The Can Am CONNECTION

Vol. 36, No. 10 - Newsletter of the Windsor-Detroit MG Club November/December 2014

Photos from Autumn Twisty Bits

See accompanying story on Page 6

Photos by Philip Wiltshire, John Magee, Mounir Blibeche & Dale Brown

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The Windsor-Detroit MG Club
The International Local Club

Dale Brown - Editor

Well, this time I am writing this article and putting together the newsletter from sunny Florida. As in the past, this edition is for the combined months of November and December.

As Ralph mentions in this "Presidentially Speaking" article on the next page, we have had some wonderful driving events this fall. Lise and I were able to take in Philip Whiltshire and Doug Butcher's Autumn Twisty Bits Tour, Ed Fleming's Fall Colour Tour and even the last drive of the season for the Detroit Triumph Club's "Ride to Hell and Back" All three drives were wonderful and I have included some stories and pictures in this edition.

This winter, Lise and I decided to get away from the cold and snow and enjoy the warmth of Florida. So after a lot of preparation, we left late Halloween evening in the cold and rain and headed south. That night, a snow storm came up while driving south on I-75 through Ohio. We heard on the news that there was an accident just north of Dayton and the highway would be closed all night. So, using our trusty Garmin, we found a Walmart just off the highway and spent the night in their parking lot. You see, Lise was driving our GMC Envoy pulling our travel trailer, and I was driving the MG! It was cold and windy and the little MG's heater just wasn't keeping up.

The next two days were just as cold, snowy and windy travelling through Kentucky and Tennessee. So Saturday night, we found another Walmart to spend the night just north of Atlanta Georgia. It wasn't till we hit the Florida border that the weather turned warm and sunny. We made it to our KOA camp between Tampa and Orlando just fine late Sunday afternoon. It's been warm ever since!

I did have an electrical issue on the way down that caused the MG to periodically lose power for a moment now and then. However, since we have been here, with the help of a fellow camper who has owned 9 MG's over the years, we tracked it down to bad wiring to and from the coil. We replaced that and it's been perfect ever since.

We have already met up with fellow club members, Jan and Jeff Zorn and plan to do some MG-ing with them throughout the winter. Till next time…

The only snow I want to see this year!

The car never gets dirty down here!

Presidentially speaking

Ralph Poupard

I can't believe how quickly October has flown by. There was some great driving weather and I made the best use of it in the MGs that I could. I will keep driving them as long as possible till the snow flies and the roads are salted. My cars have heaters and they actually work, although the MGA heater has to work harder to balance out the drafts!
I hope you were able to get some fall driving in. This month we had the Twisty Bits Tour and The Fall Colour Tour. Thanks to Philip Wiltshire and Ed Fleming for organizing these great events.

At the moment we have 187 members in the club. We have tried to make renewal as easy as possible with the Pay pal link on our website to pay your dues. You can save $15 on your dues and a few trees if you take the E-newsletter instead of the printed version. I would like to thank all of the members, new, and those who continue to renew for being a part of the WDMGC. As usual if anyone has any suggestions, or events that they would like to suggest, please contact a board member at a meeting or by e-mail at board@wdmgc.com.

A few months ago I wrote about the starter issue with my MGB, and how the new reproduction starter failed after about three starts (and with very slow turning on the three.) I had cleaned up the original and reinstalled it in the middle of a thunderstorm. A storm that possibly was arranged by Joseph Lucas himself to show his displeasure with the fact that I was replacing my Lucas starter with a no name repro unit. I had cleaned the pinion unit since it was sticking slightly. I had a theory as to why after a long drive on freeways the original starter would not work. Sometimes if I pushed the car and jumped in and popped the clutch in gear the starter would then work. Initially I thought it might be worn or damaged teeth on the flywheel ring gear, but I believe the problem was the small solenoid wire. The connection was dirty after about 40 years and 177,000 miles of driving. The way it was routed, it was rubbing against the rubber boot that covers the starter. I believe that the boot was vibrating and moving the wire connection on the tab, causing the intermittent problem and the temporary cure. I cleaned the connection, the back of the starter body to ensure a good ground, and wire tied the solenoid wire back so it would not contact the rubber boot. I also discovered that it is all too easy to connect the solenoid wire with the tab between the connector and the plastic insulator instead of in the connector itself, even though it will still seem to be connected. Since the beginning of August it has been perfect with a lot of freeway driving, so I think it is cured with a cleanup of the original starter and connections, and re-routing the solenoid wire. Sometimes it is just the simple things. The MGA doesn't need much this winter other than an oil change, but I have a list I need to do on the MGB as age and mileage are making their presence felt.

