The Can Am CONNECTION

Vol. 37, No. 9 - Newsletter of the Windsor-Detroit MG Club October 2015

Photos from Battle of the Brits

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

Classified Ads:
$5.00 for 3 months
Free to members

Display Ads:
Bus' Card $5/issue, $30/year
¼ Page $8/issue, $50/year
½ Page. $16/issue, $100/year

Fine Print
All contents, except where noted otherwise, are copyrighted by the Windsor-Detroit MG Club, Inc. Any reproduction requires express permission, except for our sister clubs who participate in our newsletter exchange, who need only acknowledge the source.

The Windsor-Detroit MG Club
The International Local Club

Can Am Newsletter Editor, Dale Brown

Like the last few editions, we've had so many opportunities to get together to drive our LBC's, I'll make my comments brief.

Thanks to all those who have contributed this month and please send me other articles for future publications.

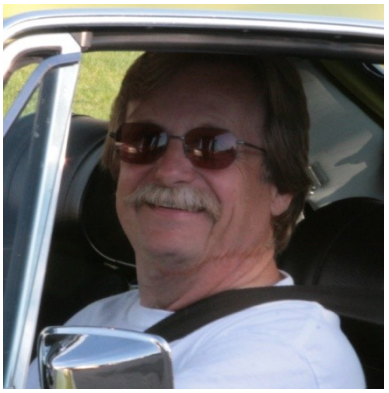
As I'm writing this, Lise and I are preparing for a trip to Portugal to explore the countryside. I'll be on the look out for MG's but somehow, I think they might be few and far between. Cheers!

Sue Hunt, John Woodall, Matt Bade & Ralph Poupard hanging out at Bronte Park, All British Car Day

A young "Brady" admiring a group of previous winners at the All British Car Day at Bronte Park in Burlington, Ontario

Presidentially speaking

Steve Finch - Club President



The colors are changing and the MG driving season is coming to a close in Michigan. It's a beautiful time of the year to get out and drive your MGs.

In September, Donna and I (and Austin) took a long drive to Stowe VT and the British Invasion. It is the largest all British motorcar show in the United States. This year saw about 650 British cars from the US and Canada on the show field. The fall color change is delayed this year but the best part was the rolling hills and wonderful (well maintained) winding roads.

On the way we visited the British car exhibit at the Saratoga Automobile Museum. "The British Are Coming" Exhibit had a representative collection of British cars. The highlight for me was from the permanent collection, a beautiful Jaguar C-Type of which only 53 were built from 1951-1953.

The little town of Stowe goes all out for the British Invasion by closing the main street for British car parking and partying on Friday night, driving tours of the area and two days of car shows including a concours and a participant choice show. Our MGA took a 3rd Place in Class as an added bonus. On Monday we left for a ferry ride across Lake Champlain, lunch in Lake Placid and a wonderful drive through the Adirondack National Forest. A couple more ferry rides got us across the St. Lawrence Seaway and Wolfe Island to Kingston for the night and then the long drive home and the ferry ride at Sombra. The MGA kept all four wheels on the ground and made it there and back without incident. My iPhone didn't however. I lost it at the gas station in Marine City and when recovered on the way home a week later the glass was shattered. I've been looking for a reason to get an iPhone 6S upgrade.

Early in September we took in the annual Battle of the Brits held at Camp Dearborn in Milford and hosted by the Detroit Triumph Sportcar Club. We were concerned that pre-registrations had more Triumphs than MGs registered and that we could lose the Battle Trophy. I am pleased to report that our members and other MG owners came out to the show and that the MGs once again took the Battle Trophy by a ten car margin. Thanks to all MG owners who came to the event and thanks to DTSC for another great show.

In October we will celebrate the changing of the seasons with the ***Autumn Driving Tour*** on Sunday October 4 on the back roads of Livingston County and ending at noon for lunch at the Red Dog Saloon in Milford. We hope to have a second Fall Colour Tour later in the month with details forthcoming. Keep an eye on the Calendar page on the website and look for broadcast email updates with information as it becomes available.

For those with Key West on their bucket list, please note that the dates for the 2016 MG gathering and "Conch Republic Independence Festival" are a week later than usual - April 25-29. There are at least two cars driving down for that event. If anyone would like to join in the fun please contact me.

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

WDMGC Autumn Tour

Sunday, October 4, 2015

WDMGC is offering a nice tour for you to finish the 2015 season!
Once again, Doug & Ailene Butcher have been driving around Livingston County, finding all the freshly paved roads. They have a nice run planned of about 90 minutes duration, that finishes inside the Red Dog Saloon in Milford.
This run gives you the opportunity to get the juices flowing around your MG (or whatever you bring) and yourself. You will then be ready to take on those Winter MG projects to have your car spruced up for 2016!
So please plan to start with us at the car pool area on Old 23 just north of M59 in Highland for 10.30am. We expect to be at the Red Dog Saloon by 12 noon. We have reserved tables for 30. Check out the details on our calendar here!

