40th Year

Can Am CONNECTION

WINDSOR - DETROIT

Vol. 42, No. 7 - Newsletter of the Windsor- Detroit MG Club **August 2020**

August Car of the Month

This is a photo of Ralph Poupard's MGB that was featured in this and the last three editions of the Can Am Connection during it's recent complete restoration.

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

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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.

Check out Ralph's Part Four (and final) article of his original MGB rebuild and Harry MacLean's informative article about overheating.

Can Am Newsletter Editor, Dale Brown

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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Welcome!

To our Newest Members

David and Kathy Carrico of Wolverine Lake, MI. They have a Red 1974 Midget.

Eric and Tanyo Graettinger of Madison Hts, MI. They have a Red 1979 MGB.

Condolences

We wish to extend our condolences to the family of Club member, Brian Dewer who sadly passed away.

Presidentially speaking

Vicki Bade - Club President

Hello Everyone,
Summer is upon us and despite the restrictions and worry regarding the Covid 19 Pandemic it has been a lovely summer so far. I do hope that you have been safe & healthy during this uncertain time and that you have been able to do some driving jaunts in your prized MG's-even if it is to the store and back with the appropriate precautions.

It is hard to realize while driving around that we are still in the middle of this crisis until of course the mask comes on as you go to work or other things. I know it has been difficult, but hang in there everyone.

Although we have had to cancel our meetings for the foreseeable future and unfortunately the border crossing restriction has been extended thru most of August we do have a few things coming up in the US for those that are interested.

A summer gathering is scheduled at Camp Dearborn for Saturday August 29th and a flyer is included in this NL along with on our website.

We have also been invited by the Jaguar Affiliates Group of Michigan to join their Concours d-Elegance held Saturday Sept. 5th at Olde World Canterbury Village in Lake Orion. Their flyer is also included in the NL and on the website. Please let me know if you will be attending the Concours so we will know what size site to request-RSVP me at vicki@wdmgc.com or call 248-909-0874 by August 21st.

Stay safe and get out and enjoy the season when you can-see you soon.

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

Safety MG Fast!

Vicki

Hello Club Members,

Due to the cancellations of our club meetings and any events that would have been held so far this year because of the Pandemic we wanted to give something to the membership as a "Thank you" for your loyalty to this wonderful club.

The Board has agreed to a 1 year waiver of our membership dues:

For members that have not yet paid their 2020 dues, the Membership Coordinator will send out the next dues reminder letter on their renewal date in 2021. These members will be getting their free membership this year (2020). If you currently have a dues reminder letter that you have not replied to, please ignore it.

For the members that have already paid their 2020 dues this year, their next dues reminder letter will be sent out on their renewal date in 2022. These members will be getting their free membership year next year (2021).

Any new members joining the club between Aug. 1, 2020 and Dec. 31, 2020 will get their membership free year next year (2021).

Thank you all again for your support of the Windsor-Detroit MG Club and we look forward to a time when we can get back to enjoying the benefits this excellent club has to offer.

WDMGC SUMMER GATHERING

Welcome car lovers to a celebration of summer and a chance to get together and showoff your British cars!

This Photo by Unknown Author is licensed under CC BY

Join us-Saturday August 29, 2020
10:00-4:00pm
Camp Dearborn
1700 General Motors Rd
Milford, MI 48380
Site-Evergreen Daily Admission-$9.00 per vehicles.

Please bring your own chairs along with any food and beverages you want. Water bottles will be available.

Jaguar Affiliates Group of Michigan

Invites You to Join Our Concours d'Elegance and all New British Showcase

Saturday Sept 5, 2020

Olde World Canterbury Village,

2359 Joslyn Ct., Lake Orion, Michigan 48360

http://canterburyvillage.com/index.php

All the cars will be displayed on the grass between the shops and cottages.

This is JAGM's most prestigious event, the JCNA-sanctioned Jaguar Concours d'Elegance, will be held at this small and unique old-time village. We would like to invite all the other British Marques to join us for the day in a New British Showcase. All the cars will be displayed on the lawn between the shops and cottages.

