The Can Am CONNECTION

Vol. 40, No. 6 - Newsletter of the Windsor- Detroit MG Club July 2018

Photos from Gettysburg NAMGBR Convention

Kathi Poupard (front), J.P. McGraw, Ozzie Pillon and Ralph Poupard (left to right, back)

Top: The WDMGC contingent enjoying lunch together

Right: A group of Past Presidents, Ralph Poupard, Jeff Zorn and Steve Finch.

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The Windsor-Detroit MG Club
The International Local Club

I'll keep my comments short this month. In the last newsletter, I inadvertently made a couple of errors for which I apologize. Al and Karen Burnham's Club Anniversary was actually 25 years, not 15 so I've included it correctly here.
Also, even though the date of Mad Dogs was correct in the flyer, I had it wrong in the calendar and also I had the date of our All British Car Show at Heritage Village wrong. It of course is Sunday July 15.

Be sure to send me any stories, pictures or tech articles so that I can put them in a future newsletter. Submit to Editor@WDMGC.com

Can Am Newsletter Editor, Dale Brown

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Welcome!

To our Newest Member

Alan Lockwood of East Lansing, MI. He has a 1974 Blue Midget and a 1976 Yellow MGB.

Congratulations!

On Recent Membership Anniversaries

10 years	Russ and Marlis LaFevre of Commerce Twp, MI
15 years	Joyce, Tom and Pat Murphy of Rochester, MI
25 years	Al and Karen Burnham, of Livonia, MI

Presidentially speaking

Vicki Bade - Club President

Well, it is definitely summer-now I know how our MG's feel when they overheat! Although we were finally able to turn the air off and enjoy opening the windows these last few days. I have seen many a car enjoying the ride with the top down as I'm sure many of our club members are doing.

We had a terrific June meeting-lots of cars in the lot to look at afterwards. If we get any more attending we will be spilling out into the dining room. I'm told the golf outing prior to the meeting went well.

Our first Bangers & Bonnets went great and despite the gloomy forecast we had over 20 cars show up and enjoy the day. A respectable number for our first try and we all had a nice time. Our thanks to Ian Kempf and the nice people at the Eastern Michigan State Fairgrounds for getting it all together and making it happen. Hopefully we can do it again next year.

Rick Astley gave us a very nice article in the last newsletter regarding Jack and Isobel Renaud and their move to be closer to family near Thunder Bay. They have been wonderful members and have both done so much for our club-we can't thank them enough. Jack & Isobel will definitely be missed and we wish them all the best in this next chapter of their lives-Enjoy you two!

We have our summer picnic coming up on Saturday August 25th from 12:00 to 4:00pm with a catered lunch around 1:30pm. Bring your appetites and any snacks, desserts or other goodies you would like to share. Water will be provided-BYOB if you want something else. Please RSVP if you plan on attending to me at 248-909-0874 or my email vickib@wdmgc.com by August 18th-Look forward to seeing you there.

For the July meeting we will be having a quiz that Dale has come up with to win a cash prize and we will also be picking 2 winners from the names turned in at the last meeting along with this one to win a prize. Do you feel lucky?

Also-remember we will be looking for those name tags to be worn at the meetings on both sides from now on, so if you don't want to pay in to the pot-bring those name tags with you.

Happy Summer Everyone-get those cars out and enjoy the ride in the beautiful weather. Hope to see you at the meeting on July 11th in Canada!

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

Safety MG Fast!

Vicki

Club Picnic on Grosse Ile

by Vicki Bade

Saturday, August 25 12:00 noon — 4:00 pm

It will be catered, but anyone who wants to bring snacks, desserts or other food to go with it is welcome to do so. Water will be provided-if something else is wanted you can BYOB.

We are not doing the drive around the island or the tour of Dave's garage this time.

Some photos from last year's picnic.
Prepare to have a great time!

Drive to Erieau Car Show

photos by Dale Brown

We had several members gather for a nice drive down highway 3 along Lake Erie to the Village of Erieau for their annual car show in the Boulevard.

While there, we had a nice lunch with fresh fish and other wonderful selections on the patio of Baside Brewery overlooking Rondeau Bay.

We had a few short sprinkles while there and on the way home but nothing to dampen our spirits.

Stopping to buy fresh strawberries on the way home was an added bonus.

Canadian Transportation Museum & Heritage Village
All British Car and Bike Show

Sunday July 15th 2018 9am—2pm

IN ASSOCIATION WITH
The Windsor - Detroit MG Club
The International Local Club

WWW.MDMGC.COM

Essex - Kent
Canadian Vintage Motorcycle Group

An Essex/Kent Canadian Vintage Motorcycle Event

Show Cars~ Registration opens at 8am- $10 each car
Door Prizes 1-2pm
British Vendors~ Gates open at 7am, vending is FREE

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Breakfast and Lunch available in the 50's Diner 8am-2pm

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CANADIAN Transportation MUSEUM & HERITAGE VILLAGE

www.ctmhv.com

by Harry MacLean

Installing Moss Motors Seat Belts part #222-030

These belts are direct replacement belts for 1973-80 B's. Mine is a 1980 I had previously installed inertia belts a few years ago one worked ok and the other would work if you kind of knew how to make it extend to put it on. It worked ok otherwise and they had an adjustment so could be used in any position.

