The Can Am CONNECTION

Vol. 34, No. 8 - Newsletter of the Windsor-Detroit MG Club September 2012

University Motors Summer Party

By Steve Swarin

The parking lot gathering at the host hotel.

Ruth and I attended the University Motors Summer Party Reunion (aka Twist Party) on August 17-19. We drove our Spridget on comfortable, country highways, arriving at the headquarters Hilton Hotel in Grand Rapids in the late afternoon on Friday, in time for happy hour in the Hilton "MG Cars Only" parking lot. And a happy time it was. Ruth and I have attended two previous Twist Parties, but only for the Saturday Car Show, never for the full weekend experience. Now we know what we were missing! The whole weekend was just so pleasant with a hospitable venue, great organization, friendly people, and, of course, interesting and beautiful cars.

Event organizer, John Twist with driver Manley Ford at Grattan Raceway

After an absence of a couple of years, John Twist brought back the Summer Party this year on a low-key basis with minimal advertising. But the lack of "buzz" didn't seem to affect the Speckled Hens, Southern Ohio, and many other Clubs, including a few WDMGC Club members, who showed up in sufficient numbers to bring the total attendance to ~ 240 cars on the field on Saturday. Best in Show was a 1964 MGB owned by Paul Hanley who drove the car from Maryland (1548 miles round trip)!

The Show Field at Douglas Walker Park.

Besides the Car Show, events included the endurance rally around Lake Michigan (won by a TR-6 this year), the Saturday Awards Banquet, and a Track Day at nearby Grattan Racetrack. But the focus was the Hilton Parking Lot where many beverages were consumed, tires were kicked, lies were swapped, cars were repaired, and great camaraderie was enjoyed. It was a great weekend, and we are looking forward to next year when perhaps a few more Club members can join us in Grand Rapids.

Photos courtesy of John Twist's Facebook Page

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is published 10 times a year by the Windsor-Detroit MG Club, Inc.

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The Windsor-Detroit MG Club
The International Local Club

Dale Brown - Editor

In this months edition of the Can Am Connection we are featuring a photo and story recap of the University Motors Annual Summer Party Reunion, a technical article and some information of a few new events planned for September.

Our granddaughter Mariyka enjoying the MGB

Have a look at the Calendar on page 9, as well as further information on the Olde Sandwich Towne Festival on the 8th, the Gathering of the Faithful on the 9th and another new event for us, The Walkerville Rocks Street Festival on the 29th, all in September.

The Olde Sandwich Towne Festival is commemorating the 200th anniversary of The War of 1812 and is set in an historic part of Windsor. Many activities are planned and the car show itself is in a nice area near the river. Plan on coming in the morning for that one and stay all day and into the evening if possible. Sit at Billie's Place patio and enjoy the festivities.

The following day, in place of the Annual Battle of the Brits put on by the Detroit Triumph Sports Car Club, a new more casual event will take place at Camp Dearborn in Milford Michigan. Our Club always supports this annual event and hopefully this year will be no different.

And finally, another new event for us is the Walkerville Rocks Street Festival in Windsor. Our club as well as the local Mini Club will be displaying cars on the streets. Come down during the afternoon and stay for the day and evening to enjoy live music, entertainment, food and other activities. We will be positioned very near a nice British style pub called "O'Maggio's Kildare House".

As most of you know, due to a fire at our most recent location for our Canadian side monthly meetings, we will be relocating to another restaurant called "Cramdon's tap and eatery". It's located at 2950 Dougall Avenue (in West Grand Plaza)
Windsor, ON, N9E 1S2

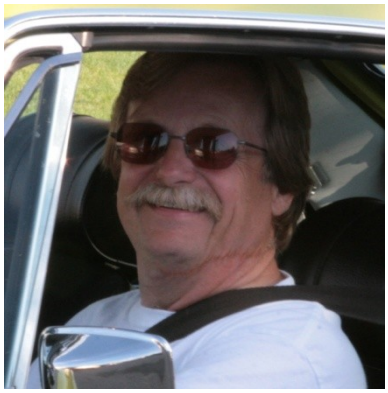
Check out the menu at http://cramdons.com/menu/pdf-menus/

Come out and enjoy the last remaining weeks of this driving season.