Each Marque will have their own area to park their cars for display and will be expected to park their cars as you see fit by model, year or random. You can run your portion of the show as you see fit. You can have a Concours, popular vote of your own or go around laughing at the cars that needed to get all dressed up for the day.

Trailer parking if needed is in the North Parking Lot at Canterbury Village.

The event site opens for all entrants at 9:00AM. All cars must enter the Village from the North Driveway. You will pass through a registration area and will be pointed to the vicinity of your Marque's parking.

Jaguar Troy may have some new cars, and possibly some used cars, on display for you to check out. Plan on stopping by to view the new and used JLR's vehicle selections and offerings.

A hospitality tent will be available during the day for respite from the sunny weather. Bottled water will be available. There are also plenty of small shops to visit. These venues will offer you a break from the weather and will also provide options to entertain your guests.

Lunch may be purchased at the C-PubBar & Grill or snacks at Yates Cider Mill.

There will be an informal early dinner starting at 4:00 on the patio outside the C-Pub, followed by the Awards presentations, including a slide show of the day's activities and participants.

There will be an entry price of $10 for the British Cars to cover insurance for the weekend and a dash plaque per car until we run out.

Host Hotel

Our host hotel is the **Springhill Suites, 4919 Interpark Drive, Orion Twp., MI 48359**

Tel: (248) 475-4700

https://www.marriott.com/hotels/hotel-photos/dtwra-springhill-suites-detroit-auburn-hills/

The hotel is basically on the corner of Lapeer and Dutton Roads, just 5 miles from Canterbury Village

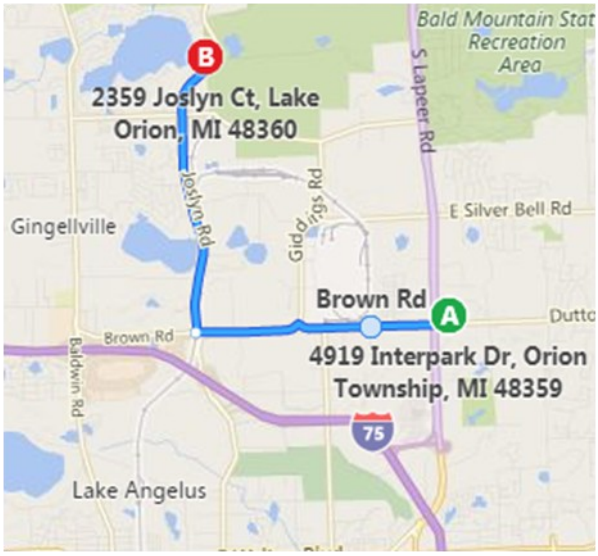
A block of rooms is reserved for JAGM members. Room rate will be $109 per night for 2 Queens or 1 King bed. Full fare rates are $159 and $169. **Please call the hotel direct and mention 'Jaguar Club' when making your reservation.** *This is very important as they do monitor how many of our rooms we book*! Please be careful of third party web sites that may not recognize the special rates. Continental breakfast is included and served in the morning.

A reserved parking area, and trailer parking, will all be available.

Join Us for Friday Night Hospitality

A
A

hospitality reception will be held in the hotel lobby, breakfast area and bar starting at 6:00PM. Come and meet friends old and new. A light meal will be provided, and bar service will be available. Local JAGM members are encouraged to attend and bring a dish from home to share.



The Concours d'Elegance is located on the north side of the Detroit area.

Canterbury Village is off the I-75 expressway at Exit 81 (Lapeer Road North) near the Palace, and at Exit 83, (Joslyn Road North) near the "Great Lakes Crossing" shopping mall.