Remember our club MG 90 regalia shirts, they will make a great holiday present. At this time I would like to wish our American members a Happy Thanksgiving and everyone a safe and wonderful Holiday Season.

Safety MG Fast

Ralph

MGB Electric Fans

In last September's *Can-Am Connection*, we reprinted the first part of Roger Parker's article, originally published in the British magazine *Enjoying MG*, concerning mechanical cooling fans. Below is the second part dealing with electric fans. As overheating seems to plague post 1977 MGBs more than the mechanical fan cooled models, we hope that the advice Roger gives helps keep some of members a little cooler under the bonnet.

It was the V8 that introduced electric fans to the MGB because the radiator had to be moved forward and two electric fans then fitted in the space in front of the it. One drawback with the fan and motor being mounted in this position is that it is exposed to all the weather that comes in through the grille, which often reduces the fan motor service life.

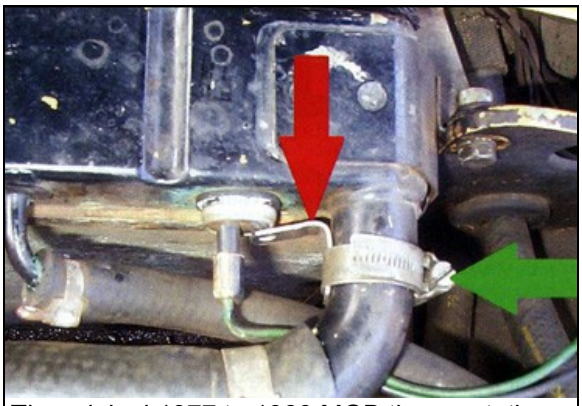
Over time, and more so on infrequently used cars, the motors start to suffer and the rotational speed drops, and with it comes a noticeable loss of air flow. When this happens the presence of twin fans allows you to see, and to a lesser extent hear, the difference in speed, so you know there is a problem, although what usually draws you to take a closer look is that the fans tend to operate for longer and the expected rate of temperature reduction isn't achieved.

I wonder how many 1977 and later model year MGBs suffer from inefficiencies in cooling because a fan motor is no longer turning as fast as it should. My own experience with twin fans on my V8, was that when one slowed slightly, the car delivered noticeably poorer performance.

In a previous article I mentioned some installation issues with respect to mechanical fans, so I must also here note those with electric fans, the biggest of which is that many are fitted the wrong way round. I have looked at a number of official MG documents, including parts books and workshop manuals, and I have yet to find one that shows the fan fitted correctly. Very simply, the cut out in the fan molding that allows access to insert a screwdriver to secure the head-less fixing screw, is shown pointing towards the motor, but because the motor is mounted in front of the radiator and the fan needs to push air away from the motor and towards the radiator, this is the wrong way round. THE SLOT NEEDS TO POINT AWAY FROM THE MOTOR AND TOWARDS THE RADIATOR. The importance of the fan blade position is the same as for the mechanical fans in that the blades have a leading and trailing edge with a curvature to the blade to maximize airflow efficiency only on one direction.

The top illustration, from the factory workshop manual, is WRONG. From the front of the car, the fan turns counter-clockwise, and like the aircraft wing or helicopter blade it closely resembles, the leading or blunter edge of the fan blade should cut the air. The lower illustration shows the correct fan orientation.

Another issue that affects the 1977 model year is the security of the thermostatic switch that sits in the top rear face of the radiator next to the top hose connection pipe. It is not unknown for these to pop out when under pressure and hot coolant to cause a spectacular steam show, and give owners heart failure. This often occurs soon after disturbance or replacement of the switch or the rubber ring, which is not the most impressive of seals! Over the years, there have been a number of clips made to provide better security for the switch, but a simple home-made route is shown in the picture to the right using a hose clip and length of metal bent into an L shape. The effect of this is to just apply slight pressure on the switch that discourages movement. Usually after a few weeks in position a partial bonding occurs between the seal and radiator, as well as the switch, which will last years, if not decades, unless it is disturbed.