See you in September

Presidentially speaking

Steve Finch - Club President



We've been havin' fun all summer long. Won't be long 'til summer time is through. *— The Beach Boys, 1964*

It's September already and autumn is just around the corner. I hope you've been having fun with your MGs all summer long.

This past month saw the return of John Twist's University Motors Summer Party Reunion. Again I didn't make the party (I seem to be missing a lot of events this year). It sounds like it was a success according to the story by Steve Swarin in this edition (thanks Steve). I did however get to the Sunday vintage car race event at Grattan Raceway. It was the MG Vintage Racers 17th Annual Focus Event with lots of cool MG race cars and good racing.

Another event I missed again this year was the Alden Classic Sports Car Show staged by the Twin Bay British Car Club. The guy behind the counter at Belle Tire in South Lyon was up at Torch Lake and ran into the Alden Car Show. He said it was really great. One of these years I need to make it up to Traverse City for this show - maybe I'll get there next year. The club calendar was a bit light this August but picks back up for September. Dale did a good run down for you in his article and more info is on the Club Calendar page.

Its too bad about the Battle of the Brits Car Show but the Detroit Triumph Sportscar Club has another more casual event planned in its place at Camp Dearborn. And we are going to try another venue for our Windsor club meeting, Cramdon's, since we burned down the last place.

Besides the local events, I would encourage you to check out the Put-In-Bay Road Races Reunion on Wed-Fri, Sept 19-21. The PIBRRR offers a relaxed, low-key event that celebrates the early days of U.S. post-war road racing on the public roads of historic South Bass Island -- a few miles offshore in Lake Erie near Sandusky, Ohio. I am told that it is worth considering this event as a mini-vacation excursion.

For those interested in the history of M.G. and the early pre-war cars, I just got my latest issue of Hemmings Sports & Exotic magazine (it is actually the October 2012 issue probably soon to be on newsstands). They feature a cover story about MG's Golden Era and four ultra-rare cars—the 1931 8/33 M Type Midget, 1932 J2 Midget, 1933 L1 Magna and 1935 NB Magnette. The cars featured in pictures in the article are part of the collection of Dick Cobb and his late wife, Dottie, who shared a life long passion for the cars from Abingdon. The Cobbs' collection of 23 cars, ranging from 1931 to 1953, is currently on loan to the Owls Head Transportation Museum in Owls Head, Maine. Gee, maybe I will have to take a road trip to visit my nieces in Maine and take a side trip to the Owls Head museum. Check out the article for a good read.

We regret to report the passing of Cathy Holliday August 22nd. Cathy was the first person to welcome Donna and I to the MG community when we joined WDMGC. She made Donna feel welcome and was always so kind and generous. She and Steve invited us to join with the Michigan MGA Rowdies even before we came to own an MGA. We will certainly miss her. Our condolences go out to Steve and her family.

And on a final note, it is getting time to begin planning the annual Hibernation Party to be on the USA side this coming February. We are looking for comments and suggestions for venue, entertainment, menu, agenda, annual awards and nominations for election of officers. We are looking for new volunteers to help with planning and organizing the event. Please contact any board member if you have any suggestions, nominations, or wish to volunteer your participation.

Sadly, I won't see you at the Windsor meeting at Cramdon's this month. I get to go to Myrtle Beach for a week of golf—*Oh, goody!*

I hope you will join us at meetings, events, and for a drive in our MGs.

Celebrating 50 Years of the MGB.

Safety MG Fast!