Story submitted by member Ralph Poupard

Changing The Carpets In My MGB (The Hard Way) Part 4

The MGB was finally ready for paint in early June 2019. I had someone come from Beau's Autoeverything in Essex, Ontario, a shop that I had used to paint the MGA and repair the MGB after the pickup truck had backed into it in 2011. He quoted, what I thought was a good price, so I arranged to have them come with a flatbed to move it to their shop. Included in the quote was the flatbed delivery there and back, which made it even better. He said it would take about 3 weeks. They picked it up on June 11th, 2019.

I know how they work. They are in reality an insurance repair shop, not a job shop. They have the skills needed for classic cars, but that is not their business model. The plan was that they would work on the car when the insurance jobs were slow. There must have been a lot of crashes last summer because 3 weeks turned into 10 weeks. I was up at the cottage on Skeleton Lake and we took a road trip with the MGA to NAMGAR GT-44 in Dubuque, Iowa, so I really didn't care that it took longer. As long as it came by fall, so I could maybe get it finished before the snow hit. When it came back the paint job was beautiful. They did a great job.

Well, any hopes of finishing it by fall were dashed when life got in the way, things took longer than expected, and I had problems installing the rubber seal at the bottom of the windshield assembly, causing a delay when I had to order a new seal after ruining the first one. I replaced all of the light assemblies with new parts except the tail lights. To help eliminate (hopefully) future electrical problems, I replaced and/or cleaned the bullet connectors for all of the lights on the car, while they were more accessible before installing the grille and light assemblies. I spent a lot of time aligning the side window tracks to make the windows easy to wind up and down. The passenger's window had been especially stiff to wind up, which I had been reminded of many times by the navigator. I also spent time adjusting the vent window assemblies in an attempt to not strike the side of the windshield assembly too hard and hopefully not cause the "crack of doom" in the door skins. Gradually the exterior went back together, and I hadn't nicked the paint.

I finally installed the carpets (Remember the carpets? This has been a story about changing carpets) and interior panels after Christmas. There was another delay since there was an error in the interior panel kit where the new door capping material that had been supplied with the kit was black instead of navy blue. Jeff Zorn of Little British ordered a new set of material from the UK, and I was able to complete the interior. Finally, I charged the battery fully, and turned the key and after 2 years, it stumbled a few times and then started up, running fine. I had put marine stabilizer in the fuel when I started the project, which was supposed to have a 2 year life. Feeling like I was on a roll, I changed the reverse light switch on the gearbox, and the reverse lights now work, for the first time in about 25 years! I had just never got around to changing the switch, and now that the gearbox tunnel was clean it was a much easier task. I also cleaned the engine compartment and painted the engine while it was in the car. I couldn't drive it just yet, since I needed to have it appraised to have it put back on classic car insurance. Out of the 2 years, between being at the cottage, and visiting family etc. I was away probably close to 8 months.

In late February while I still had a few things to finish we went on a trip with my sister and husband to the Isle of Palms, near Charleston SC. We had a great time, and while we were away we were watching the news about the Corona Virus. We returned to Canada on March 1st, just under the wire before everything started being shut down. Because of the lockdown I have only driven the MGB, (or MGA for that matter) on a few short trips. The B seems to drive fine, feels solid and handles well.

So in the end everything worked out well. From a distance it doesn't look a lot different than it did, but when close it is evident that the panel fits and paint finish are much better, everything is clean and painted, new interior, and it is solid and safe. While it is very nice, I never intended to turn it into a museum piece that I would be afraid to drive. I am happy with it. As it approaches the 47th year that I have owned this car it feels great to have given it a fresh start. I will drive it as much as I can during the pandemic, and hopefully by next year we can take it on an MG road trip, maybe to the all MG meet in Atlantic City, or another trip, because, as you know, MGs are for driving.

Back from paint

All Done. Hurray!
(Remember, No Hunting)

Overheating

By Harry MacLean

After reading Rick Astley's article (last month) on fans I thought I would delve just a bit farther into this subject. As Rick has covered there are many reasons for overheating with age being one of the largest factors. That means specifically the radiator as this is the main component to cool your engine. When a radiator ages it does things like the cooling fins fall off and get corroded causing that. The tubes leak due to age as well and sometimes solder on top tanks (if they have it due to newer cars having crimped plastic tanks) starts to leak.

