The Can Am CONNECTION

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Photos from the July Meeting at The Leaf

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The Windsor-Detroit MG Club
The International Local Club

Editor's Note: This month I'm forgoing my usual Editorial Page article to allow more space for all the wonderful events that took place over the last month. Enjoy this edition. Dale Brown

Mad Dogs & Englishmen's British Auto Faire XXV

By Matt Bade

This year's Mad Dog show was so special that The Queen chose to travel thousands of miles to tour the grounds and greet the guests, as you can see in the photo.

The day started out gray and a light drizzle was falling, just enough to make the cars filthy upon arrival. Our drive over to the Gilmore Museum included fellow club members Gene & Joan Johnson, Tony Kaluzny, Heide& Tom Basinger, George Diehl, John Marsh, and Paul & Pauline Blunt.

The caravan proceeded across the state on 2-lane roads, going through little towns like Leslie and Bellevue, and college towns like Olivet, until we reached our destination of Hickory Corners and the Gilmore Museum. Once again, I'm pleased to report that the group arrived without drama, incident or breakdown.

Since last year's show, two new museums have been completed and are now open to the public. These are the Lincoln museum and the Cadillac/LaSalle museum which looks like a period correct new car showroom.

The museum owns or has on loan over 350 cars and so the cars on exhibit rotate frequently.
On this day, the Heritage Center was featuring American Muscle Cars. They were all beautiful, rare, and very valuable.
The Rare Gem this year was the Morgan and our friends Dave & Lynne Hornby brought their 1998 Red Morgan Plus 8.

At exactly 3 p.m., unlike past years, the awards were presented and club members Tim and Nancy Shaw received a 3rd place award in the "Midgets & Sprites" category. My apologies to any other club member who I may have omitted but I didn't hear any other names called for other MG classes.

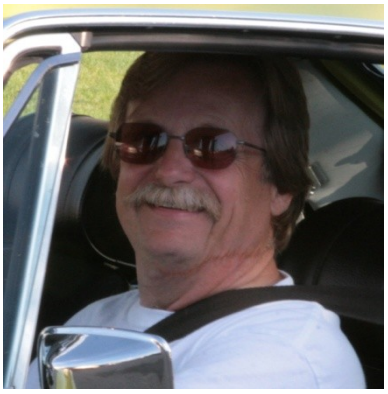
At 3:30 p.m., a smaller group gathered up our belongings and headed back home. It turned out to be a very nice day for top down driving after all.

The show was excellent and the "Barns" continue to house some of the finest examples of rare and meticulously maintained cars anywhere. If you have never been to this show or are one of our new members and haven't heard about it, please consider marking your calendar for next year and come experience this event.

Some of the many cars on the show field at the Gilmore Museum

Presidentially speaking

Steve Finch - Club President



I hope you are having a wonderful summer and getting mileage on your MGs.

July was a busy month with the annual run to the Mad Dogs & Englishmen British Auto Faire XXV on July 12. Then on Sunday, July 19 was the All British Car Show at the Canadian Transportation Museum and Heritage Village, in association with the WDMGC. My thanks to Matt Bade, Marty Hunt and others who coordinated these great events.

The big event for me in July was the Waterford Hills Vintage Races. The Bob Owens Sports and Imports MG Midget returned to Waterford for the first time in almost 40 years. After crashing the car and writing off the tub in the last race last year at Savannah, Bob got another Midget body, transferred the parts and built a new car in time to be on the grid in Sebring in March.

We had a great weekend of racing at Waterford Hills without any mechanical issues. There was a bunch of other great cars including a bevy of Lotus Cortinas. Allan Moffat was the guest of honor and spoke at the Saturday night banquet. Many people I haven't seen for too many years came by to visit our pits. Steve White and brother Gord raised the WDMGC awning over their racing effort. The other WDMGC awning was up on the hill for watching the races and I know it was greatly appreciated by members who were getting too much sun in the hot summer weather. Vintage racing is a great way to enjoy the heritage of our British sports cars.

Looking ahead to August is the University Motors Summer Party Reunion on August 7-9 with the big car show on Saturday at Douglas Walker Park. That is always a good event and worth the drive to Grand Rapids.

Celebrating 35 Years of Windsor Detroit MG Club

The Windsor-Detroit MG Club (WDMGC) 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 the WDMGC its unique character. It is probably the first and possibly the only local club in North America to enjoy membership and events in two countries on a regular basis.

Mark your calendars for the ***WDMGC 35th Anniversary Birthday Party*** that Donna and I will be hosting at our house in White Lake near Milford on Saturday August 22.

The party will start at 2pm. with the grill being fired up about 4:00 for burgers and brats. We will also throw a bunch of sweet corn in the husk on a wood burning campfire on the patio. The plan is for BYO beverages, a dish to pass, munchies and goodies, swim suits and towels, and maybe a few lawn chairs, etc.