Steve

University Motors Summer Party Photos

By Steve Swarin

Twist Party Parking Lot Comaraderie

Twist Party Parking Lot
MGs of Every Type and Colour

Twist Party Parking Lot
A Line-up of B's

2012 Twist Party Saturday Show Field

2012 Twist Party Saturday Show Field and Vendors

Twist Party Sunday
"Racing" at Grattan

Windsor Street Festivals in September

By Dale Brown

Olde Sandwich Towne Festival

Come and help commemorate the 200th Anniversary of the War of 1812! Our club has been invited to join in a car show nestled in the historic area of Windsor known as Olde Sandwhich Towne. For those of you who have attended the Canadian side meetings in the past it is in the area of the Dominion House where we have had many good evenings in the past. This festival includes many activities as well as the car show. Don't miss the Children's village, Live Entertainment on the main stage at Mill and Sandwich Street, Horse and Buggy rides, special menus, Freedom of the City, Peace Garden Dedication, Pipes and Drums, Drum and Bugle shows, Historical Cricket Demonstrations, Buskers, Magic Shows, Fireworks, Celtic Dancers, and much much more. Do not forget about the great patio at Billie's Place.
Free registration for the car show is from 9 till 10 am on the Saturday morning. But leave the car and enjoy the festivities. Enter from Detroit Street to Russell Street which is just behind the "DH".
Mention you're with the Detroit Windsor MG Club.
Hope to see you there!

Walkerville Rocks Street Festival Saturday Sept. 29th

This is another new event for us. As you can see from the poster to the right, our club as well as the local Mini Club will be the feature cars on display. (Such a great honour!) This one is later in the day so you can sleep in on Saturday morning. Our cars will be positioned on Wyandotte Street East between Devonshire and Kildare and very close to a very quaint British style Pub called "O'Maggio's Kildare House" Many of you may be familiar with their award winning Halibut Fish and Chips. The rest of the menu is wonderful as well. Come down starting at 11 am and stay for the day and evening. There will be live music, entertainment, great food restaurants and boutique style shopping. Since we are the featured cars this year, let's try to get as many members out as possible. Spread the word.

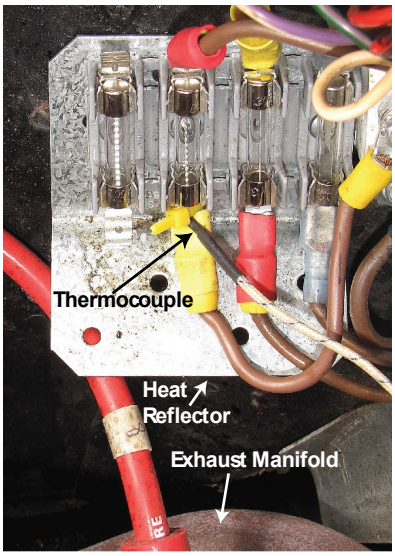
It's important for the organizers that we let them know in advance how many of our cars will be there, so take a minute and send me a note at Dale@WDMGC.com and let me know if you're going to come.

You can also get more info by visiting the Walkerville BIA Facebook page at http://www.facebook.com/events/457594227605565/

Refusing to Beat the Heat

by Rick Astley

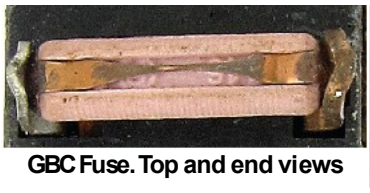
Take a look at the driver's manual for your modern car and you'll see that it probably has some 40 odd fuses. Certainly it's a sophisticated vehicle compared to your British sports car, but it's nevertheless surprising that the older car was designed with perhaps only 2 or 4 fuses. That has always concerned me, especially because some circuits that are always live, and can't be switched off, are not fused at all on my MGBs. These include the headlights, starter solenoid and ignition-switch circuits and are characterized by having brown wires. On my 1970 Bs, these wires terminate at the power stud on the starter solenoid and come upward from there, entering the under-bonnet area at the right-side bulkhead.



