The Can Am CONNECTION

Vol. 37, No. 2 - Newsletter of the Windsor-Detroit MG Club March 2015

The 2015 Hibernation Party

Or how some 80 club members and partners made a chilly February evening much warmer in the company of friends and with some great food and music.

February 21st marked the occasion of our annual Hibernation Party. Each year, with our cars in storage and after a drought of events, we get together to celebrate our club and to meet with friends while enjoying a fine meal and music.

This year, we were forced to find a new venue and didn't we luck out!? Park Place Banquet Facility provided really good hospitality, friendly service and, we'll say it again, really good food. The only complaint, why didn't we come here before?

A few years ago we decided to move the serious business of elections from the party to an annual general meeting, but we still like to use the auspicious occasion of the party to acknowledge the achievements of members with our annual awards, and sometimes, as we did this year, with a recognition of extraordinary contribution to our club.

Our outgoing president, Ralph Poupard, emceed the event, presented the awards and then handed over the gavel to incoming president, Steve Finch. The awards were:

- The Founder's Award: This, the club's most prestigious award, very deservedly went to Steve Finch, who for the last decade has spent countless hours working for the benefit of the Windsor-Detroit MG Club.
- Rookie of the Year: Mounir Blibeche, whose MG experience started of with a "Fix-up" car for his son.
- Navigator of the Year: Mary Ellen Weakley, who helped navigate husband Bill and their MGC on the 545 mile / 9 hours trip from Ann Arbor to Ottawa, Ontario.
- Lucky Lucas Award: Dale Brown, who has chronicled his recent challenges with domino effect electrical problems in the Can-Am Connection.
- Hard Luck Award: Bob Fougere, a returning recipient for the award! He was a winner in 2008 but this year he was recognized for a mere total engine failure.

Anyone who has visited WDMGC.com this year will have appreciated the enormous improvement in our website, of which the club is very proud. The site's creation was the result of hundreds of hours of unpaid time by Chris Gurnee who only last year was, with wife Cathy, our Rookie of the year. The website is an ongoing commitment as Chris continues to expand and maintain it. The club wanted to make sure that his work was not taken for granted and so presented him with a Special Achievement Award. Thanks to Chris and all the other Board members who make the club tick. Thanks too for all who helped organize the party, namely Steve Finch, Donna Finch, Anne Astley, Vicki Bade and Ralph Poupard plus Elvin Davis Jr. and wife Janet for the quiz.

Steve Finch receives the gavel from Ralph Poupard.

Chris Gurnee accepts the Special Achievement Award from Steve Finch.

See more pictures from the party on pages 7 & 8.

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

E-mail
WDMGC@WDMGC.com

Website
www.WDMGC.com

President
Steve Finch
248-343-1614

Vice President
Ralph Poupard
519-776-6228

Treasurer
Vicki Bade
248-683-1210

Secretary
Rick Astley
248-760-7531

Newsletter Editor
Dale Brown
519-258-5987
Editor@WDMGC.com

Webmaster
Chris Gurnee
Webmaster@WDMGC.com

Membership
Mick Gedeon
4058 Twin Lakes Ct.
Shelby Township, MI 48316
248-652-2544
Membership@wdmgc.com

Events Coordinator
Philip Wiltshire
248-676-0986

Regalia
Canada: Roli Sylvestre
519-969-2739
U.S.A.: Cathy Gurnee
313-300-7146

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The Windsor-Detroit MG Club
The International Local Club

I'm writing again in sunny and warm Central Florida from the lounge chair outside our travel trailer but I'm hearing that today in Windsor and Detroit that the temperature finally got above freezing. Spring is coming!

During the last couple of months, I've been able to drive the MGB almost everyday and most of the time, it's been top down too. The only incident was a flat tire which eventually got ruined. The car has 70R14-175 tires that are a few years old now. I found a Kelley tire at a Goodyear store but it was 185 width so I had that one put on the back and it seems fine. I checked my spare and it appears to be an older 155. (Maybe original!) So I think before I drive the car back, I'll repaint the spare wheel and have another new 185 mounted on it and installed on the other side of the car at the back. Then I'll use the 175 as the spare. It will be like driving a new Corvette with slightly wider tires on the back.

