40th Year

Can Am CONNECTION

WINDSOR - DETROIT

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The Can-Am Connection
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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

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The Windsor-Detroit MG Club
The International Local Club

I hope you enjoy this edition of The Can Am Connection.

Unfortunately, it will be short again since meetings and events have been cancelled. As I did last month, I have totally eliminated the usual calendar page normally found on the last page. There is a chance that there could be events in August but that will be broadcast in the July Newsletter, on Facebook, the website and by blast emails if necessary.

Can Am Newsletter Editor, Dale Brown

Check out Ralph's Part Two article of his original MGB rebuild on pages 6-8. Also look at Steve Finch's request in the classified ads.

As we had last month, check out another 30 year membership anniversary below.

Be sure to send me any stories, pictures or tech articles so that I can put them in a future newsletter. We have changed the contact to Can-Am@WDMGC.com

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Congratulations! On Recent Membership Anniversaries

5 years	Bruce and Karen Kurth of Commerce Twp, MI
10 years	Brian and Kathie Dewar of Harrow, ONT
15 years	Keith and Tarla Gernett of Clarkston, MI
30 years	Philip Wiltshire and Jan Tucker of Middlebury, IN

Presidentially speaking

Hello All,

Vicki Bade - Club President

Another month making it through the Pandemic and as always I hope this finds you all safe & healthy.

We in Michigan have finally had the stay at home order lifted-although not every business is allowed to open, a lot of them are trying. It will be very interesting in the coming months as we venture out as if we have been in hibernation along with our cars. The weather is finally turned, so more of us will be getting out and enjoying the top down experience or just the love of driving the cars again.

Many things are still being cancelled and others still holding out hope for August or later-we will just have to wait and see how things go along. In the best interest of our members and the still uncertain times we are cancelling both the June and July club meetings. We look forward to holding the August meeting in the U.S if possible and will keep everyone up to date on any changes or any events coming up.

On the brighter side I would like to welcome our 2 newest club members and give a Huge Congratulations to Louise Beck and her husband Sam on the birth of their beautiful little twin girls. TzipporahAdalia (Tess) and Emilia Rhiannon (Emmy) were brought into this crazy world on May 4th and the family is doing well. Can't wait to see more pictures of the cuties, although Louise and her car partner Andrew may have to find something a little bigger to restore in order for the girls to join in on club events in the future.

As Dale has mentioned and Ralph has already done if any of you have any stories or pictures of new or old projects or any new purchases please feel free to send an article and/or picture to put in the newsletter or on the website. We would love to hear from you.

Please take care of yourselves and be safe as you go out and about-we will be able to get together soon and raise a glass in celebration!

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

Safety MG Fast!

Vicki

Treasurer's Report

by Cathy Gurney

Windsor-Detroit MG Club

BALANCE SHEET

As of May 31, 2020

	TOTAL
ASSETS	
Current Assets	
Bank Accounts	
Petty Cash - CA	0.00
Petty Cash - CA - Cathy Gurnee	80.00
Petty Cash - CA - Vicki Bade	65.00
Total Petty Cash - CA	**145.00**
Petty Cash - U.S.	0.00
Petty Cash - U.S. - Cathy Gurnee	77.00
Petty Cash - U.S. - Vicki Bade	90.00
Total Petty Cash - U.S.	**167.00**
TOTAL BUS CHK (9216)	5,057.98
Total Bank Accounts	**$5,369.98**
Total Current Assets	**$5,369.98**
TOTAL ASSETS	**$5,369.98**
LIABILITIES AND EQUITY	
Total Liabilities	
Equity	
Opening Balance Equity	6,611.21
Retained Earnings	-1,852.30
Net Income	611.07
Total Equity	**$5,369.98**
TOTAL LIABILITIES AND EQUITY	**$5,369.98**

Windsor-Detroit MG Club

PROFIT AND LOSS

January - May, 2020

	TOTAL
Income	
Membership Dues	1,405.00
Total Income	**$1,405.00**
GROSS PROFIT	**$1,405.00**
Expenses	
Bank Charges & Fees	52.58
Member Expense	0.00
Events	19.18
Spring Gathering	125.00
Total Events	**144.18**
Member Prizes	60.00
Membership Directory	225.24
Name tags	10.77
Total Member Expense	**440.19**
Office Supplies & Software	301.16
Total Expenses	**$793.93**
NET OPERATING INCOME	**$611.07**
NET INCOME	**$611.07**

