# The Can Am CONNECTION

**Vol. 44, No. 9 - Newsletter of the Windsor- Detroit MG Club** **September 2022**


*Photos from the August US side monthly meeting. See more on pages 6 & 7*

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# *The Windsor-Detroit MG Club*
## *The International Local Club*

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Enjoy all the photos in this month's Can Am connection.

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

*Can Am Newsletter Editor,*

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## Congratulations!

**On Recent Membership Anniversaries**

| | |
|---|---|
| 30 Years | David Burstyn, Essex, ON. |
| 30 Years | Phillip Kull and Joyce Kiebler , Monroe, MI. |
| 25 Years | Tom Schendel, Brighton, MI. |
| 20 Years | Richard and Sherry Dittman, Tecumseh, ON. |
| 5 Years | Tom and Donna Deska, Bloomfield Township, MI. |
| 5 Years | Eric Criteser, Detroit, MI. |
| 5 Years | Norman Barnoff and Marion Overholt, Windsor, ON. |

# Presidentially speaking

Hello All,

*Vicki Bade - Club President*

Summer is coming to its end and I can't believe we are already having football and cider mills take center stage. It has been a wonderful driving season and I hope everyone has been able to get out and enjoy it as much as we did!

Matt and I have enjoyed a few driving trips this year in his MG and in my Fiat-getting lucky with weather for all our jaunts. It has been our busiest travel season yet and although we have some great trips and a lot of fun, we are looking forward to being home for a good long while to enjoy not having to pack and unpack and just relax. I think Gracie is more than ready to not be sent off to Doggy Day Care anymore this year also.

We will enjoy whatever nice weather we get as we wait for Fall to be upon us-hopefully we will have a new driving trip put together for you to enjoy next month. We will keep everyone posted on a possible color tour to come.

This month's meeting on 9/14 will be in person at the Brass Pointe (No Zoom) and will be shared with the Jaguar Club once again-so please come and join us. Dale will share the information on the Natter & Noggin location and time for the following week on 9/21, so we hope to also see you there to enjoy good food, friends and of course the cars!

The MG Driver magazine shared some pictures taken at MG2022 and low and behold a couple of us and our cars snuck in-Matt and I in his Red MGB are shown up front in the lineup, Harry with his back to the camera talking cars-of course and the excellent sign on the back of Kurt III's MG made the cut. Way to go us!

Get out and about with those wonderful cars as the season winds down and hope to see you at the meeting Wednesday and/or the Natter & Noggin the following Wednesday.

Be safe and stay healthy!

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

Safety MG Fast!

***Vicki***

# Treasurer's Report

**July-August 2022 Treasurer's Report**
Submitted by John Magee, Treasurer, WDMGC

**Summary:**Here's a combined July-August report, since I didn't get the July report out in time for the newsletter. There was a bit more administrative hubbub than usual, which included our tax filings as well as tracking down some information for a new PayPal business requirement. In genuine treasury news, we're up a couple hundred dollars ($205.50 to be precise) as the revival of membership dues more than offset a few minor expenses.

In non-treasury news, I'm happy to say that when my 1950 MG TD broke down this month, it chose a scenic location on Walled Lake in front of a very pretty sunset. I haven't yet been able to persuade it to be completely reliable. But I do like to think I'm training it to break down in better places.The problem this time was a detached throttle link, courtesy of a small nut that abandoned us somewhere along the way.Special thanks to Ken Klemmer who later was able to give me the correct oddly threaded British nut to fix it. I now have my TD and my B running at the same time, a mighty accomplishment in my book. It can only mean it's time to buy an additional MG. (Don't tell Monique!)

**Summary**
Total Balance on 7/1/22 of $2,911.28
- July-August2022:
  - Total income: $425.00
  - Total expenses:$219.50
  - Net Income: $205.50
- Checking account balance up$205.50to $2,287.78
- Canadian Petty Cash unchanged at $145.00
- U.S. Petty Cash unchanged at $273.00

TotalBalance on 8/31/22 of $2,705.78

**Detail**

**Checking**
- Deposited: $425.00 (Membership dues, plus a delayed deposit of hibernation checks)
- Paid: $219.50
  - $99.90–Quickbooks and PayPal fees
  - $69.44 –Spring Gathering reimbursement
  - $50.16 – New member badges (Welcome!)

**Canadian Petty Cash**
- Nothing in/out of Petty Cash for July-August2022

**U.S. Petty Cash**
- Nothing in/out of Petty Cash for July-August 2022

## Canadian Side WDMGC Club Natter and Noggin Returns to "The Factory House" (Formerly The Leaf)

The August get together at The Factory House was successful but due to many vacations, the turn out was rather low. Those in attendance very much liked the restaurant, the food and the service. So we'll do it again for the September Natter and Noggin.

