bash, Delhi Cafe**- Lansing, MI

May

■	Wed. 11	**Monthly meeting, Dominion House** - Windsor, ON
■	Sat. 21 or Sun. 22	**Auburn Cord Duesenberg Museum** - Auburn, IN

June

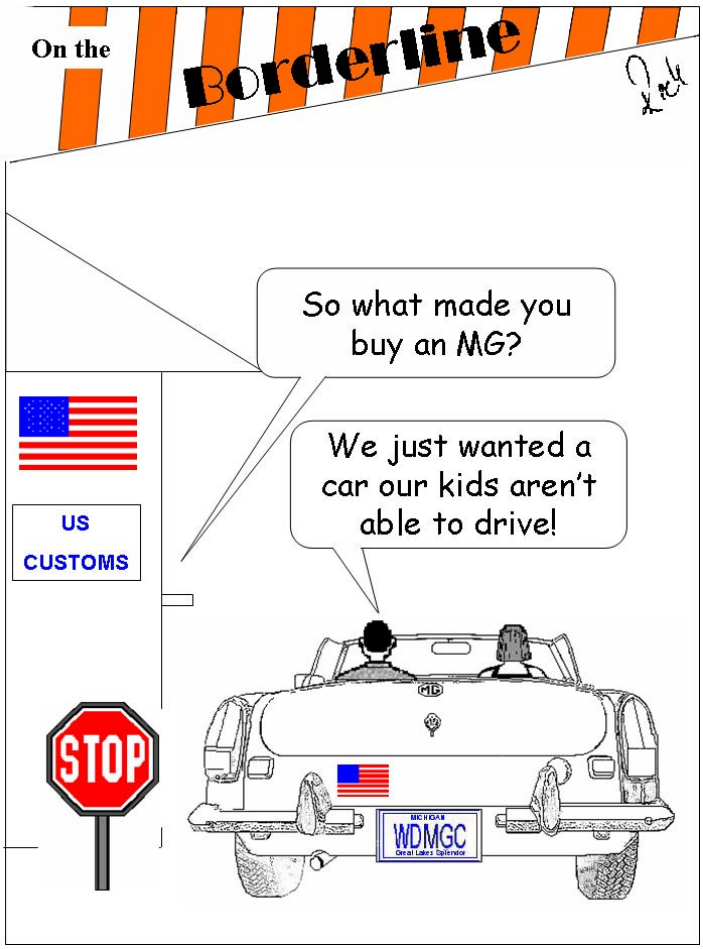
☐	Sun. 5	British Return to Fort Meigs - Perrysburg OH
■	Wed. 8	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
☐	Mon. 13 Thurs. 16	MG 2011 All Register Convention - Reno, NV
■	Fri. 17 Sun. 19	**Stratford Festival Tour** - Stratford, ON

July

☐	Sun. 10	Mad Dogs and Englishmen - Hickory Corners, MI
■	Wed. 13	**Monthly meeting, Dominion House** - Windsor, ON

March Meeting at the DH

Our next club meeting will be Wednesday January 12 at the DH in Windsor, Ontario. The meeting will start around 7:30 pm followed by our gift exchange. Join us earlier if you plan on having dinner. Most people start arriving at around 6:00 pm.



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1980 MGB Good condition. Includes new carpet and a soft top. Has a battery cut off switch in the rear package tray which makes for a great security device. Has a radiator from another vehicle of unknown origin and works just fine. Have original radiator but needs to be re-cored, and electric cooling fans that will go with the car. Some rust in the front fenders and dog legs and car could use a coat of paint. Good candidate to do a rebuild or rolling restoration. Located in Ann Arbor, MI Asking $3,000. Rick Eisele, 734-761-1877, HAN5L778@comcast.net.

Four wire wheels with tires $100. Tires are Michelin radial 165SR14 with good tread. Call John at 734-427-1345 or email at flynnjay69@att.net.

1977 MG Midget project or parts car. Rough condition. Engine never started since I have had it. Some extras included such as right wing. $900 OBO. Located in Milford, MI. 734-546-1946

MG parts Never been on a car. Non headrest Tonneau cover, light blue. Size is 471/2" L x 50" W $200. Non headrest Tonneau cover, black. Size is 50" Lx 51" W $100 Good condition. Body parts for MGB all in primer - Bonnet, Fender (has sidelight opening), Door with or without glass and regulator and Fiberglass Hardtop. Bob 517-672-6145 or rmatt684@aol.com

MGB luggage rack complete all parts included. Good condition $65.00 plus shipping. One ribcage trans with 948 engine hooked on up front. (pick-up only) running $75.00. Couple sets of SU carbs need work. $45.00 each No shipping. Tel: 1-800-743-1025 or thomasheckman@att.net

69 MGB-GT and 68' MGB Parts Cars. Call 519 -791-5502.

1979 White MGB I have owned it for the last 21 years and it has been kept in a garage it's entire lifetime. It has less than 50,000 actual miles on it. This is a project car and is located in Rochester Hills Michigan. It is currently not running but will take a small effort to change that. The fuel pump is the immediate issue and the contacts most likely just need to be cleaned. I did have it running last summer. Please feel free to contact me with any questions you may have. brant_veilleux@yahoo.com

1979 MGB carmine red, dual SU's, O/D, 83,000 miles. always pampered. $7000.00. mgbv8542@yahoo.com

69 MGC GT Purchased in S.Carolina 1992 and all info logged since then. Rust-free and running well at 92k miles. Overdrive, SS exhaust, leather seats etc. No dents, scratches or other damage. Recent repaint in original Tartan Red. Lots of pics available. Contact Adrian 613-258-0234 near Ottawa ON. Adriansawyer@cogeco.ca

MG midget hard top for $300 call scott 586-484-7173

1974 MGB Beautiful chrome bumper MGB. Restoration over 90% complete. Please contact Joe 734-658-9268

66 MGB-GT dark blue, 1.8 L, with overdrive, everything works fine, no rust, solid frame, good Michelin tires on new spoke wheels, been under John Swift's care once for a complete "overhaul". I drive it to work when weather is good, store it in winter, in my third (heated) garage. Asking $6,500 (been told it is worth more...), or best offer, for the right buyer. Contact Rodolfo rasche@med.umich.edu

Wanted

1968 to 1973 MGB in great shape. I live in Windsor Ont. Contact jcunnin@cogeco.ca

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St. Clair Shores

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Mar 10

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Mar 10

WANTED

Dead or Driveable

Your Car Picture

Let us have a picture of your car and some anecdotal information so that we can feature it in *Can-Am Connection* and the club web-site gallery.

Also Wanted

Pictures of members with their "ride" in their childhood or as young adults for our **The Young and the Reckless** feature.

You will be Well Rewarded

Club Regalia

Do you want to look as good as your car this summer? If your club hat and shirt have seen better days, be sure to contact Donna Finch/Phillip Wiltshire or Roli Sylvestre, our regalia reps in the US and Canada respectively, for some new gear. And if you don't already have one, how about a grill badge for your car or a licence plate surround? Call them today or check out the stock at the next club meeting.

Windsor-Detroit MG Club
28404 South Harwich Drive
Farmington Hills, MI 48334 USA

FIRST CLASS MAIL

Car of the month, March 2011 - Ted Hight's 1950 MG-TD