Story submitted by member Ralph Poupard

Changing The Carpets In My MGB (The Hard Way) Part 2

Last time I had removed all of the exterior parts, the interior, convertible top and the windscreen. I was totally unfamiliar with this major MGB rust repair and I learned as I went along. Google was a great help. The next two parts are how I performed the repair. I came up with a plan on how I was going to proceed, knowing full well that the plan would need many revisions. I left the dash in place since removing and replacing it was going to be a lot of work that I would rather not do. I was able to remove the windscreen and front wing inner bolts by removing the glove box, and the brake warning light on the left side. Certain ratchet extensions and combination wrenches did the job. I jacked the car up as high as I could and set jack stands on the front control arms as close to the outside as I could and on the rear axle and removed the wheels. I then made two braces from 1" square steel tubing and ¼" steel plate for the top of the car. One ran from the bottom windscreen threaded mounting hole to the three mounting holes for the convertible top via a ¼" plate welded to the steel bar. A second steel brace ran from the top of the first brace to the other three convertible top mounting holes with another ¼" steel plate welded to it. I decided to leave the doors on, that way I could easily check to see if anything was moving rather than taking them off and reinstalling them to check the door fit. I had assumed that if the door gaps and height did not move then things would be going well, or at least I wasn't creating problems. I made some wooden spacers to use as gauges between the rear of the door and the edge of the rear quarter panel. Finally I put masking tape on the rear quarter panel and on the door and drew a line across to see if the door height was changing. It sounds excessive but I wanted to know exactly how it was, rather than try to remember later. I placed 3 jack supports under the car, one on the front frame member, one under the center crossmember, and one at the rear leaf spring front mount for support. They were just touching the car, not lifting at all. I also marked the locations of the brake and fuel lines, positive battery cable and wires on to the top of the floor pan, so I wouldn't accidentally cut them.

I started on the passenger's side of the car. I removed the fibreglass front wing, and it revealed the most of the outer sill that extends along the side footwell was rusted away. A small area on one side of the bottom of the A pillar was rusted also. The "trumpet" section on the top of the inner wheelwell was had some rust holes on the top as was the area where the bent tab of the castle rail was welded to the front footwell. Amazingly areas a few inches away from the rusty areas had no rust and were like the day they were made. I decided I would remove all of the parts to be replaced, then do any repairs to the structure before welding in the new sheet metal parts.

I began by cutting the floor pan along a line about 4 inches from the (box section) inner sill with an air operated die grinder with a 3" abrasive cut off wheel. I thought I would leave the rest of the floor pan in until later to maybe give a bit of support while the sills and castle rail were gone. Then using a reciprocating saw with a long metal cutting blade I cut through the entire sill assembly including the castle rail just behind the A pillar, and just ahead of the jacking point to remove it in one piece. As it began to get near the end of the second cut the entire car began to shake as the sill section vibrated. Looking under the car there were piles of rust and pieces of rusty steel that had fallen off. I guess you had to be there, but it was pretty funny. I repeated this behind the jacking point ending near where the inner sill repair section would be welded on. I then cut off the center crossmember

and jacking point leaving enough to trim later to weld in the crossmember repair piece. The remainder was drilling out the spot welds around the A pillar and at the rear of the sill assembly where it was welded to the side of the rear bulkhead shelf. I found this part difficult with little room to work and the side of the rear bulkhead shelf was heavy material and hard to bend out of the way to remove the sill assembly. After swearing, vice grips, chiseling, and hammering I got it removed. Not wishing to go another round with a row of spot welds I cut the footwell side along the top of the sill assembly intending on welding a new strip to replace the part I cut off. I cut the front footwell around the bent tab of the castle rail since it had rust holes in it already. The rear of the castle rail I ground down with a coarse disc on the disc grinder until the spot welds on the castle rail were very thin and could be “peeled” off with a sharp chisel. I did this in order to not damage the structure that it was welded to by drilling out the spot welds. At this point everything was out of the passenger’s side of the car except for the part of the floor that I had left in. The spot welds were amazingly strong and tough to remove, some lined up right next to each other.