The belts mentioned above are kind of expensive, but on the other hand what is your life worth. First thing to do is when removing bolts from old seat belts save them. Because this kit can be adapted to older cars than mentioned above. They give a pretty straight forward sheet on install instructions and is fairly easy if you don't have back trouble like me.

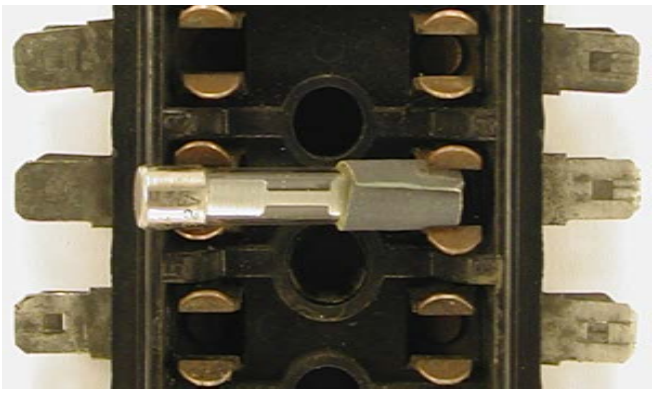
The problem I found was that it is more set up for installation on older cars as they give you a bolt that is fairly long and not enough bolts to install all the positions. At least my kit was like that. They do not stick up on one side like the adjustable ones do so it's a loose belt near console. They bolt in same place but could slide between console if no one is in other seat. They work a lot better than the ones I took out as the instructions tell you the retractor should be pointing a certain way and mine did.

They are black and don't come in any other color. If you have an earlier car there are other parts that must be purchased in order to make them work. They also slid right into the nifty seat belt holder that is popular today. I would give this an install rating of very easy as long as you have a 5/8" socket for new bolts and 11/16" socket to remove the old bolts. You may need a 2" extension as well and a torque wrench so the bolts are torqued and stay in position.

The Ignoble Fuse Holder

by Rick Astley

I have recently seen a rash of failures concerning the fuse holders on MGBs, but the problem could potentially occur on any MG. It exhibits itself as being the symptom of a blown fuse, but when the driver checks the suspect fuse, it turns out to be intact, yet current is not getting from one side to the other.



The solution is usually (but see below) to take some fine sandpaper, grit side out, wrap it around the end cap of a fuse, insert the wrapped end of the fuse into each of the fuse clips one by one and move it around to clean the inside surface of the clip. The effect is to remove a very thin layer of electrically insulating oxide from the inside of the clip that prevents current flowing to and from the clip and the fuse cap. But why is the problem occurring?

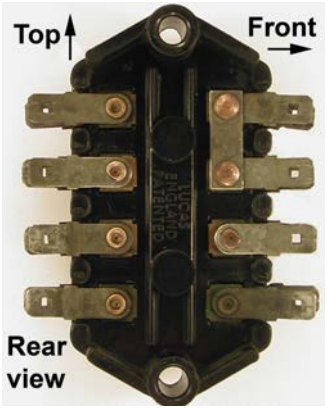
The reason the inside of the clip is building up a thin oxide layer is all to do with nobility. Yes, class comes into everything and metals certainly have class, or as is it's called in the world of metallurgy: nobility. As you may guess, the noblest are the precious metals platinum, gold and silver, in that order of nobility. The least noble, are magnesium, zinc and aluminum.

When two metals are put together in the presence of an electrolyte, corrosion can occur. An electrolyte is a solution of water (which when pure does not conduct electricity) and elements that cause it to conduct. Under the hood of a car, and particular an older car, there are fairly aggressive acidic elements that are the product of combustion, which can result in some rapid corrosion. Note that I stated that "corrosion *can* occur", whether it does, or not, depends on how dissimilar in nobility the metals are. The corrosion will occur to the least noble of the two – again, as in life, the poorest get the roughest deal. This type of corrosion is known as galvanic and there are galvanic tables that chart metals to show if two are sufficiently different in nobility for the risk of corrosion to occur.

The clips that retain the fuses in a Lucas fuse holder are made of a copper alloy, probably beryllium copper, copper being highly electrically conductive and beryllium imparting some springiness. Both copper and beryllium are relatively ignoble. The original glass fuses used in MGs, which I believe may still be available, had copper end caps. As the copper fuse end caps and their retaining clips were not made of dissimilar metals, corrosion was negligible to nil. However, look at the glass fuses in your MG and you'll likely find that unlike the original fuses, they have bright and shiny nickel plated end caps. Nickel is relatively noble and corrosion will occur when they are in contact with the inside surface of the copper alloy fuse clip, and because the clip material is the less noble, it oxidizes (a fancy word for corrodes) in the area in contact with the fuse cap, while the cap itself remains nice and shiny. Copper oxide (verdigris), while it does prevent electrical conduction is obviously a lot less destructive than iron oxide (rust).