The original 1977 to 1980 MGB thermostatic switch can blow out of its fitted position, especially when a new seal or switch is fitted. This simple angled additional bracket (red arrow), secured by the additional hose clip (green arrow) prevents this from occurring.

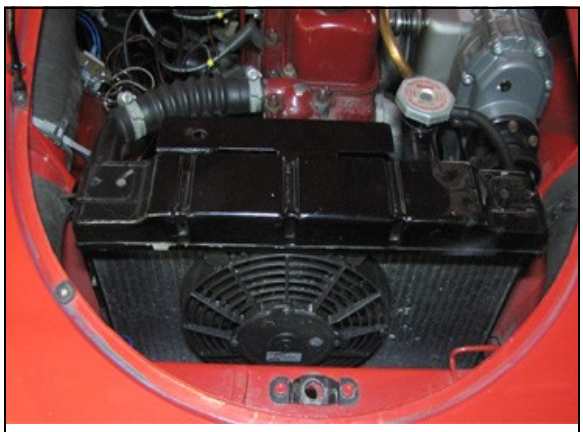
There is what I see as a weakness with the post 1977 MGB fan wiring, especially on those cars which have twin fans (export MGBs). All the electrical load for the fan motors is switched through the radiator thermostatic switch, whereas it would be better to have the switch operate a relay that then handles the heavy electrical load, just like the

V8s had. The problem is that without a relay, the thermostat terminals tend to degrade with heavier loads and the resultant voltage drop slows the fan speed and with it its efficiency. [Thermostat contact failure is also common when no relay is fitted – ed.] Obviously this also gives better reliability over a longer period.

Fan mounting position can also be quite variable and often the fans can be too distant from the radiator so less of the air the fan moves will pass through the radiator core. The shape of MGB radiators prevents the fan(s) being mounted for maximum efficiency — really close to the core — even though there is no engine movement to consider as there is with belt driven fans.

Often, greater flow through the radiator core can be achieved by mounting the fan(s) as close to the core as possible, which is how many of the modern aftermarket fan conversions achieve greater efficiency.

Not only do the modern aftermarket electric fans benefit from being mounted right onto the radiator core, ensuring that most of the air moved is actually forced through the radiator, but addition, the design of the blades has benefitted from forty years of development so as to provide more flow from smaller fans, which are also less noisy.



Modem cooling fans offer improved airflow with less power consumption and quieter operation. Here, shown mounted in ann MGA, they can be installed on either side of the radiator as space allows, and replace both mechanical and electrical fans. Being so close to the cooling matrix, almost all the air passes through it.

One aspect affecting all electric fans is their switch-on and switch-off temperatures. V8s use a thermostatic switch known as the Otter® switch, which has a switch-on temperature of 90ºC [194ºF] with an off temperature of approximately 85ºC [185ºF], although in recent years some replacements have had a slightly lower switch-on and off temperatures, which if matched to the normal 82ºC [180ºF] thermostat can lead to the fans switching on, yet being reluctant to switch off as the thermostat's operating temperatures are too close to the thermostatic switch's shut-off temperature and so the coolant temperature may not dip low enough for the fans to be switched off, until the engine is turned off and allowed to cool.

For reference, the original 1977 model year on MGB thermostatic switch has a switch-on temperature of 92ºC [198ºF] and a switch-off temperature of 87ºC [189ºF], which is distant enough to work well with the 82ºC [180ºF] ‘stat. Non-original alternative thermostatic switches are available, but their switch-on and off temperatures are not so clear, but some seem to have slightly lower thresholds, mimicking the V8 switching issues. Of course there is also the option of using one of the aftermarket thermostatic switches that are found with the aftermarket fans with original electric fans, which will bring some adjustability to the fan operating range.