When reassembling my MGB-V8, I decided to do something about this issue; adding a fuse block in the route of these vulnerable wires by opening up and cutting the wiring harness as it emerged from the rear of the engine. Unfortunately, every time you add a component to any system, be it a car or a blender, statically speaking, the reliability goes down. This it the subject of complex failure analysis studies which are a standard part of modern design and manufacture, but in short, the more stuff you add, the more stuff there is to go wrong.

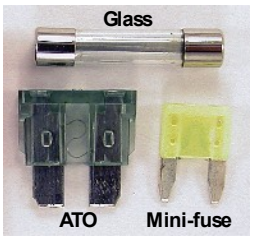
Last summer, club member Marc Weitzman borrowed the car to take to a V8 meet in North Carolina. He picked it up on a hot day and drove back along an even hotter I-696 to his home. Later, when he went to gas the car up for the next day's journey, the car wouldn't start and I got the call to come out and fix it. The problem turned out to be a failure of one of the new fuses — the one that supplies the starter solenoid — and although it took only a moment to diagnose and repair, it wasn't an obvious fault, because the offending glass fuse still looked intact. It hadn't blown, as such, but the current flowing through would have heated it, as did the combined high ambient temperature of that day and that of the under-bonnet area of the V8, especially in the locality of the new fuse block, which in this car is very close to the exhaust manifold. That heat had fatigued the fuse to the point of melting the connection between its end cap and filament. Marc had an uneventful journey but when I got the car back, I attached a thermocouple to a fuse and measured its temperature, which rose to about 50°F above that of the outside air, so on a 90°F day, it could get to about 140°F. In the hope of reducing the temperature and eliminating the problem, I added a reflective heat shield below the fuse block.

It had occurred to me that my heat reflector might work instead as a heat collector, and so make things worse, and that may have been the case because, when I went to leave the Brass Pointe after the June meeting, a different fuse, this one for the lighting, failed in an identical manner. It was dusk and I only live 5 minutes from the restaurant, so rather than fix it there, we made a dash for home before it became any darker.

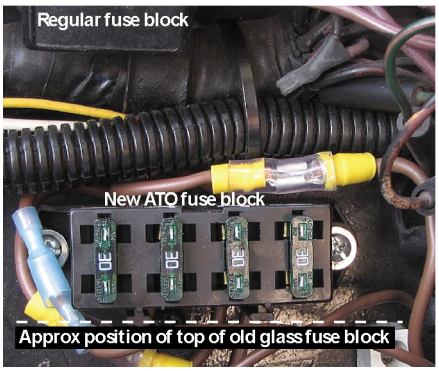


GBC Fuse. Top and end views

Nuisance fuse failure wasn't new to me and these incidences reminded me of trouble I had in England in the 1970s with my Ford Cortina. Ford of Dagenham was being forced to standardize more with Ford of Cologne, and one result was that it had to adopt the German GBC fuse. This was a horrible device because it had an open filament and so, should the fuse fail as a result of a real short circuit, when being replaced, it would of often immediately blow again, but this time the molten metal filament would be exploding into the thumb of the person inserting it. The other problem was that the torpedo shaped fuse would usually only make contact with its clips over a very small surface area, causing an electrical current bottleneck and hot spot, that caused the fuse to fail, even though there was no fault with the car. If "That's the Power of German Engineering" or "*Vorsprung durch Technic,*" well, you can keep it.



Actually, that last German phrase, used by Audi, means something like, "Progress through technology" and I've chosen to progress through my fuse problems by using the same American technology now used by Audi and indeed all European and Asian car makers, and which was designed for GM by Littelfuse of Chicago in 1976: the ATO fuse. This fuse makes much better electrical and thermal contact with its fuse block and distributes internal heat far more evenly that its predecessors. Its newer cousin, the Mini-fuse is now more common on US vehicles. The fuse block I bought for the ATO fuses is quite tall and required I add wire pigtails to terminate it. This allowed me to also move the fuses further from the exhaust and somewhat higher into whatever airstream there is. I've yet to prove that this is the solution. If not, I'll be adding a small blower fed with air ducted from the front of the car, rather like MG used to cool the carburetors on the MGC; but again, that would be adding yet more 'stuff' that could go wrong.



