The Can Am CONNECTION

Vol. 36, No. 9 - Newsletter of the Windsor-Detroit MG Club October 2014

Photos from Battle of The Brits

Photos by Bryan Brown and John Magee

Watch for next month's edition for more photos of **"Battle of The Brits"**

Award winners: Bob Matthews, Philip Wiltshire & George Barton

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The Windsor-Detroit MG Club
The International Local Club

During the last month, there have been several events that members have attended. I've included highlights in this October edition. Also, I have included some technical articles that may be of interest to you. Thanks to all those who have contributed. Enjoy!

Dale Brown - Editor

September Meeting at The Leaf

Presidentially speaking

Ralph Poupard

The trees are changing colour to Damask Red, Harvest Gold, Bracken and Russet Brown. There is nothing like a top down drive on a sunny fall day to raise your spirits and make you forget all your worries.

I had a busy September that started out at the cottage in Muskoka on the last week of August. We had a marathon session restoring our vintage 1940s garage. We use this garage to store our boat over the winter and odds and ends during the summer. It was built with timbers right on the ground embedded with rocks for some drainage. Well after about 70 years the timbers were rotting and one wall was beginning to slide outward. My son in law and I jacked it up by beams that I made, placed under the wall top plates. We then replaced the deteriorated beams and added another set of beams under that, all pressure treated wood. We pulled in the leaning wall and I replaced the bottom 2 rows of siding and rebuilt the large hinged doors. We painted the entire thing in a kind of earth tone (tundra) green and tan. It was a nice little engineering feat that actually worked out. It reminds me a bit of some of the vintage repair garages in the Kevin Walsh paintings. I told Kathi it might look good with an "Authorized BMC Service" sign on it. She didn't say no, so maybe…

In early September a group of us drove to Watkins Glen NY for the Grand Prix Festival. MG was the featured marque, this being the 60th anniversary of the Collier Cup for all MG racing. What a trip this was. We traveled on the Loyalist Parkway and stayed overnight in Kingston, ON taking three ferries on our way to New York. We then followed the shoreline and up to Watkins Glen, camping in the State Park. The Friday festival in the town was amazing, with every kind of sports car you can imagine, some of them very rare and I am sure worth a fortune. It is wonderful that the owners will bring these cars out to show and drive for all of us to see. The racing was fantastic with everything from pre WW2 to MG Collier Cup to American Le Mans series classes. The weather was almost perfect with only one night of rain. All our cars ran well with no problems, with Dave Hornby's Morgan Plus 8 gathering attention almost everywhere we went.

On the 14th was the Battle of the Brits in Milford. I am pleased to announce that our club won the Participation Trophy for the 8th consecutive year, although the DTSCC gave us a run for our money this time. Congratulations to the WDMGC members who won individual awards at the Battle.

By the time you read this the Twisty Bits Tour will be over. Coming up on the 19th of October is the Fall Colour Tour. If you like doughnuts and apple cider (and who doesn't) plan on attending this run. You will find further details in this newsletter and on the club website. There is still plenty of time to get in some great fall driving, so lets get out there and enjoy the open road.

Safety MG Fast

Ralph

I-96 is now open to the public!

Quitting Smoking can be Hard

by Rick Astley

In the November/December 2012 issue of *The Can-Am Connection*, I wrote about how I virtually eliminated the smoking problem with my MGB roadster by fitting so-called umbrella seals to the valve stems. The car drove well all through 2013 and I looked on the problem as a thing of the past — until I took it out for its first run in early-May this year. The exact same problem reoccurred. There would be no obvious smoke from the tail pipe when driving normally but, after stopping at a light for 30 seconds or more and then accelerating away, clouds of blue smoke billowed from the back.

I discussed the matter with several people and the conventional wisdom was that the same symptoms were almost certainly the result of the same problem. Perhaps the umbrella seals had split or maybe the valve guides had become so worn that nothing could now stop oil being sucked past them into the combustion chambers. I had to agree, and I had a solution. For the last 10 years, I've had an engine sitting on a stand ready for me to do some work on it to cure a bottom-end knock. The head, however, was good and so I decided a head-swap was in order. That's not a terribly difficult job but nevertheless takes a little time as well as the expense of a new head-gasket and sundry other items.