One of the very best things you can do to keep your car healthy is to change anti freeze with the proper mix. What is the proper mix? For your MGB, MGA, or Tcar the mix is 50/50,anti freeze to water, Not 70/30" cause it will protect more "and all the other mixes that people use. That goes for new cars as well not only our LBC's. The best way to drain the anti freeze is to pull the bottom hose off and let everything drain out. Why? Because if you have aluminum products like t-stat housings and radiators, anti freeze breaks the aluminum down and clogs the radiator. It doesn't matter which type whether it's ethylene glycol –the green stuff or polyethylene glycol- the red stuff or DEXCOOL as it is known in some circles.

All anti freeze has silicone in it which is basically sand. Over time it eats away at iron and aluminum but at a little faster rate for aluminum. That is why when you see the powder around your nuts holding the thermostat-tstat housing in place is because the anti freeze has etched or eaten away the housing by the stud allowing the antifreeze seep up to the nuts. So if you have this problem you need to replace your tstat housing. This is also true for what mg's like to do is blow head gaskets. As well as the newer cars, it's because of age , antifreeze not being changed and has eaten away the gasket until the compression in the cylinder blows the gasket. Rick mentioned the mechanical fan one of the reasons this doesn't work very well on an MGB is because there is no shroud around the fan so it doesn't suck enough air through the radiator. If you look at older American cars not only is the fan close to the radiator, but there is a shroud around it so the fan can draw more air in. Then we get to other things that help overheating not so much on an MGB but on later model cars. The condenser for the ac unit sits in front of radiator. That cooling thing for ac stops 15% of the air flow going to the radiator, and of course you add power steering coolers and oil coolers (for towing) and it stops even more.

How to tell if your radiator is not in good shape? This is fairly easy you can use one of the thermometers that Rick talked about in his article or use your hand. If you car is overheating open hood unless you see steam coming from under hood or that boiling popping sound simply feel radiator in different areas like sides or middle for cold spots. What I mean by that is it should feel the same temp all over if you feel cold or colder spots you can bet the radiator is not in good shape and could be the cause of your overheating if no leaks are found. Also as what Rick said a bad radiator cap not holding pressure or too low for what it was designed is also another cause and very often overlooked. To truly test a radiator cap you need a pressure tester that is designed for that. Auto parts have them but not sure if they use them.

Danger signs and what NOT to do:

Boiling ,popping sounds-do not open hood until cooled down under no circumstances should you even ATTEMPT to open radiator cap You will get seriously burned up to a 3rd degree burn. I have seen this happen.

Steam- do not open hood at all same thing as above in this case you have probably broken a hose or one is cracked etc and fluid has leaked out.
With the case of later MGB's you also have an expansion tank. That can leak as well as another cause.

There are silicone hoses on the market but they are expensive. They will last longer but is it really worth it to you? I'll end the article with a personal experience. I was going to a club meeting in summer and once got off the expressway, car started to overheat. So I took off from the light and it cooled down and when I got to the parking lot I opened the hood because I could hear only one fan running. It seems I had used a rag for something and forgot about it. The fan blade caught it and wrapped it into the header and stopped the fan. That was an easy fix.

A Rare to North America BMC Car Available

After the outstanding success of the Mini, the then British Motor Company (BMC), of which MG was a part, capitalized on the design by launching larger cars with a similar drive train. First came the Austin/Morris 1100/1300 variants and then in 1964 a still bigger Austin 1800, which used the engine familiar to all MGB owners, but of course, true to the Mini style, it was transverse mounted and drove the front wheels.

BMC and its successor British Leyland − and incidentally General Motors − were masters of so-called badge engineering, wherein almost identical vehicles were launched under different brand and model names in various trim levels and markets. As a result, the basic platform known as ADO17, but affectionately called the land-crab because of unusually wide and low stance for the time, soon extended from the original Austin 1800s to Morris and Wolseley variants with different model names depending on the territory to which it was sold.