Now I had some patching to do before welding in the new parts. I butt welded in a rectangular patch in the front of the footwell where the castle rail had been welded. I had to replace the strip with the welded nuts that the front fender baffle bolts to since half of the nuts had rusted off the original one. Using the remaining nuts in the old one and the new fender baffle I made a template of the new strip, fabricated it and welded it to the side of the footwell. The front mount of the rear leaf spring needed a little work. I added a .062” thick triangular reinforcement to the triangular plate at the back corner of the floor. I then plug welded the plate to the ears of the spring mount. The mount itself and the vertical area where it was welded to the rear bulkhead were in good shape. I made a plate for the side footwell section that I had cut off and welded that in place as well as a small patch at the bottom of the A pillar. I made a sheet metal section for the top of the trumpet section, cut the rusty section out and welded the new section into place. The side of the trumpet section was fine. When I had installed the fiberglass fenders back in 1982, I had troweled thick undercoating on to the tops of the trumpet sections, which must have saved them for the most part. Checking the door fit with the rear wing, nothing had moved so far.

A frightening look at what was left of the front of the outer sill and diaphragm

The floor rusted out along the inner sill

The sill section, castle rail and jacking point gone

Next: Putting it back together.

to be continued...

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

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.

1953 MG TD with a Volvo B18D Engine and 4 Speed Trans w/MGA Rear Axle. Comes with New Moss Motors seat reupholstery kit and panel kit in Biscuit. Needs Carb work, ran when parked. Not a show car but a solid car. Asking $8200 obo
Contact: Bruce Kurth @ 248-685-1236 or brkklk@comcast.net

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.

1972 MG Midget for sale

99% renovated. My dad was restoring the car when he passed away. $3,900 or best offer. The car is stored near Clarkston, Michigan.

Lane Rupright
248.660.2134
lanerup@aol.com

MGB. Rebuilt motor and trans approx 10 years ago, minor wiring issues, complete car, needs restoration. Does run and drive. Looking for about $3500 CDN. Located in Windsor

Jessie Darmon
519-737-0680
Cell: 519-816-0719

MGB Four speed transmission. Sell for any reasonable offer. Prefer Canadian side sale. dale@wdmgc.com

1979 MGB. Body is in excellent condition, paint has one small blister on the bonnet. One of the nicest driving B's I have driven. Interior is in very good condition. Top has one small repair. Price is $10,000.00 Canadian. More pictures are available on request. Mbeale1@cogeco.ca

1976 MGB
Car is located in Harrison Township Michigan.Asking **$3,500** or best offer.

Contact: Kathy Pierce
jtcorriveau43@gmail.com
586-791-2058 or 586-489-9249

“**WANT” MGA / MG / MGB**
Oil System Pipe-Filter/Block
Cooler By-Pass Tube
Looking for this hard line tube to install in my 1973 MGB.

Jean-Paul McGraw

H 519-252-2907

1979 MGB
Good restoration project. Original owner with 130,000 miles. Was a daily driver for 11 years then garaged all year with no winter driving. Rust on lower rocker panels, otherwise pretty solid. Fairly new top, gas tank and hood (tree branch came down on original). $1500. Photos in the WDMGC web page classified ads. Contact Bob (Ypsilanti area) at 734-218-3307 or wolverbob@gmail.com.

New Ad

Here’s a request from our former president, friend and current Myrtle Beach resident.

You wouldn't happen to know where to find a 3-main 1800 would you? It would be for my 58 MG Magnette ZB or 57 MGA Roadster. I have a Datsun ZX 5-spd complete with a Rivergate kit waiting for me to pick up in Akron. I acquired a 3.90 diff that has been put in the MGA and has taken off about 500 rpm on the top side. If you know of one available email me at sfinch3114@comcast.net or call 248-343-1614.

An MG RV8 at last year's British V8 meet in Wytheville West Virginia. (attended by members Dale Brown, Dave Hornby, Matt Bade, Ozzie and Terry Pillon and Graham Creswick)

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CARS WANTED

Very serious *buyer* for:
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Triumph TR 2-3-4-250
Mercedes 190-220-230-250-280 SL
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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