DTSC - BOTB - Gathering of the Faithful

By Bob Owsinski

September 9th, Camp Dearborn, 1700 General Motors Rd. Milford, MI 48380

As mentioned when I sent out the email about the Battle being cancelled for 2012, we were working on plans for a "Gathering of the Faithful" event Sunday September 9th. No awards, registration or formal class parking, just an opportunity to share our passion with fellow "Brits".

We have firmed up the plan. We have reserved a large grassy area at Camp Dearborn in Milford on September 9th.

Because we reserved a large area, the park entrance fee is only $3 for event attendees. They will move over porta-potties and we have reserved a large drum grill for anyone to use.

Our Fall Color Tour experts have arranged a drive to start at 10 AM starting at the Meijer's parking lot at 8 mile and Haggerty in Northville to arrive at Camp Dearborn at noon. 20401 Haggerty Rd, Northville

You can participate in the drive or just come to Camp Dearborn starting at @10 AM. We will be there at 9:30AM.

I'm really excited about this. I hope we can get a big turnout. There are even some trees around.

I updated the Web site with pictures of the area and other information.

Here are some pictures of the Park and area we have.
http://www.detroittriumph.com/Events/Camp%20Dearborn/album/index.html
The Camp Dearborn Web Site is
http://www.campdearborn.com/

Hope you can make it. It should be fun.

With deep sadness and a heavy heart, we regrettably inform you of the passing of Cathy Holliday on Wednesday, August 22nd. Our condolences go out to Steve and the family. Cathy will be missed by all of us. Cathy served as Vice President of the Windsor-Detroit MG Club from 2006 thru 2009. For over a year Cathy has battled with myeloma cancer, kidney failure, and a stroke. The battle is over; may she rest in peace.

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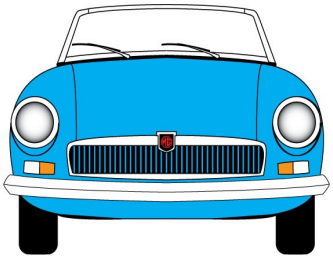

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Club Calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

September 2012

☐	Sun 2	Annual Festival of Cars & Auto Flea Market - Heritage Village, Essex, ON
☐	Sat. 8	Olde Sandwich Towne Festival Car Show, Windsor, ON
☐	Sun 9	**DTSC BTOB Gathering of the Faithful** at Camp Dearborn - Milford, MI
■	Wed. 12	**Monthly meeting, Cramdon's tap & eatery, Windsor Ontario (New Location)**
☐	Sat 15	Andrew Baxter Memorial Car & Bike Show benefiting Crossroads Center & Harmony in Action - Windsor, ON
☐	Sun 16	British Car Day at Bronte Creek Provincial Park - Oakville, ON
☐	Thu. 20 - Sat. 22	Put-in-Bay Road Races Reunion, Put-in-Bay, OH
☐	Sun 23	Orphan Car Show, Ypsilanti Automotive Heritage Museum, Riverside Park - Ypsilanti, MI
☐	Mon 24	British Only Cruise Nights, Jose's Bar & Grill - Windsor, ON
☐	Sat 29	Walkerville Rocks Street Festival, Windsor, Ontario

October 2012

■	Wed 10	**Monthly meeting, Brass Pointe -** Farmington Hills, MI
■	TBD	**WDMGC Fall Colour Tour -** Northville, MI

September Meeting at Cramdon's

The September club meeting will be Wednesday September 12th. at Cramdon's in Windsor. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving at around 6:00

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.