Addresses:
Car Pool Lot:
2166 N Old US-23
Howell, MI 48843

Red Dog Saloon
250 W Summit St
Milford, MI 48381

Click here for Red Dog Website

Anniversaries

The following members have membership anniversaries this month:

10 Years----Colin and Jan Stafford of Bloomfield Hills, MI
Bruce and Raquel Read of Belleville, MI

20 Years--- Dale and Lise Brown of Windsor, ON

35 Years---Mark and Patty Deacon of Flat Rock, MI
Ron and Jenny Harmon of Grosse Isle, MI
Dave and Lynne Hornby of Tecumseh, ON
Jim and Connie Trofin of Windsor, ON

New Members

We had two new members join the Club in September:

David Cook of Birmingham has a 1952 BRG MGB

Bill Knapp of Rochester has a 1977 Brooklands Green MGB

Ken Costello

By Rick Astley

We were sorry to learn that Ken Costello, the engineer who showed the world how to install a V8 into an MGB, passed away August 28th at the age of 88.

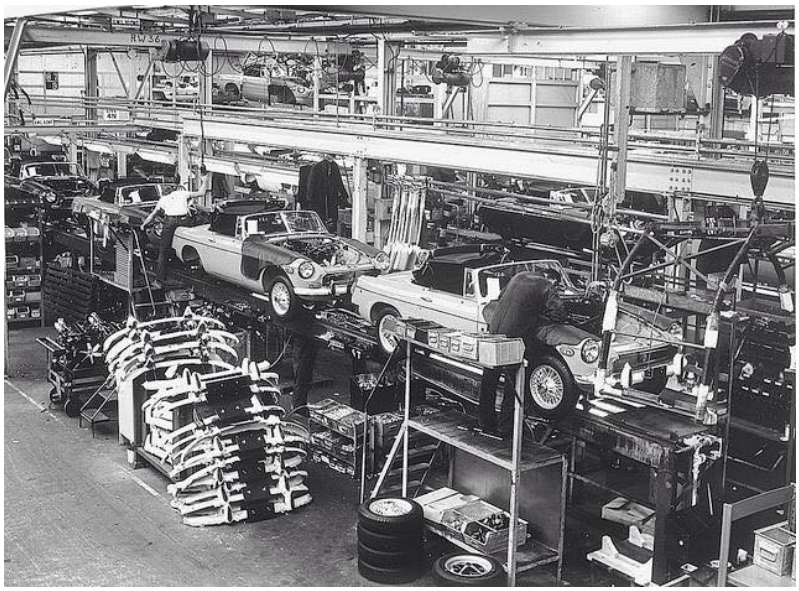
The MGC, British Leyland's high power version of the MGB, was not well received by the UK's motoring press largely because its heavy cast-iron 6-cylinder motor caused it to be very nose heavy. MG, looking for a better solution to competing with higher power cars like the Triumph TR6, consider using the ex-Buick Rover aluminum 3,500cc (215-in^3) engine, but concluded that the car would have to be widened by at least 3½", which was not considered feasible or cost-effective.

Ken Costello, however, looked at the problem differently and, impressed by the size and lightweight of the Rover V8 engine, found a way to fit it into a standard MGB body. He completed his first cars in 1971 to rave reviews from the press, which recognized the potential of a car having performance to rival the Jaguar E-Type, but at a much lower cost. BL bought one and were similarly impressed, enough so in fact to cut-off further engine supplies to Costello and to copy his design and launch its own MGB-GT V8 in 1973. Undeterred, Costello found other sources for the engine and in all, produced 255 cars.

Ken Costello's engineering prowess went further than the V8 MGB for which he is most well known. Continuing well into the 1990's, he produced many other modified systems for the MGB, including upgraded suspension and running gear. Ken's work lives-on in the Frontline Developments LE50 anniversary edition of the MGB, which we reported on in April 2014, and which purchased the rights to his designs.

Ken Costello attended British V8 meets on at least 2 occasions. He is seen here on the left with club member Dave Burstyn standing by Graham Creswick's MGB-V8 in Terre Haute, Indiana in 2005.
Picture: BritishV8 website.

A young Queen Elizabeth with her dogs and an MGB



Another shot of the assembly line in Abingdon

Into the Future with The Windsor-Detroit MG Club

By Rick Astley
Club Secretary

As the driving season in the Windsor-Detroit MG Club's 35th year draws to a close, it may be time to ask ourselves a number of questions as to how the club will go forward in the years ahead.