Later this month, the 12 Hours at Sebring takes place featuring the Tudor Sports Car Series. I plan on driving the MG there for the Friday qualifying as well as other race series and then back again Saturday for the 12 hour race. I attended last year and it was quite an experience, including seeing all the travel trailers and platforms all around the circuit. Rumour has it that I might meet up with former Club President, Ed Fleming who raced there in his younger days.

Unfortunately, the graphics card on my old laptop that I use to create the newsletter, failed on me yesterday and it is now toast. When I get back I will get a new laptop and have all my files transferred from the old one.

So I'm grateful to Rick Astley and Steve Finch for helping to recreate some of the pages and then putting the Newsletter out for me this month. I'll be relying on them and others again next month. I should be back in business for the May edition.

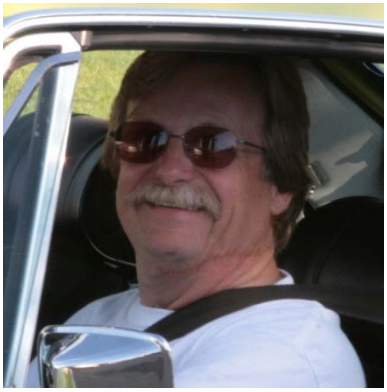
Stay warm,
Dale - Newsletter Editor

OK, not only does Dale make us all feel envious of Lise and him for having spent this whole (horrid for us) winter in Florida, while we've all frozen our differentials off here in Michigan, but his computer has conveniently gone phutt just as he is about to go on a cruise to Mexico! As a result, I have had to put my frosty fingers to the keyboard and produce this edition. Thanks Dale, you owe me.
Rick - Stand-in editor for the real one who's goofing off.

Who shocked the Sheriff?

Presidentially speaking

Steve Finch - Club President



"Here Comes the Sun" *The Beatles, 1969*

(Click the title to hear the song)

Little darling, it's been a long cold lonely winter.
Little darling, it feels like years since it's been here.

Little darling, the smiles returning to the faces.
Little darling, it seems like years since it's been here.

Little darling, I feel that ice is slowly melting.
Little darling, it seems like years since it's been clear.

Sun, sun, sun, here it comes. And I say, it's all right.

My little darlings are my MGs and I sometimes find myself out in the garage talking to them and saying that it's all right, it won't be long. They can come out and play soon. And I say, that's more than all right by me.

As I look to begin a new term as President, I want to thank the outgoing Board for it's service and accomplishments over the past year and look forward to working with the new Board over the next year. I also want to thank Philip Wiltshire for returning to the Board as my replacement as Events Coordinator. With its new Website, the Board will continue to examine its Communications and Events Plans. We will continue to look for ways to integrate its messaging and to find more and better ways to communicate with Members and the LBC community at large. We will also continue to foster events coordination with other local LBC clubs.

And considering our recent newsletter IT crash, maybe we should look at better file security and backup too.

The Hibernation Party at our new venue, Park Place in Dearborn, was a great event. Did I hear someone say that the food was really great?

The highlight for me was being presented with the Founders' Award. The Windsor-Detroit MG Club was founded in 1980 by four men, two Canadian, two American. They saw the international border not as a barrier, but as a link for MG enthusiasts in southeast Michigan and southwest Ontario. This international camaraderie is what gives WDMGC its unique character. The vision of our founders and the hard work of our members over the past thirty-five years have made WDMGC *"The foremost club for British car owners in SE Michigan and SW Ontario."*

I am truly honored to be counted amongst those Members who have been presented the Founders' Award.

Celebrating 60 Years of the MGA and 50 Years of the MG GTs. You may have noticed the new logo bugs in the bottom banner of this newsletter. This coming year the Club will recognize *"60 Years of the MGA"* and *"The 50th Anniversary of the MG GTs"* (MGB/GT, MGC/GT and MGB/GT V8). We will also be celebrating 35 years of the WDMGC. We will have special events and regalia to recognize these anniversaries.

Get your cars ready for Saturday April 11 for the first driving event of the season - The Kimber Run and Birthday Party. We will be traveling together from the Meijer's parking lot in Novi to the Delhi Café in Holt to join with other MG Clubs and celebrate Cecil Kimber's 127th birthday. Come join us for lunch, a toast to Cecil and a bit of birthday cake (baked as for many years by Marcia Greiner, thanks again Marcia).