The address is 3114 Pine Needle Dr, White Lake, MI 48383. It is a White Lake address but it is really closer to Commerce or Milford. Please RSVP by email to Steve@WDMGC.com or call me at (248) 343-1614 so we know how much food to buy.

I hope you will join us for the afternoon poolside party and into the evening around a campfire to celebrate our founders and the success of our Club.

In September, the annual Battle of the Brits will again be held at Camp Dearborn in Milford and hosted by the Detroit Triumph Sportscar Club. The date is Sunday September 13. Please register early so that WDMGC continues to win the Battle for MG vs Triumph participation.

Also in September is the annual British Car Day at Bronte Creek Provincial Park on Sunday, September 20. This show draws over 1,000 British cars and 8,000 spectators.

I hope you join us at meetings, other events, and for a few drives in our MGs this season.

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

Safety MG Fast!

Steve

All British Car Show at Heritage Village - July 19, 2015

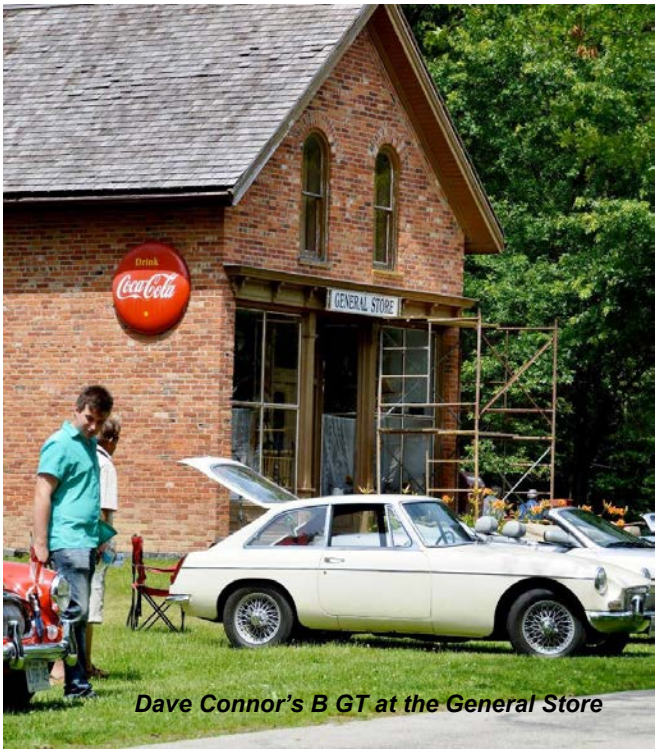
The Sunday Show took place during wonderfully sunny and hot weather. Even though the forecast called for some possible thunder showers, the day went by without a drop. Close to 75 British cars were entered and there was a wide range of Marques to satisfy the many visitors that dropped by. Even a British built Ford Anglia that had been in countries all over the world.

Many thanks to the folks from the Canadian Transportation Museum and Heritage Village for organizing and hosting this event. Thanks also goes to our club members that helped out with advertising and promotion including Marty Hunt, Dave Burstyn and Ralph Poupard.

Cars lined the roads during a wonderful afternoon

MGA Coupe, front and side

Lise Brown enjoying an afternoon English tea



Dave Connor's B GT at the General Store

More Photos from The All British Car Show at Heritage Village

Dave Hornby's Morgan Plus 8 flanked by Marty Hunt and Rob Moroz's MGB LE's

Sue Moroz, Donna Finch and Lynn Hornby enjoying the afternoon. Even the dog had a good time!

Dale Brown's MGB in front of one of the Heritage homes

The well travelled Ford Anglia

Alice Gintar's MGB made it's debut after a complete and beautiful restoration by Gordon Wallace.

Ralph Poupard's MG (eh) all decked out with the appropriate flags. A real crowd pleaser!

Waterford Hills Vintage Race

Steve White and Brother take the Dare to go Vintage Racing

An Email from Canadian Member Steve White

My brother, Gord and I purchased our 1965 MGB race car in October 2013 as a sort of Ebay dare. We have been following road racing since the late 50's as a result of our father's influence who hill climbed his 1948 MGTC. I try to justify the purchase as a bucket list thing.

A four day trip to Denver Colorado with a U-Haul trailer and the car was ours. Our car which had raced for over 20 years hadn't been on the track since 2007 and required a complete "refresh". We replaced the entire fuel system, cell, pumps, filters, and lines and redesigned the entire roll cage since at well over 6' neither my brother nor I fit in the car. As a result we missed the 2014 season.

Steve White (on right) and brother Gord with their 1965 E-Production MGB racer.

We both did our drivers' school, got our competition licenses and our first race was at Mosport this past June. Unfortunately an electrical issue prevented our racing even though we replaced plugs, cap, rotor, and wires and even tried re-jetting the carb.