Back in the 1990's, when political correctness was less of an issue, we used to ask joining members for their date of birth. The data showed that on average, members were 18 years younger than their cars. That makes sense because many of us remember owning, or aspiring to own, an MG in our late teens only to find that the responsibilities of family and mortgages forced us to sell, our fun cars or put off our dreams, until the kids were out of college. When funds were freed up to purchase one in our middle age, we could somewhat regain that youthful feeling driving a small sports car provides. The problem with that is that the last MG and Triumph imported into North America, which anyone here would remember from their youth, was in about 1980, so our youngest "average" owner would now be 53. With many of us rather older than that, we and other similar clubs, particularly those in northern climes, are experiencing reducing membership numbers as age takes its toll on health and people move to the sunnier south.

The same is not true for all British car clubs. I recently bought a yet-to-be classic 11 year old Jaguar and was welcomed at a recent monthly meeting of the local Jag club. One really great quote I heard while there was, "We join for the cars, but stay for the people". That's certainly true of our club too, many of our members, myself among them, no longer own an MG (or in some cases never having owned one) yet choose to stay members for the friendship we have found here. Jaguar, of course, despite changes of ownership, has neither experienced any hiatus in their manufacture or importation nor any significant change in where the cars are designed and made, as they continue to be a product of a proud Coventry, England. That's not the case of Minis. Although a vehicle called a Mini is manufactured at the old Morris plant in Cowley, east of Oxford, England, it's a product of the design department of Bavarian Motor Works and as time goes on seems to be departing more and more from the original Mini from which it takes its name. In fact some of the latest products I recently saw in Europe are bloated vehicles that can no longer be described as "mini". Modern Mini owners, it seems, are now finding more of a home in BMW clubs.

What's true for Mini may soon be true for MG clubs like ours. The current Chinese owners of the MG name plan on homologating their vehicles to North American standards and we may soon see such cars as MG SUVs on the road. However, with no single continuous thread, other than the grille badge, connecting them to our classic cars, how many of us would really consider them MGs? On the other hand, the MG RV8 and MGF are real MGs and are already considered "classic" in the UK. The RV8, is a revamped V8 powered MGB that was produced from 1993 to 1995, its revival being an attempt by the then MG brand owner (Rover) to tap into a market then pretty much exclusively owned by MX-5/Miata. Although technically outdated compared to the Mazda product, ironically nearly 80% of the 2,000 produced went to Japan, many of those since having been imported back to the UK or to other RHD markets like Australia. There are no EPA compliance requirements in the US for cars at least 21 years old and cars over 15 years old are unregulated in Canada by the Registrar of Imported Vehicles program. However, although they may now be technically imported, the cost of finding, buying and shipping an RV8 is prohibitive and so we are unlikely to see many on our roads.

Seen through the Chinese smog, the MG-GS SUV
Picture: ChinaWeb

The MG RV8
Picture: Nic Houslip

By contrast, the MGF, which this year marks 20 years since its debut, is very affordable. Good examples can be bought in the UK for less than £1,000 (US$1,500/ CA$2,000) and some are already being imported into Canada, and next year the earliest cars can legally be brought into the US. However, buyer beware; some of those shown on auction sites in Canada are

poor examples being sold at inflated prices simply because of their current, and temporary, uniqueness. Although no American or Canadian 30-somethings will remember the MGF from their youths, this mid-engine car might well attract them to it and to our club. The MGF is indeed a great car, so much so that it nearly didn't exist at all, its launch coinciding with Rover coming under the ownership of BMW, which considered killing the project when it performed better at Nuremburg than their Z3. Fortunately it survived and in 2000, Rover was bought by Ford.

The MG TF
Picture: CarGuide AU

Even if a youth-magnet like the MGF doesn't manage to impact our club, there is no real reason why we can't still be a vibrant and fun organization with a fraction of our current membership. We increasingly share and cooperate in events with other British car clubs and should be able to continue to do so with no formal mergers. However, some large North American cities already have a single car club that includes all British marques, and that one day might be an option for our region too.

Photos from the September Club Meeting at The Leaf

All British Car Show, Bronte Park

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.**

NORTH AMERICAN MG MGA REGISTER

Guy's Garage, Inc.

Service & Repair for the Vintage British Motor Car

Guy St. John
Phone: 248..349..3649
email: guystjohn@comcast.net

Hours: M – F 8:30 – 5:30
Saturday By Appointment

1520 Scio Church Road
Ann Arbor, Michigan, 48103

*OUR **SERVICE** PUTS US **A -PART** FROM THE REST.*

Pertronix Electric Ignitions and Coils

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

Halogen Bulbs for Most British and American Cars

Plus Many Others!