We are also again planning to host *The Spring Gathering and Picnic* at Camp Dearborn. The planned date is Sunday May 17 so mark your calendars. Event details will be published soon.

I hope that everybody has had a restful hibernation season, some apparently warmer than others. I hope you join us at meetings, events, and for a drive in our MGs this next driving season.

The foremost club for British car owners in southeast Michigan and southwest Ontario.

Safety MG Fast!

Steve

A True Gentleman and a Dear Friend

By Dale Brown

Scott Turner
Scott passed away March 1st in hospital in London Ontario following complications from heart surgery He was 76.

Sadly, at the beginning of the month, we lost fellow member, Scott Turner. Over the years he contributed immensely to the Club having been on the Board and holding positions of Secretary and Vice-president. He was active attending many of the events and almost all monthly meetings with his wife Lynn and then after her death, his loving companion Pat.

Mondays in Windsor a group of us from the Club would meet for lunch at our favourite restaurant and swap stories about our MG's. We always knew what Scott was going to order. It was often a really good chilli and a salad with Mango dressing. We and our servers always enjoyed his company.

Scott lived within a few blocks from our house and he would pop over to find me working on one of the MG's and he was always ready to jump in and lend a hand. Of course, when I needed a part, my first visit was over to his garage. He often had the part and always had that special tool needed as well. Scott had a blue Chrome bumper MGB that he was planning to restore. So during that process, he purchased another MG to drive so that he wouldn't be without. This time it was the 1980 Black LE. He took apart his Chrome bumper car and spent hours and hours on the rebuild with precision quality and detail. He found an overdrive transmission had it rebuilt and had the engine completely redone and upgraded as well. When it was finished (and now a beautiful Inca Gold with Mini-lite wheels) he could have taken first place in any competition he wanted, but he chose just to drive it.

We always kidded Scott about what car he was going to show up for an event or our Monday lunches. You see, besides his MGB, he also had a Mazda Miata with hardtop as well as his regular driving car. The weather, or how many cars he had to move around always determined what he would drive.

Sometimes a group of us would have an idea at the last moment to go on a Winery Tour, or a ride to Port Stanley on Lake Erie just for shopping and dining, or an annual trip to the Niagara Peninsula for wine tasting followed by the car show at Bronte Creek Provincial Park. Scott was always ready to go and he enjoyed every minute of it.

On behalf of the Windsor-Detroit MG Club I would like to send my condolences to Scott's daughter Martha and son Andrew whom many of us know because Andrew is also a member of our club.

We will all miss you, Scott.

The Sound of Music

Festival Theatre — Stratford Ontario
Friday June 19th - Sunday June 21st

- Friday June 19th - We will be traveling to Stratford leaving the Detroit area mid-morning, or
- Saturday June 20th - A second convoy will be leaving in the morning from the M59 and I94 area and arriving at St Mary's early afternoon. It's your choice, as we normally have 2 convoys heading for Stratford that weekend.

Our band of WDMGC theater goers last enjoyed The Sound of Music at Stratford in 2001!

Saturday June 20th – "The Sound of Music"- 8.00 pm performance at the Festival Theatre.

We have booked the Westover Inn Hotel once again (built 1867) at nearby St Mary's for the Friday and Saturday evenings.
We will also be dining as a group at the Westover Inn prior to the evening performance of "The Sound of Music" on the Saturday.

Many of the rooms for Friday and Saturday are already booked by us, so please call them (or your favourite Stratford / St. Mary's Bed and Breakfast) and make your reservation under "MG Tours". The Westover's phone number is (519) 284 2977.

Please call me when you have made your hotel reservations. The costs are $91 US dollars each for the theatre tickets. If you have an e-mail address that you use regularly, then I would also like those details.
Philip Wiltshire, 3105 Exeter Drive, Milford, MI, 48380.

My cell phone: 706 988 6206 E-Mail: pwiltshire@comcast.net

Member Contribution

PCV System

by Harry Mac Lean—50 years Mechanic/Engine Technician

What does a PCV system do on car engines — at least that is for our LBC's? Lets' start from the beginning.