Our real first race was two weeks ago at that same track in eastern Ontario that we did our drivers' school. Gord drove the car and finished every heat and race.

My first race was this weekend at Waterford. Not a great choice for a first race since it is quite narrow, but I kept repeating the vintage motto " have fun and drive the car back on the trailer".

The racing was great, our misfire at high RPM returned which affected its performance but as I found out at Mosport the vintage race community are there to help each other out. We were pitted between an Elva from Indiana and a Lotus from Toronto and both these gentlemen offered what ever help they could to try and fix our problem, even though they were working on their own cars. I had a couple of off course excursions including a spin at the "swamp" turn. I was a lot better by the end of the weekend.

Our schedule is for two more races, both at Mosport, to close out this chapter of our bucket list.

Power From Your MG

by Rick Astley

On a recent trip to a part of Michigan with which we were unfamiliar, my wife and I used the Google Maps app as our GPS on one of our iPhones to provide us with directions. We had a USB adapter plugged into the car's power outlet, and the phone plugged into that, yet the phone's battery became exhausted before we had reached our destination. It was obvious that the USB adapter we used was incapable of replenishing the phone with current as fast as it was being used.

The acronym USB is now very familiar to anyone with a computer or a phone but its full name 'Universal Serial Bus' refers not to it as a source of power but as a method of moving data in or out of a computer. Because a computer or similar device might need to be connected to a peripheral that doesn't have its own power source, like a mouse, keyboard or memory-stick, the USB standard made provision for the supply of a small amount of power — 5-Volts electronically limited to 0.5-Amps draw — to be available. USB outlets soon became a useful source of power for small devices such as cell phones. The European Union, frustrated that every phone model seemed to have an exclusive charger that later went into land-fills (actually they didn't, they all seem to be in a tangle in the bottom of one of my desk drawers) demanded that, if cell phone manufacturers wanted to sell in Europe, they had better use a common charger and connector, and for that they selected USB as the standard. That was fine when mobile phones were just phones but now with bigger and brighter screens, GPS, Bluetooth and powerful data processors, 0.5-Amps doesn't hack it anymore.

Just as the USB socket wasn't meant to be primarily a general source of power, so also was the car power outlet, which was originally designed to supply energy exclusively to a cigarette lighter. That outlet, as found in modern cars, no longer operates a cigarette lighter but has become solely a source of 12-Volts for a myriad of accessories that may be plugged into it. The Society of Automotive Engineers (SAE) writes standards for car related products and methodologies so as to maintain conformity across the automotive world. The worldwide SAE standard for automotive power outlets was decided by half dozen people sitting around a table in Troy, Michigan; among them yours truly. I'm not very proud of what we achieved, mainly because we were not starting from a blank sheet of paper but rather from a device designed for lighting cigarettes but that had become the de facto power outlet. We just had to make sure that every one of them would work the same mechanically and electrically and that they would be safe, easy and reliable to use.

MG started to add a cigarette lighter to their cars around 1967. If your car has one, and you don't smoke, you might consider swapping it out for a 12-Volt power outlet, which looks and works very much like the cigarette lighter socket it replaces but isn't designed to eject whatever is plugged into it. MG chose to connect the lighter to the purple circuit, which is fused and always live. The SAE standard allows automakers to decide whether they want the outlets always powered or only when the key is turned to the accessory or run positions. Sometimes manufacturers will do both, providing power to the passenger areas with key-on but adding an always-live outlet in the back of trucks and SUVs for tailgating. If you have an earlier car and want to add a 12-Volt outlet, take care to neither use a retention bracket that could knee-cap you or your passenger in an accident nor mount it in an upright position into which small coins can fall and short it out. Connect any added outlet to the purple circuit if you want it live at all times, or to the green circuit if you only want it to operate with the key in the run position.

If you need to run and charge a smart-phone in the car, then a search on-line will turn-up several USB adapters that plug into the 12-Volt outlet and that will provide more than 2-Amps. Choose carefully because some have a protruding head of quite large diameter, which may get in the way but that provides something to grab onto if you need to remove it often. Others are very small but that makes them quite hard to extract. The one shown on the left, which cost $13 from Amazon, claims to be the "smallest yet most powerful in the world" and will run 2 phones at the same time, each at 2.4-Amps, which happens to also be the recommend current capability for the iPad. If left plugged into an always-live outlet, then all in-car USB adapters will continually bleed a little current that will eventually run down the vehicle battery. You don't necessarily need to use the 12V outlet to get USB power. The $6 device from eBay illustrated on the right can be wired directly into the car with the USB dongle protruding wherever needed.