The long-term solutions are probably:

- Acquire and install original style copper ended fuses
- Use sandpaper to clean the inside of the clips at the beginning of each driving season.
- Install a modern fuse block, itself with nickel clips. However, finding one of suitable size with double contacts at each end may be a challenge.



There is another less common failure of the fuse holder and that is loosening of the rivets that hold the terminals, the plastic body and the clip together. If it is easy to ‘wiggle’ the terminal relative to the fuse block plastic housing, then it may be necessary to tighten the rivet. Care must be taken in doing this as the plastic used is not as resilient as that found today and it will have become even more brittle over time. Using a rod, such as a nail-set punch, working from the underside, support the top side of the rivet, which can be seen at the bottom of the fuse clip, and gently tap the bottom side, again using a suitable punch. Note the bar joining the left and right side-lamp fuses. Make sure that the block is reinstalled correctly with the bar toward the front and top of the car.

Member Classified Ads

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

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

Midget Mk I parts for sale from '64 donor car. Seats (for refurb), dash, 1098 engine w/trans (working condition unknown), radiator, wire wheels (for refurb), suspension, windshield, bumpers, steering column and more!. Call/text Scott 513-240-3221 or scottolman@gmail.com"

1970 MGBGT I have owned this car since about 1977. No rust, rockers have been replaced. Needs paint, Tires. Engine has totally been rebuilt, touring cam, 10 over pistons, New fuel tank, needs some work to complete. Extra engine, Transmission, overdrive unit, Heated back-light. $4000.00 art.krygowski@gmail.com

Phone or text: 58 six-2 nine 8-8 three 98.

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Contact Steve@wdmgc.com or 248-343-1614 (leave a message).

MG Magnette for Sale in Ontario. Call Colin at 519 284 2103

1976 MGB Peacock Blue with the tan interior and black top. Approximately 76, 000 miles. Good condition. Paperwork for most repairs. 7,000.00. Give a call, we'll talk, you'll look, we'll see. I'm also thinking of selling my '72 'westie'. Launey at 1.313.345.6435 or lapyke3@ gmail .com

1972 MGB Roadster. Runs, But Needs Work, $1,500
Runs and drives, but will need substantial rust repair. This will be a project car before it's a good driver again and the low price of $1,500 firm reflects that.
One owner since 1995. Mileage unknown, but only 5,000 miles since engine rebuild in 1997. Four-speed transmission. Needs wiring work and rust replacement of rockers, frame rails, plus some repair in fenders and floor panels. Improvements in last 20 years include new front bumper, distributor, starter, radiator rebuild, Delco alternator, ignition switch, new gas tank, convertible top. (See website for photos) john_a_magee@yahoo.com 248-234-3789

Brand new rubber sill covers (Moss price $189 U.S.) and two brand new side marker lights (Moss price $59 U.S.) for MGB. Items are in Canada. Make any reasonable offer. Email Dave Hornby: mgdave@sympatico.ca

1974 MG Midget. 30,134 original miles. Covered storage inside garage. Red exterior, tan interior, excellent condition. Original black roof and tonneau cover, both excellent condition. Blaupunkt AM/FM cassette radio. Clean engine and engine compartment. Original carburetors. Michelin tires less than 500 miles stored in basement. Extra parts.
Contact: Jim Carr @ 248-547-9050.

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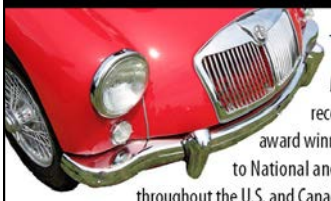

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WANTED

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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

Club Calendar

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

July 2018		
	Sun. July 8	Mad Dogs & Englishmen's British Auto Faire, Gilmore Car Museum 2018
■	Wed. July 11	**WDMGC Club Meeting** Parks and Rec Gastropub. Windsor, Ontario 6:00 pm - 9:00 pm
■	Sun. July 15	2018 All British Car Show, Canadian Transportation Museum & Heritage 9:00 am - 4:00 pm
	Sat July 28– Sun. July 29	Waterford Hills Vintage Race 2018
August 2018		
■	Wed. Aug 8	**WDMGC Club Meeting**. Brass Pointe, Farmington Hills, MI .
	Sat. Aug 18	10:00 am - 3:00 pm St. Mary's Ontario Car Show - 2018
	Sun. Aug 19	Brits on the Lake Classic Motoring Revival

July Meeting at Parks & Rec Gastropub

The July club meeting will be Wednesday July 11 at The Parks & Rec Gastropub 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. (Click on hyperlink in the Calendar for website)

Photos from Bangers and Bonnets