On earlier cars, prior to 1960, oil fumes from the engine simply vented into the atmosphere. As for MGs, this was true for the MGA and earlier cars. There was a large pipe pointing downward that let the gasses, resulting from engine compression, escape to the atmosphere. Shortly thereafter the U.S. government mandated that those gases and oil fumes must no longer escape to the air, so stopping the pollution that they were causing. Hence, automakers had to add a positive crankcase valve system, or PCV valve as it's usually called. In essence, what this does is suck the gases and oil fumes back into the intake manifold where it is burned through normal engine operation. In our LBC's, MGBs, it is called a gulp valve.

PCV

What happens when it doesn't work, for example, when the PCV system is clogged or the diaphragm in the gulp valve ruptures? Pressure then builds up in the engine oil pan and side covers and causes oil leaks, that's because seals become pressurized to a level greater than that they were designed to withstand, and so leak over time. Your car will now leak oil and use more oil than it normally would. All running engines exhibit crankcase pressure resulting from the pistons and rings allowing gasses to leak by them. The older the engine gets, the more they leak, which is termed blow-by by most mechanics. It is easy to see: if you pull off the oil fill cap on valve cover you will see smoke coming out heavily, although a little is normal. The PCV system keeps this to around 3 lbs. which is about normal. For those that have regular stock MGBs, this is no problem. However, if your car has been modified with a Weber carb for instance , most of these only have a hose to hook to breather pipe on the front side cover and go to the carb, which is a very poor setup because it makes the air cleaner more messy with oil, which in turn makes it less efficient. This, because of relatively no PCV system on your car will lead to oil leaks and burning oil because of increased pressure in oil pans and valve covers. The best thing to do in this case is to install a PCV system on or try to find one that will work.

Gulp Valve

One other thing; the front side cover for the MGB is no longer available. Because the cars are all now quite old, the side cover should be cleaned out. They have a piece of filter material inside them rather like a copper cleaning pad that is used for household cleaning. Nylon pads or steel wool is too tightly wound for this application. If there is no filter material, then oil will be sucked directly into the engine from there and so something similar will need to be installed. This part gets clogged up. To clean it, soak in mineral spirits for at least a half day then shake it and blow it out with compressed air, if available, so to not get the mineral spirits in engine. It won't harm the engine, but it is better to keep it out if possible.

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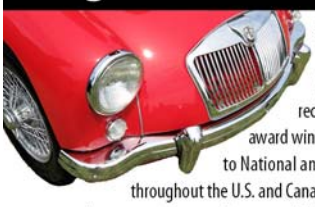

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NORTH AMERICAN MG MGA REGISTER

Hibernation Party Pictures

The Founders' Award being presented to Steve Finch

Bob Fougere receives the Hard Luck Award

Mary Ellen Weakly receiving her Navigator of the Year Award

More Hibernation Party Pictures can be found on the club's website at www.wdmgc.com. Go to the WDMGC Events/Activities tab and choose **Hibernation Party 2015 Photo Gallery**. Follow the instructions for enlarging and downloading pictures from any of the 3 photo sets there.

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Club Calendar

■ - WDMGC event.
To be sure you are up-to-date with all events, times and meeting places, visit www.WDMGC.com

March 2015	
Wed. 11	**Monthly Meeting** **Leaf Neighbourhood Grill** 5240 Tecumseh Road East , Windsor See notice below
Sun. 15	Chicagoland British Car Swap Meet DuPage County Fairgrounds, Wheaton, IL
April 2015	
Wed. 8	**Monthly meeting, Brass Pointe** Farmington Hills, MI
Sat. 11	Kimber Run & Birthday Bash 2015
May 2015	
Wed. 13	**Monthly Meeting** **Leaf Neighbourhood Grill**
Sun. 17	**The Spring Gathering and Picnic** Camp Dearborn, Milford

March Meeting at the Leaf Neighbourhood Grill

The March club meeting will be Wednesday, March 11th. at Leaf Neighbourhood Grill, 5240 Tecumseh Road East , 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. www.theleafgrill.com