More Parts for Sale — *Also see page 11* *(Editor's note: These parts belonged to recently deceased Club Board Member and good friend, Scott Turner.)*

MGB Parts for Sale

4spd Trans (Rebuilt at University) - $200
Exhaust (SU Carbs) - $100
Seat Webs, Fiber Boards, Wood Packing Strips (2 of each) - $30
X-Member Poly Bushings (Moss P/N 264-906) - $25
Smiths Oil Press. Gauge (Mech) - $25
"MG" Floor and Shelf Mats (3 pieces) - $100
Big Brake Kit (Moss P/N 586-628) - $1000
St-Wheel Boss (Moss P/N 905-480) - $50
Alternator (1978) - $50
Oil Cooler & Thermostat - $100
Midland Alloy Wheels (4 - assume for Spitfire) - $200
Email: acturner2000@hotmail.com
Parts in Windsor, can bring to Michigan

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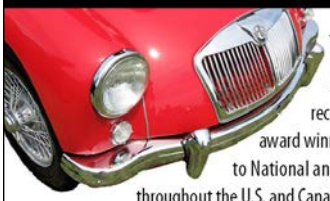

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Club Calendar

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

August 2015	
Aug. 6 - 10	University Motors Summer Party Reunion
■ Wed. Aug.12	**Monthly meeting,** **Brass Pointe** Farmington Hills, Michigan
■ Sat. Aug.22	**WDMGC 35th Anniversary Birthday Party** - Home of Steve and Donna Finch. (See page 3 for details)
Aug. 31- Sept. 2	**Put In Bay Race Reunion**

September 2015	
■ Wed. Sept. 9	**Monthly Meeting** **Leaf Neighbourhood Grill**, Windsor, On.
Sun. Sept. 13	Battle of The Brits, Camp Dearborn, Milford, Mi.
Fri. Sept. 18– Sun Sept. 20	VSCDA Vintage Festival, Elkhart Lake, Wi.
Sun. Sept. 20	British Car Day, Bronte Park, Burlington, On.

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

August Meeting at The Brass Pointe

The June club meeting will be Wednesday August 12 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.

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Triumph TR 2-3-4-250
Mercedes 190-220-230-250-280 SL
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1964-67 Ford Mustang, Models T & A

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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

Your contributuion's for this newsletter,.

You will be Well Rewarded

Classified Advertising

Please contact the editor if you no longer want your ad to run. Ads will run in the newsletter for three months and then may be removed to make room for newer entries. Ads will run for six months on our website. The date following the ad is date of placement. See the Classified page at our website for more ads. www.wdmgc.com

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. Several MGB 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
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, carburetor rebuilt with new TR7 needles, steel headers. $500.00 or OBO. **Reduced, email an offer.**
5 Speed Transmission Low mileage 45,000 miles $500.00 or OBO. **Reduced, email an offer.**
Both items sitting on trailer ready to go. Contact Bryan at: xpertsystems@cogeco.ca

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

1996 Miata - Red over tan leather. 5 speed, 60K miles. BBS 15" wheels (+1), Yokahama S-Drives (UHP Summer tires), KYB shocks, and timing belt replaced at 50K miles. No dings/dents. Extras (wind blocker, car cover, tonneau cover, books, etc). Stock 7 spoke alloy wheels/tires go with. $ 8700.
810-334-4421 or 419-490-4719 Leave message.

Rack and Pinion removed from a 1980 MGB. found out it was good after purchasing a new one. I checked it for broken springs which it does not have. Some small wear on steering shaft due to broken motor mount. $50
Harry Mac Lean
hmac3002@yahoo.com
248-878-1406

Reposted Ad **1977 MGB roadster**. ***New Low Price!***
BRG. 55,000 miles on chassis, 15,000 miles on rebuilt engine. Recent full body restora-tion plus lots of upgrades in last 4 years. Excellent top and interior. Garaged year round. $16K invested. Asking $8,000 or best offer. Bob Hauser 248-701-6227 (Waterford)
For pictures see www.wdmgc.com/hauser.pdf

New Ad **1966 Sunbeam Alpine V6 Automatic**
2.8 Ford Capri V6 engine. Ford C4 - 3 speed tranny. Tiger rear end. C/W nice soft top and tonneau cover. New paint and interior. New brakes and brake booster. Only 5000 miles on a re-built engine and tranny.Contact Doug at 66sunbeam@gmail.com for further details.

1953 TD The body is stock, with aftermarket wire wheels, repro bumpers. Color is Jaguar BRG. It is powered by a 1.8L 'B' engine. This beauty has a custom interior, including custom bucket seats and dash.
For more information or pictures, contact:
Pat Sand 248-640-7689
pat.sand@cccnetwork.com

Windsor-Detroit MG Club
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FIRST CLASS MAIL

A beautiful example of a 1969 MGC belonging to Bill and Mary Ellen Weakley

Car of the Month - August 2015