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service, We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company. we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast, Log on to www.LBCarCo.com and see why we excel at what we do.

LITTLE BRITISH CAR COMPANY · WWW.LBCARCO.COM ·

Little British Car Company

www.LBCarCo.com

Jeff Zorn ● 29311 Aranel Farmington Hills, MI 48334
Phone: 248-489-0022 ● Toll-free: 800-637-9640
Fax: 248-489-9665 ● Email: LBCarCo@LBCarCo.com
Major credit cards accepted

Club Calendar

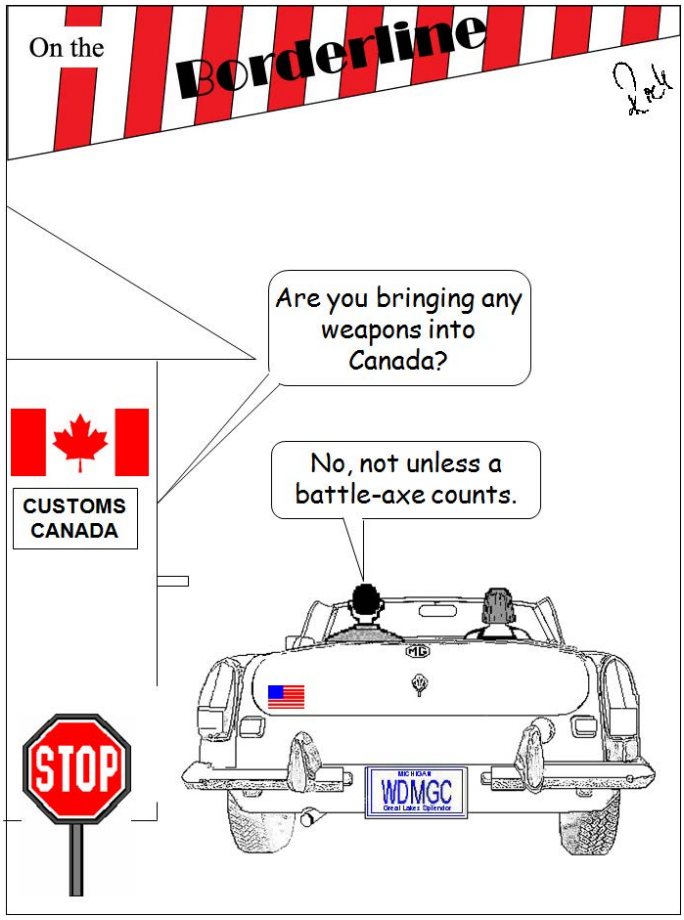
■ - WDMGC event.
To be sure you are up-to-date with all events, times and meeting places, visit www.WDMGC.com

October 2015	
Sun. Oct. 4	WDMGC Autumn Tour. Click for details. *(Or see page 5)*
Wed. Oct. 14	**Monthly meeting, Brass Pointe** Farmington Hills, Michigan
Sat. Oct. 17	Canadian Transportation Museum & Heritage Village **Fall Colour Tour** Essex, Ontario
November 2015	
Wed. Nov. 11	**Monthly Meeting** **Leaf Neighbourhood Grill**, Windsor, 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

October Meeting at The Brass Pointe

The October club meeting will be Wednesday October 14 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.



hold your horsepower

Clean, Spacious, Secure

Hold Your Horsepower's clean, spacious, climate controlled alternative garage is monitored 24 hours a day, 365 days a year.

Take advantage of
on-site trim shop HöF Designs.

www.holdyourhorsepower.com

Don Rennie
(313) 300-5837
info@holdyourhorsepower.com

image cc flickr user biTurbo288

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
All open cars Porsche 356-911-914
Austin Healey, Riley, Alpha-Romeo, Singer
1964-67 Ford Mustang, Models T & A

Entire collections possible

ANY CONDITION - ANY LOCATION

Generous finders fee. WILL PAY THE MOST!
1930's - 1960's
Buying restored gas pumps
Also other interesting cars
European and American made

STEVE'S BRITISH CONNECTION USA

Tel: 630-553-9023 email: SBCinc@aol.com

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

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

1977 MGB roadster. ***New Low Price!*** 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 $8,000 or best offer. Lisa Kelley 248-701-6227 (Waterford)
For pictures see www.wdmgc.com/hauser.pdf

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

New Ad MGB Hard top. Needs rear window $50
Passenger door in primer $50
Call William Matthews 517-672-6145
RMatt684@aol.com

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

Windsor-Detroit MG Club
2094 Cliffside Drive
Wixom, MI 48393 USA

FIRST CLASS MAIL

Cars of the Month - October 2015

The MG display at an early 60's Auto Show in Chicago