We're indebted to Tom Hudak of the Detroit area Jaguar Car Club (JAGM) for having brought the car featured here to our attention and before it goes to auction when the current owners move to Florida.

Tom tells us that the car is in the Midland area of Michigan and is a 1967 Wolseley18/85. It has a leather interior, wood dashboard and automatic transmission. The car has been parked for 30+ years in an attached garage. At first glance, it doesn't show any signs of rust on the body work and the interior is in very good with exception of mildew marks here & there. He says there is very little wear and to the best of his recall, it is low mileage, maybe less than 50,000 miles.

If you have an interest in acquiring the car Tom will be happy to get you more pictures and put you in touch with the owners. You can contact him at: tjhudak@tir.com

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

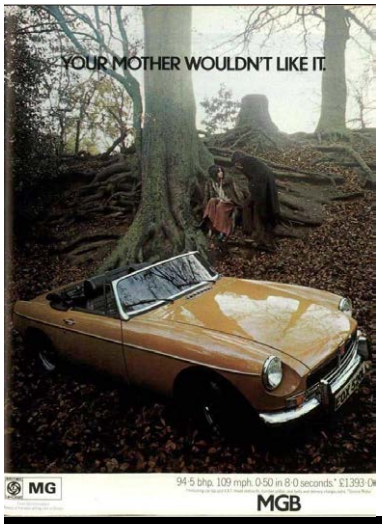
1979 MGB
Good restoration project. Original owner with 130,000 miles. Was a daily driver for 11 years then garaged all year with no winter driving. Rust on lower rocker panels, otherwise pretty solid. Fairly new top, gas tank and hood (tree branch came down on original). $1500. Photos in the WDMGC web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

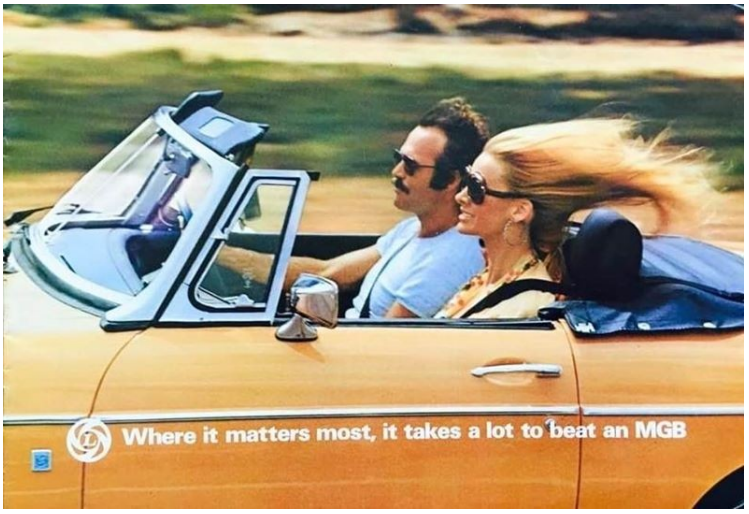
FOR SALE - 1973 MGB Roadster $4,700

- Well sorted, starts easy, runs good, quite reliable
- Four speed, with Overdrive
- Fully restored about 12 years ago
- Engine, body, paint, clutch, brakes, electronic ignition, carpets, hoses, etc.
- Not concours, but nice. Full file of receipts
- 12,362 miles since restoration
- Wire wheels, including spare
- New Top at restoration
- Full tonneau cover
- Last full year with chrome bumpers
- Basically all original, except a Weber carburetor in place of finicky SU carbs.
- Brighter halogen headlights for safety.
- Damask Red, Black interior

248-535-1901

Many used MGB parts for sale by Dale Brown. Please check the Windsor Detroit Facebook page for several posts listing and showing the parts. Pick up in Windsor only, so interest right now from Canadian members with the border currently closed. Contact through Facebook messenger or email.





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Ann Arbor, Michigan, 48103

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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