Once everything was put back together I gave the car a quick test run to check it out, only to get a sinking feeling as I saw that familiar smoke again when I took off from a light. What could be the problem? I had been pretty sure it wasn't worn piston rings because I'd gotten good and consistent compression test results. The car was running pretty badly too and so I decided that the carburetors needed tuning for the new head. It was that process that provided the clue.

I found tuning to be almost impossible and decided there was an air leak somewhere. Strategically squirting carburetor cleaner around the inlet manifold area usually reveals the source of a leak when the idle speed increases a little, but I found no leak that way. Then my attention was drawn to the PCV (Positive Crankcase Ventilation) valve, part of the system that allows gases to escape in a controlled manner from the crankcase and return them to the engine rather than pollute the atmosphere. This is necessary because internal combustion inevitably involves a small but continual amount of blow-by, which occurs when some of the gases from the combustion leak past the piston rings. The PCV valve provides that control by doing a delicate dance between letting just enough gas return to the inlet manifold without allowing so much as to upset the fuel/air mixture to any significant extent. Sealing off the inlet manifold from the PCV valve and letting the engine vent to air improved things no end.

Original PCV valve $55.00 Generic PCV Valve $2.99

Inspecting the PCV valve showed its diaphragm to have a split in it, so, rather than continue venting engine gases to the environment I replaced that for about $5. Unfortunately, while it somewhat improved the smoke problem, there was definitely still an air leak, and I decided that there were probably worn springs and seals in the inaccessible parts of the original valve. What did bring things back to normal, however, allowing me to tune the engine better than it's been for years, was changing the original PCV valve for a $2.99 generic type from Pep Boys.

The bad reputation for BMC A and B OHV engines have to drip oil is in some part due to the poor seal between the tappet chamber side covers and the block, making many of us very aware of how much oil swims around in that area. From about 1963 to 1971, the MGB (and I believe Spridget) crankcase breather pipe came from the front tappet cover so, with a defective PCV valve, my car was sucking oil out of there as if it were a straw sipping Coke. At idle, the manifold vacuum is at maximum, and it was then that the oil was being sucked up, but not fully burned until I opened the throttle to provide the oxygen necessary for the oil's combustion.

Lessons learned? For me they were: conventional wisdom is not always the wisest and always try to think of the easiest and least expensive solutions first.

Road Trip to Watkins Glen, NY.

Story and photos by Dale Brown

This year marked the 60th Anniversary of MG racing at Watkins Glen, New York and a nice size contingent of our club members made the trip. Some in their normal drivers and some in their British Cars.

One group of us made an extended trip of it by first driving along Lake Erie and Ontario reaching Kingston Ontario on the Wednesday night. We stayed over and had dinner at the Old Speckled in Pub in historic downtown Kingston.

The following day we drove to the docks and took car ferries across to Wolfe Island and then over to upper New York State. We again had a beautiful ride down towards Watkins Glen, set up camp and made it over to the famous Seneca Lodge for dinner by early evening.

Friday saw us taking in the Vintage Festival in downtown including watching parade laps of MG's race cars and other vintage cars. A great day with hot temperatures was had by all.

Saturday and Sunday the Vintage races took place at Watkins Glen International Raceway where we met up with several other club members. At one time we had 4 Club Past Presidents taking in the festivities. It was a great week and everyone made it home without any problems. Here's to next year.

On one of three car ferries during the trip

Some members of the club at the raceway

One of the MG racers

On the roof deck at the Seneca Lodge

The Orphan Car Show

by Philip Wiltshire

September 21st 2014

The 19th Orphan Car Show took place this past Sunday. I think it is an event that we in the WDMGC could really add a kick to in 2015.

Staged in Ypsilanti's Depot Park, adjacent to the Huron river and just a walk through the historic Depot Town high Street from the Auto Heritage Museum (Hudson dealership) you can enjoy a very pleasant day, come rain or shine.

I've attended several times over it's nineteen years and have never been disappointed when wandering through the large range of eclectic Marques that are long gone but well represented in superb, pretty good and just about drivable condition. The owners of these vehicles are such a friendly bunch; they are just as interested in foreign orphans as they are in their own ones. A common bond!

The 230 vehicles ranged from a 1910 Stanley Steamer chuffing past us and around the event, to DeSoto's, Hudson's and Studebaker's. Ever heard of a 1911 Ann Arbor Convertible from the Brass Era? Nope? I though REO Speed-wagon was just a band of musicians, but there was a row of the vehicles at the show.