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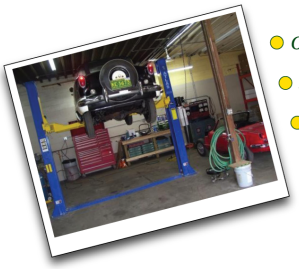

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1974 MG Midget. 30,134 original miles. In covered storage. Red exterior, tan interior, original black roof and tonneau cover, both excellent condition. Blaupunkt AM/FM cassette radio. Clean engine and compartment. Michelin tires less than 500 miles. Extra parts. Asking: $7,000. Contact: Jim Carr at carr.james (at) sbcglobal.net or 248-547-9050. *2012-05*

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1980 MGB V8 conversion. Partially completed but all parts included. Bead blasted and primed body. Bright silver engine bay matches aluminum V8 motor. Muncie 4-speed trans. New fuel tank. Anodized aluminum windshield frame with clear coat looks like chrome. New interior carpet and seat covers. $6,000 Call Doug 248-514-8200 or email daseymour1 (at) comcast.net *2012-05*

1958 MG ZB Magnette - Seen at Battle of the Brits and NAMGAR GT 30. Black/Maroon. Time for Maggie to move on. Drive her home. $6,000 (us) OBO. If interested, email me. Will send pictures and detailed description. Ted Hight at thightjr (at) aol.com or call 248-682-8408 *2012-05*

1969 MGC - Good condition, needs carb tweaking (dual Bosch), dash work, rag top. Rust free. Asking $6,000.00, need the space, and, frankly, the money. Mother-in-law moved in, can no longer live alone, and house modifications are needed! Can send pictures if interested. Car is located in Wyandotte, MI. Call Jon at 734-281-2582 or email at jonsally (at) sbcglobal.net. *2012-05*

1972 MGB - Red with Chrome wire wheels, non OEM hard top (also torn rag top and frame included). Mikuni side draft carb. Interior is tired, but there are no tears in the upholstery. This car is from North Carolina, and I bought it on Ebay about 7-8 years ago. There is no rust on the car. It appears there was some at one time, and it was all cut out and repaired with patch panels and new rockers. The body work is obviously not a professional job, but it's a good 20 footer. With very little work, could be a looker. It runs good and starts right up. I love this car, but I also have a 74.5 B, and I just don't have the room and just haven't had the time to give her the attention she needs. $3,250. Call me at 313 319 2687, or email s10man32 (at) yahoo.com. *2012-04*

MGB Parts for Sale. 4 spd transmission for early MGB with the dipstick- $40; MGB cylinder head, does not have pipe in back, missing exhaust valve, has hardened seats installed in exhaust - $30; Hood and Trunk props, complete assy - $5 for both; Alternator for parts, housing still ok - $5; Windshield Frame, disassembled, needs work- $15; Convertible header -$5; rocker shaft assembly for pre-75 MGB—$10. Contact Harry Mac Lean, 248-641-5011, email hmac3002 (at) yahoo.com, *2012-04*

MGB Parts for Sale. New Classic Model One Black Radio, Faceplate, Knobs $150; New 70-80 Tonneau Cover $125; New Deluxe Windblocker $175; Used Moto-Lita 14" 3-Spoke Wood Rimmed Steering Wheel w/ Adaptor Hub $100; New Side Draft Mikuni PHH Induction Carburetor System w/Installation Kit $200. Call Terry Schultz 248-935-2569 or email: teschultz@comcast.net *2012-04*

1968 Morris Minor 1000, Almond Green four door coupe. Car is in excellent original condition inside and out, runs perfect, $7500. Call Richard Hensley at (734) 262-5590. *2012-01*

1972 MG Midget used for autocross by the previous owner. Body is in very good condition with little, if any, rust. Paint needs some help. Engine and transmission included, but currently not in the car (will probably need rebuild). Comes with 6" wide Chevy Vega wheels with wide tires. Seats will need to be re-covered. Top in fair condition. Interior in average condition (needs to be cleaned, probably needs new carpet). Top dash cover is not cracked or broken. This is a nice car and good candidate for restoration. $1,500 or best offer. Also have other items for this car: set of 5 Rostyle wheels sandblasted and painted, $150; set of 6 Rostyle wheels that need to be painted, $50; set of reconditioned rear springs in good condition, $75. Car is located in Ann Arbor, MI. Contact Rick at (734) 761-1877 or email to RichardE50 (at) Yahoo.com. *2012-01*