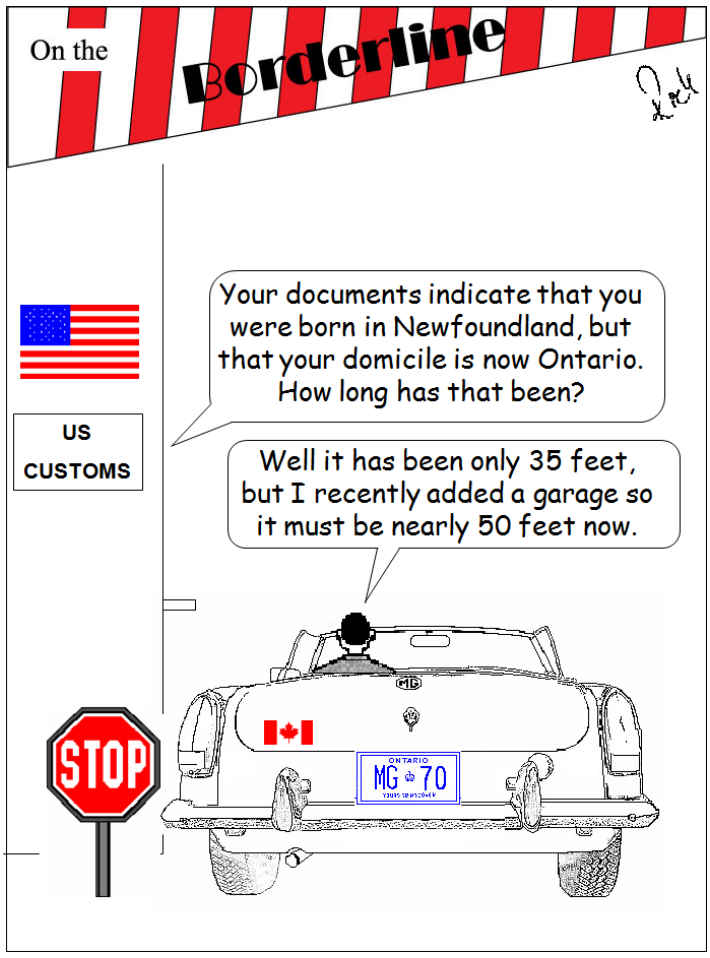
To find your way to all the club's events and meeting places, make sure you visit our **Maps** page under the WDMGC Events/Activities tab at WDMGC.com

Kimber Birthday Bash

Each year the WDMGC joins other area British car clubs to celebrate the birthday of MG's founding father, Cecil Kimber, who was born April 12, 1888. This year's celebration will take place on Saturday April 11, 2007.

Ed Fleming will once again lead the convoy on a scenic drive towards the Delhi Cafe in Holt Michigan where we will toast Cecil, enjoy the company of fellow enthusiasts, and treat ourselves to a bit of lunch and birthday cake. The journey is expected to take about 2 hours, so those who wish to participate but cannot join the convoy can meet us at the Delhi around noon.
Meeting place: Meijer's parking lot at 8 Mile and Haggerty at 9:30.

Celcil Kimber
127 years old this month and doesn't look a day over 130.



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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 @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@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.

1980 Triumph TR7 Engine and Transmission
Engine Heads professionally redone, new values and springs, new water pump, new timing chain. Starter rebuilt, carbu-retor 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@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@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

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

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FIRST CLASS MAIL

Car of the month, March 2015

Chris & Cathy Gurnees' 1976 Midget

Chris tells us:
"I had been looking for a Midget for six months, although Cathy says I said something about a Midget on our first date. While I was looking, I drove a handful of Midgets, but a lot were rust buckets. I had read the best bet was to buy one that had a solid body, as you can always get the engine running, but body work can drive you insane.

We found Maria in a garage in the middle of a cornfield near Indiana. The house had burned down years ago, but the garage still stood, and thankfully the garage had a cement floor. The engine and rear end were both completely locked up. The car had not been driven since fall of 2001. On August 1, 2013, we loaded it on a trailer and brought it home.

After getting the brakes rebuilt, all the fluids and hoses changed out, my son Marcus played hooky one day from school. He was positive we could start it, and he did. With a big bang after spraying some fuel into the carburetor, a mouse nest blew out the tailpipe, and we got it to run.

It ran rough, with poor idling. I sent an email to Steve Finch who came over one night and we fiddled with it. He steered me to Harry Mac Lean, who graciously spent an afternoon with me, and gave me a ton of ideas, including tips on rebuilding the carburetor. As I drove off, he shouted, "You have GOT to change those tires!!!". The manufacture date on them was 1973."