With the continuing growth of poor running issues that can so often be caused by modern fuel with engine bay heat being a major contributor, the option of running MGBs and V8s with a 74ºC [165ºF] thermostat rather than 82ºC [180ºF], for the UK climate at least, becomes a quite attractive as it will overcome any fan switching issues, and also help reduce some of the engine bay heat.

Finally, going back to the original single and twin fans on V8s and the post 1977 cars there is some merit in considering converting the safety fan guard that stops you putting fingers into the rotating fans from a grille to a closed cover which will provide a cowl above the fans and help to divert the air you can always feel coming through the guard when the fan(s) are operating and instead push it through the radiator.

The basic cooling system should work well but that doesn't mean there is still no room for more improvement. Others may have developed additional small changes to improve on the standard cooling system and we would always welcome hearing from them with their experiences.

There is very likely to be an increase in airflow through the radiator if the standard open finger guard grille on V8 and 1977 on models is covered so it no longer allows air to pass through it, forcing some of this blocked air to pass through the radiator and reduce ‘lost airflow’

Autumn Twisty Bits Tour Sunday October 5th 2014

by Philip Wiltshire

I bet the organizers, Doug and Ailene Butcher had their fingers crossed on the Saturday prior to the Twisty Bits Tour. The rain was being thrown around by the high winds and it looked as if the whole weekend could be a miserable write off. But no; trusting in the great Michigan mantra "if you don't like the weather, then wait 10 minutes" Sunday morning dawned cool and dry with just a few residual puddles to watch out for.

So the weather had decided to cooperate. All we needed was club members to do the same. We need not have worried because as we approached the start point at the McD on GM Proving Ground Road in Milford, MG's were already parked ready for the off well ahead of the start time.

18 cars was the final count for the trip. This included a variety of MGB's, C's GT's, Midget, Mini's, BMW's and two Jaguars. 2 cars drove in from Canada so come on USA people, come and join in the fun as it's a lot closer for most of us!

The Jaguar Club had asked if they might participate and we said "come on down!" The XK8 belonged to Mark and Jackie Bolick and the other Jag, an XJS belonged to our Adam and Susan Gucfa. Their story was that their MGB mysteriously would not start and so they brought the XJS. I am convinced that I observed an MGB distributor cap bulging in Susan's purse, but I could have been mistaken.....

Doug and Ailene had worked hard to put together a 60 mile route using only smooth road surfaces, twisty turns and a minimum of stop lights. I think they did a great job as I was able to concentrate on the fun of driving rather than on avoiding crumbling road surfaces and pot holes.

The run finished at the Red Dog Saloon in Milford. As we arrived, the Corvette Club of Michigan was wrapping up their lunch and leaving to do a time / distance rally in the locale. So we took over their warm seats and proceeded to enjoy lunch among new and old friends.

As we were leaving the next shift of patrons arrived. This time it was the Freedom Cruisers, who are a Harley bike group. They took our warm seats. The Red Dog staff had a very busy Sunday!

Here is the role call of Twisty Bits participants and their steeds:

Bob and Mary Elliot - MGB
Philip and Jan - BGTV8
Marty and Sue Hunt - MGB
Dale and Lise Brown - MGB
George Diehl and Tim McCotter - MGB
Bill and Mary Ellen Weakley - MGC
Doug and Ailene Butcher - BMW Z4
George and Helen Barton - MGB
Mounir Blibeche - Midget
Steve and Ruth Swarin - BGT
John Magee - MGB
Gene and Joan Johnson - MGB
Matt and Vicki Bade - Mini Cooper
Russ and Marlis LaFevre - MGB
Elvin and Janice Davis
David Clements and his daughter - MGB
Adam and Susan Gucfa - Jaguar XJS
Mark and Jackie Bolick - Jaguar XK8

Our thanks to Doug and Ailene for putting this event together. I am informed they have several alternative "smooth road" routes figured out, so I hope there will be similar events in 2015.

Also, plan to run the original Twisty Bits Tour next Spring and bring a picnic. We have not held this event in four years. Look out for details in the New Year" We might even invite the Jag club again.....