For sale. Windshield from MGB, good condition, $25. Four (4) painted knock off wire wheels for MGB fitted with Firestone tires, 175/70R14 $120 for all four. Contact Doug at (248) 685 8610. *2012-01*

For Sale. Complete Official MGB 1962-1974 Handbook by Robert Bentley. Manual includes the complete coverage of models sold in the UK and North America and provides authentic maintenance and repair information including The Driver's Handbook and the official Workshop Manual. This manual is in very good condition and sells for $150 new. Price: $60. Call Mike at 248-789-0004 or email leadfoot (at) wideopenwest.com *2012-01*

1980 MGB with factory hardtop and overdrive. This car has only 10,175 miles on it. In storage for 15 years. Rust free, fresh Pageant Blue paint, tan interior. Datsun 280Z wheels. New fuel tank, fuel pump, brake and fuel lines. Runs great. Car runs, stops, and handles like car with 10,000 miles on it. Featured in the September Newsletter *"B in the Woods"*. Asking $11,000. Contact Rick at 734-223-0955 or email to han5l778 (at) comcast.net. *2011-10-01*

1974 1/2 MGBGT Last year for the GT in the US; rare Rubber Bumper GT. Teal blue with autumn leaf interior. Interior excellent; paint a little thin (no rust). Wood dash and steering wheel. Dual SU as original with all factory running gear; including overdrive. 170,000! miles completely restored/rebuilt in 1993 at 110k; paperwork back to 80k miles. One MG enthusiast owner since '93. Spares, some books; great road car and shows well (some trophies included too). Detroit garage too small. $5,500 obo. Contact Jim Demerath at (608) 335-7304 or email at demerathtax (at) yahoo.com *2011-10-01*

MGB GT 1966 Great car for restoration, wire wheels, black/white leather seats, stored for 25 years. Daily driver before being stored. Non OD, extra body parts. Can send photos. Local sale (Royal Oak/Ferndale), no shipping. $1100 OBO. Call 248 219 3705 or 248 890 5452, or email dmiller (at) us.stabilus.com *2011-10-22*

1974 MGB Asking $5500. Call Ray at 519-776-7621

Engine Crane—The WDMGC is selling its used engine crane for $125. Contact Tom Newton at 313-562-2377 or email twonewts@wowway.com

1970 MGB - Bronze yellow, black interior, chrome wires, overdrive. Car is excellent from top to bottom. Runs great. Restored cosmetically and mechanically several years ago and driven only a few hundred miles per year since. Asking $8500. Pictures available upon request. If interested, contact Mike Grimm @ mwg1950@aol.com or 734.502.0811. *2011-08*

1979 MG B Roadster with a 215 C.I. Buick engine and auto transmission. The engine has less than 2K miles on it. Metallic green. Rust - free body. The trans. is a 700R4 auto trans with a 8 " Ford rear end.
$16K in to it but is asking $9K
Earl Caron of 3600 Ray Rd., Oxford, Mich., 48370
Phone # 248 628 2002. Please call in the evening.

WDMGC welcomes New Members

Tom & Elaine Gladfelter of Rochester, Michigan who have a Red 1972 MGB. Tom and Elaine originally joined the club in 2002, but left after they moved to North Carolina in 2006.We welcome them back to Michigan and the club.

Phillip Smith of Dearborn Heights who has a Blue 1974 MGB

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

FIRST CLASS MAIL

Car of the month, September 2012

This is Steve and Ruth Swarin's "new" 1966 MGB-GT. It is just perfect for those cool Michigan spring and fall drives. And the extra luggage space is great for trips to Stratford. The perfect complement to their Spridget.