Apart from the tyre kicking and chatting with these great people, another feature that sets this event apart is the Pass In Review. Each vehicle on the field is encouraged to make the pass when its class is called. So you can sit in a small bleachers and participate up close and personal, when several motoring experts from the Press and Auto Community review each vehicle with it's owner for the benefit of the crowd. It's great fun and really connects you with the vehicles and their occupants.

Some years ago, the event was held at the beginning of the Summer but suffered from poor weather. So in 2011, the date moved to the third Sunday in September which was deemed a drier time of year.

Now to business; there were only 2 MG's at the event! Just Roger Melton with his beautiful MGA and me with the GTV8. Worst than that was the French cars. There were 6 parked next to us. As you know, the British cannot let the French beat us! So we must get a better MG turnout in 2015!

In Depot Town, there is a great restaurant called "Sidetracks". It is right next to an active railroad. I can sort some tables for a lunch or afternoon snack if we can pull a group together.

Remember, third Sunday in September 2015. Let's make an impression!

Autumn Twisty Bits Tour

Sunday morning, October 5, 2014, 10 AM

Join us on an Autumn Twisty Bits Tour Sunday morning, Oct 5th at 10am.

Doug Butcher and Philip Wiltshire have organized the first of two Autumn driving events for us.

We will meet at 10am at the Milford Trail Parking Lot opposite McDonald's on GM Road, west of the Milford Rd intersection.

There will be a short drivers & navigators meeting and then we will depart promptly at 10:30am.
The drive will be about 60 miles and approximately 75 minutes mostly over newly paved roads.
The finishing destination will be back in Milford at the Red Dog Saloon for lunch and refreshments.

For more information contact Doug Butcher (Doulene56@comcast.net) or Philip Wiltshire (pwiltshire@comcast.net).

The cell phone numbers for them are (517) 404-1686 and (706) 988-6206, respectively.

Fall Colour Tour

Sunday afternoon, October 19, 2014, 1 PM

Our Fall Colour Tour, rallye mastered by Ed Fleming, will take place on Sunday afternoon October 19.

The tour will start at the Meijer parking lot (SW corner) at 8 Mile and Haggerty Roads just off I-96/I-275 at 1pm. The first car will be out promptly at 1:30pm.

The route is still being finalized but will likely take in a cider mill as usual.

The finishing destination will be in Northville at the Deadwood Bar and Grill for an early dinner and refreshments.

A Bright Addition to Your MG

by Rick Astley

Returning from the Leaf, after a Canadian Monthly Meeting earlier this year, Anne and I remarked on how many vehicles were driving around Windsor that night with no tail lights. I didn't think much more of it until I happened to find myself driving my GT at night without lights too, and I immediately understood why Canadians in particular seem to do the same thing.

Like motorcyclists, concerned that my relatively small vehicle won't be seen, I have installed daytime running lamps (DRLs) to my MGs. Since 1989, all vehicles sold in Canada have been required to be equipped with DRLs too, and like my MG, a lot of them don't have auto-lamps that detect nighttime and automatically switch the main vehicle lighting on.

With DRLs, it's all too easy to start the car, and with the headlamps illuminating the road ahead, drive off without switching the lights on. I have more excuse than the drivers of Windsor who should quickly be alerted by the fact that their gauges are not illuminated.

In my MGB, the instrument lights are so pathetic that it hard to tell whether they are on or off, especially in a well lit city.

To remedy the situation, and because I like adding cool things to my cars, I've installed an auto-lamp feature in my GT. It wasn't hard to do and the cost was only about $20. If you'd like to add them too, I've described how I installed them to my 1970 MGB-GT in this document www.rastley.com/auto-lamps.pdf . Your vehicle may be different and require a slightly modified process so, if you think I can help, contact me at rick@wdmgc.com

Anniversaries

This month the Club acknowledges the following members on the anniversary of their WDMGC membership:

20 years Adam and Susan Gucfa of Metamora, MI
5 years John and Nancy Northup of Shelby Twp, MI
5 years John and Helene Racey of Farmington Hills, MI

Thank you for your many years of membership and the support you have provided to the Club through the years.