Assembling near Milford before the ride

Fall Color Tour

Story by Ralleye Master, Ed Fleming
Photos Mounir Blibeche, Dale Brown and John Magee

It rained before our color tour this year and after it. But Sunday, October 19 the weather was wonderful, if a little on the cool side. We really lucked out this year with breathtaking sunshine, fabulous color in the trees and great traffic.

This year, Hines Drive was open all the way from Northville to Ford Rd in Dearborn. We were able to run the scene from the northwest end to nearly the eastern end of Hines Park.

The trees were in near perfect color with the leaves hanging on and in bright reds,golds and yellows.

Traffic on Hines had been heavy because the Jefferies Expressway had been closed for repairs and many people had switch to Hines Drive. But the expressway reopened a few weeks before the color tour so traffic was light when we drove it.

As I said,a little on the cool side. Just about everyone drove the tour with the tops up. New members (they joined the club on the tour) Glen and Chris Newa made the trip top down, as did U.S. Regalia Chairman Chris Gurnee and wife Cathy. One other member was also top down.

I rode with Ralph Poupard. I got to learn a lot about his 73B and him. Turns out he bought his B new in 1973 and has been it's only owner all these years.He's put over 180,000 miles on it. How many of you bought your MG new? How many of you have driven your MG 180,000 miles?

Dale Brown suggested we stop for dinner at the Deadwood's restaurant so we did. The restaurant arranged for us to have dinner on their back deck (outside). They turned their outside gas heaters on so the temperature was perfect. Many members took their jackets off. We sat at two long tables and much conversation was heard for several hours as we discussed cars, driving, the colors and the trip.

All in all, a near perfect day and driving event.

Anniversaries

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

5 years --Dave and Jean Miller of Royal Oak, MI

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

The WDMGC welcomes new members:

Glenn and Christine Newa of Livonia, MI. They have a rubber bumper BRG MGB.

Jan Helm Bolt and Rick Green of Pinckney, MI. They have a 1980 Red MGB and a 1975 Blue MGB.

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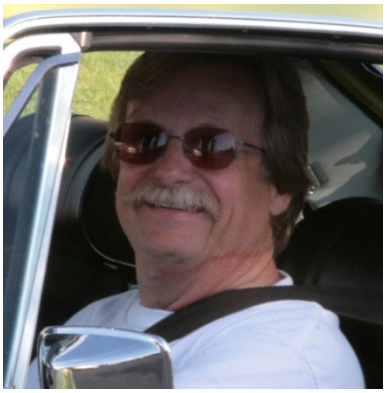
Events

"***The autumn moon lights my way.***" *(Click to hear the song)*

Steve Finch - Events Coordinator



Dark, very dark. Cold, getting colder. Time to hibernate those MGs. It was a pretty good driving season but now it's over. Time to turn our thoughts to the holidays, family and good friends. My best friends are right here in WDMGC. Happy holidays to you all and the best of the new year to you as well.

The November meeting is in Windsor. The December meeting in Farmington Hills is the Holiday meeting and gift exchange. If you want to participate in the gift exchange, bring a wrapped gift of $10-15 value marked "his" or "hers".

The January meeting in Windsor will be the Annual General Meeting and election of Board officers. Nominations for elected offices are being sought and should be forwarded to a current Board member or brought to the AGM. Also at the AGM, the membership will vote on a proposed Bylaw change to remove term limits for elected offices.

The Board is soliciting nominations for the annual Club awards - Founders Award, Rookie of the Year, Navigator of the Year, Hard Luck Award and Lucky Lucas Award. See the Bylaws Section 22 for a description of the Awards. These awards will be presented at the Hibernation Party.

Lastly, the Hibernation Party tentative date is Saturday, February 21 at a new location in the US. Stay tuned.

Wednesday, November 12	Monthly Meeting - Windsor	The Leaf
Wednesday, December 10	Monthly Meeting - Farmington Hills, Holiday Gift Exchange	Brass Pointe
Wednesday, January 14, 2015	Monthly Meeting - Windsor, Annual General Meeting	The Leaf
Wednesday, February 11, 2015	Monthly Meeting - Farmington Hills	Brass Pointe
Saturday, February 21, 2015 - Tentative Date	Annual Hibernation Party and Awards Presentation	Location TBD, USA

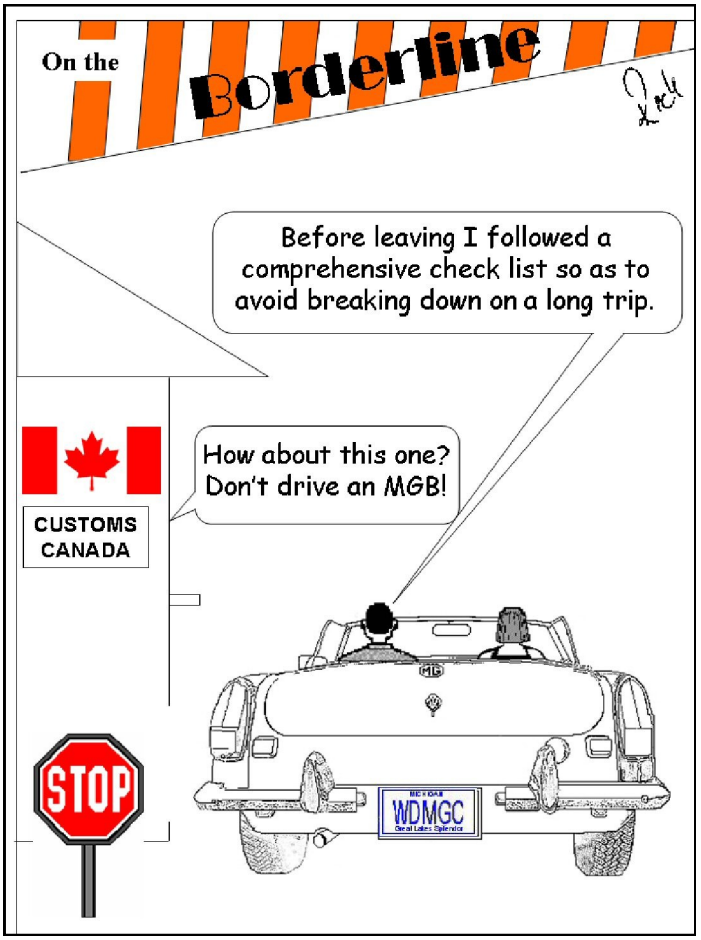
I hope you will join us at a meeting, event or for a drive in your MG. Safety Fast! - Steve Finch

November Meeting at The Leaf

The November club meeting will be Wednesday November 12 at The Leaf Bar & Grill 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 pm

December Meeting at The Brass Pointe

The December club meeting will be Wednesday December 10 at The Brass Pointe in Farmington Hills, Michigan. 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 pm. Don't forget the holiday gift exchange!



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

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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
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Contact Bryan at: xpertsystems at cogeco.ca

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

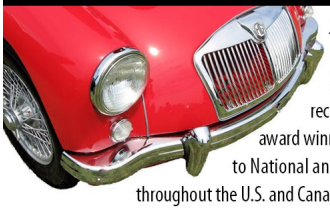
1969 MGC-GT, BRG; overdrive; mini-lites; red leather seats & door skins on front seats; original black cloth upholstery on shelf seat. Car was purchased in California in 1989 & restoration completed 1990. Body and paint in good condition after 24 years of driving & enjoying it. 73,600 (173,600) on odometer. 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

New Ad **1962 MGA 1600 MkII for Sale** DTSC member Jim Kozlowicz has decided it is time to reluctantly part with his very nice 1962 MGA. It is a very late build car and has been completely restored. The car is painted Porsche Cherry Red and has tan soft top and tan leather interior and panels. Side curtains and all body panels are in good order. The car has 71,000 miles, and underneath inspections are welcomed. He is asking $33,000. If you are interested, please contact Jim for further information , or to look at the MGA. Jim is not online! Jim Kozlowicz: 248-546-5076 2018 Mortenson Blvd.Berkley, MI 48072

Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just $37.50 per year (North America), or $52.50 (International). **Get more information at http://www.namgar.com, or contact registrar@namgar.com.**

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

FIRST CLASS MAIL

Cars of the Month November/December 2014

An array of members' cars basking in the sunshine under the colourful trees at the end of the Fall Colour Tour.

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.