The WDMGC welcomes new members:

Guy Connolly of Windsor
Tom Kenning and Melanie McCoy of Clyde, MI
Peter and Jennifer Miller of South Lyon, MI

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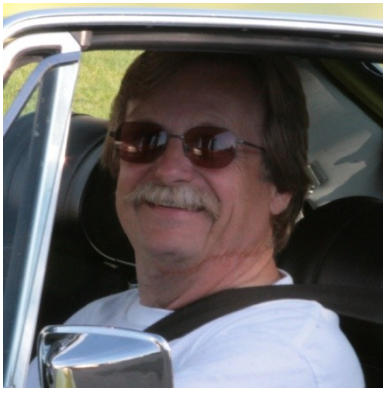
Events

King Harvest has surely come - *The Band, 1969*

(Click on the title to hear the song)

Steve Finch - Events Coordinator



"The smell of the leaves, from the magnolia trees in the meadow …"

The October calendar features two great driving events. I hope you saw the first in last month's newsletter and marked the date. If not, by the time you read this you might have missed it.

The first is the Autumn Twisty Bits Tour put together by Philip Wiltshire and Doug Butcher on Sunday morning, October 5. We will meet at 10am at the Milford Trail Parking Lot opposite McDonald's on GM Road, west of the Milford Rd intersection and depart promptly at 10:30am. The finishing destination will be back in Milford at the Red Dog Saloon for lunch and refreshments.

The second is our Fall Colour Tour rallye mastered by Ed Fleming on Sunday afternoon October 19. The tour will start at the Meijer parking lot (SW corner) at 8 Mile and Haggerty Roads just off I-96/I-275 at 1pm with the first car out promptly at 1:30pm. The route is still being finalized but will likely take in a cider mill as usual. The finishing destination will be in Northville at the Deadwood Bar and Grill for an early dinner and refreshments.

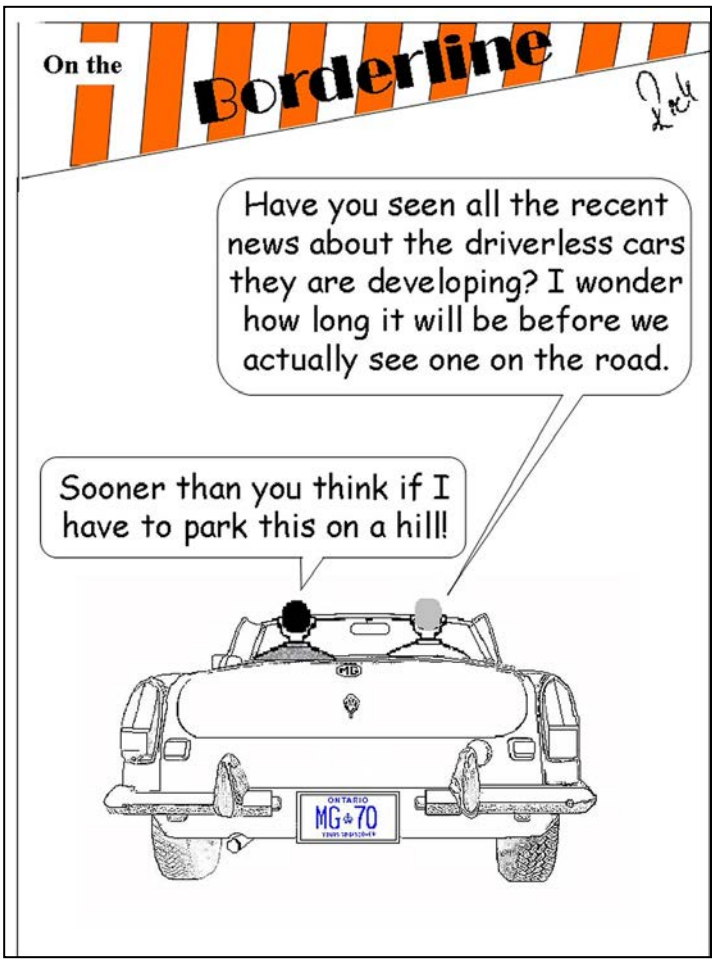
Watch your email and our Facebook page for details of these season ending driving events. Don't let the season slip away without joining us on one or both of these colorful drives.

October 5, 2014	Autumn Twisty Bits Tour	Milford, MI
October 8, 2014	Monthly Meeting - Farmington Hills	Brass Pointe
October 19, 2014	WDMGC Fall Colour Tour	Northville, MI
November 12, 2014	Monthly Meeting - Windsor	The Leaf
December 10, 2014	Monthly Meeting - Farmington Hills, Gift Exchange	Brass Pointe

I hope you will join us at a meeting, event or for a drive in your MG. Safety Fast! - Steve Finch

October Meeting at The Brass Pointe

The next club meeting will be Wednesday October 8 at The Brass Pointe in Farmington Hills, MI. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving around 6:00 pm.



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

CARS WANTED

Very serious *buyer* for:
Jaguar XK-XKE, MG T series, MGA
Triumph TR 2-3-4-250
Mercedes 190-220-230-250-280 SL
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For Sale

MG Parts Early MGB Disc Wheels with chrome half moon caps. Wheels recently painted silver and in great condition. (5 wheels and 4 caps). Wheel nuts included. Reduced to $150. Also Midget luggage rack. $25. Several MGB doors and vent windows, MGB trunk lid. Make an offer or could give free for some items. 71 MGB or GT seats in excellent condition including rear bench. $200. Dale at 519-258-5987 or dbrownmg at mnsi.net.

1973 MG Midget parts "free to a good home":
two rear springs (rusty); wind shield frame (includes glass which has delaminated); passenger side door (incomplete; quarter window missing).
Any one interested can e-mail at : vdhoven at uwindsor.ca

1970 MGB Roadster, Bronze Yellow, excellent overall condition, restored several years ago and driven only a few hundred miles a year. Chrome wires, overdrive, very nice vehicle. Pictures available. Asking $7500. Mike Grimm, 734.502.0811, mwg1950@aol.com.

1966 MGB Rdst, Tahiti Blue with black interior. In very nice condition. Needs just a little TLC. Asking $4900. It's located just north of Caseville Mich..For more information and photos call, Mark and Elaine at 248-255-2798

1980 MGB Pageant blue. 75, 200 miles, good clutch, brakes & transmission. Original interior in good shape. New top, starter & battery. An inexpensive rolling restoration. A few small issues, $3600.00. Car is located in Cheboygan. Call Rob at 248-877-6116.

5 new Michelin Tires.
Contact Dave at: mgdave at sympatico.ca

1980 Triumph TR7 Engine and Transmission
Engine
Heads professionally redone, new values and springs, new water pump, new timing chain. Starter rebuilt, carburetor rebuilt with new TR7 needles, steel headers.
$500.00 or OBO
5 Speed Transmission
Low mileage 45,000 miles
$500.00 or OBO
Both items sitting on trailer ready to go.
Contact Bryan at: xpertsystems at cogeco.ca

New Price **1977 MGB roadster**. BRG. 55,000 miles on chassis, 15,000 miles on rebuilt engine. Recent full body restoration plus lots of upgrades in last 4 years. Excellent top and interior. Garaged year round. $16K invested. Asking $10,000 or best offer. Bob Hauser 248- 673-0928 (Waterford)
For pictures see www.wdmgc.com/hauser.pdf

1969 MGC-GT, BRG; overdrive; mini-lites; red leather seats & door skins on front seats; original black cloth upholstery on shelf seat. Car was purchased in California in 1989 & restoration completed 1990. Body and paint in good condition after 24 years of driving & enjoying it. 73,600 (173,600) on odometer. Repair records available. Asking $14,000. Call Fran at 248-681-8420 or, email govlewis at hotmail to view.

1978 MGB Roadster. Good clean condition, needs some tender loving care. No rust, red (recent paint). Road style wheels, luggage rack. Recent engine rebuild with dual SU carbs. Car is located at Commerce Lake. Asking $4500 OBO. Can e-mail photos Call Jim at 248-705-8585.

New MGB camshaft and other MG and Triumph parts. Andy Noestheden 519-980-1946

A beautiful MG TF 1500 on the grounds of Watkins Glen

Windsor-Detroit MG Club
4058 Twin Lakes Crescent
Shelby Township, MI 48316-1460

FIRST CLASS MAIL

Car of the Month October 2014

Bob Hauser has invested a lot in his MGB and the result is this beautiful example of a 1977. Sadly, advanced age and the need to use a walker mean he can't drive it anymore and reluctantly he has it for sale in our Classified ads.

Is your car in the club's Gallery on our web site? If not, send one to our webmaster (see page 2) with a little anecdotal information, and not only will we feature it there, you never know, it may become a Car of the Month in the Newsletter too. If your car has already been in the Gallery a while, take a look at it and please check the picture. Some photos are not good enough for printing in the newsletter, but we're betting that you've upgraded your camera since and now have better pictures to send us. Check the story with it too, and update it if necessary.