When: **Wednesday September 21, 2022**
**6 pm**

5240 Tecumseh Rd East
Windsor ON,

Click Here for Restaurant Website

# Photos from The August Meeting at The Brass Pointe

# Photos from The August Natter & Noggin at Factory House

# INTRODUCING THE DETROIT CONCOURS D'ELEGANCE

Hagerty is excited to debut the inaugural Detroit Concours d'Elegance and its new dates, September 16–18, 2022. Building upon the Concours d'Elegance of America's four decades of excellence, the reimagined event finds its new home at the Detroit Institute of Arts in the heart of the Motor City.

The Detroit Concours d'Elegance is an all-new, weekend-long tribute to the people who designed, built, and drove American car culture, and to the vehicles at its heart. Held at venues throughout the city, complimentary and ticketed activities include new vehicle showcases, ride & drive opportunities, exclusive experiences, engaging seminars as well as Saturday's Cars & Community and Sunday's Concours d'Elegance.

"We're incredibly excited about the event's new home in downtown Detroit. Being there puts car lovers right in the middle of the thriving design, music and sporting culture of the Motor City," said McKeel Hagerty, CEO of Hagerty. "Concours weekends are about championing the fact that all cars are cool and some of them are just jewels that need to be celebrated. This event will honor the tradition of the concours, but also bring in new elements to provide on-ramps for future car lovers and families."

Tomorrow's announcement coincides with the reveal of a new Detroit Concours d'Elegance logo, a refreshed website in addition to the innovative schedule of events.

# Cruise to Colorado Springs GT-47 2022

*By Steve Finch*

*You have no stories to tell if you never take the Journey. It's about the Journey, not just the Destination.*

*"It's the Cars that get you there, but it's the People that keep you coming back."*

***How was the trip to GT-47 in Colorado Springs? In a word –***

## *"Epic!"*

### Anticipation

We started planning for our MGA cross-country trip to Colorado Springs and NAMGAR's Get Together annual meet over two years ago when it was to be GT-45 in 2020,but then Covid. Finally in June 2022, NAMGAR's GT-47was on and it wasour opportunity to take another cross-country journey like we did in 2011 on the *Rallye to Reno* for GT-36, but that's another story for another day.

Donna and I couldn't wait to get started, preparing and packing for our trip at least a couple weeks in advance, just from the anticipation. Our 1957 MGA 1500was recently upgraded with a Moss Vitesse 5-speed, and diff gear change from 4.3:1 to 3.9:1. These took 1,000 RPMs off the top side. 70mph was at 4100 rpms, is now 3000 rpms. Too bad my MGB 3-Main 1800 engine was stuck in Windsor, behind the Covid border, and couldn't get rebuiltin time to make the trip. *(It's now in Ann Arbor at Guy's Garage.)*Also, the car has new wheels and tires so the shimmy from the 65-year-oldskinny wheels is gone.

### The Journey

Steve and Donna Finch (with their English Cocker Spaniel, Bentley) left from Myrtle Beach the day after Memorial Day on a six-day run to Colorado Springs for NAMGAR GT-47. The first three days were mostly interstate and a breeze with the car's upgrades. The last three days were US Highway 50, not interstate, thus the reduced average speeds and a much more relaxed drive.

The Miles shown on the chart are map accurate but Hrs / Min is map software quoted. The average speed calculation therefore was quite optimistic considering our overloaded MGA and its occupants.

| Day | Date | To | Hrs | Min | Miles | Speed |
|---|---|---|---|---|---|---|
| ***From Myrtle Beach, SC*** | | | | | | |
| Tu | 5/31 | Asheville, NC | 4 | 32 | 309 | 68 |
| We | 6/1 | Nashville, TN | 3 | 56 | 292 | 74 |
| Th | 6/2 | St. Louis, MO | 4 | 6 | 308 | 75 |
| Fr | 6/3 | Olathe, KS | 4 | 55 | 281 | 57 |
| Sa | 6/4 | Dodge City, KS | 5 | 17 | 323 | 61 |
| Su | 6/5 | Colorado Springs, CO | 5 | 21 | 312 | 58 |
| | | **To Colorado Springs GT-47** | **28** | **7** | **1,826** | **65** |
| | **6** | **Driving Days** | | ***Ave/Day*** | ***304*** | |

In Asheville, we revisited our favorite restaurant in Biltmore Village to kick off the Journey. The next day to Nashville included the great stretch of I-40 from Ashville to Knoxville and the Great Smoky Mountains. By the time we got to Nashville, we got to the hotel, got dinner and went to bed. By the time we got to St. Louis, it was more like waiving at the Arch as we sped past, find the hotel, grab dinner and retire for the evening. Yes, we were pushing it, but we had a Destination to get to. The Journey was great, regardless of the freeways, in our MGA with the Bimini top shading us from the sun. Bentley thought so too.

Rather than interstates, our route from St. Louis to Olathe (Kansas City) was on US 50, our previous *Rallye to Reno* route. The run from St Louis to Olathe was one of our best travel days of the whole trip. Much better than interstates and trucks.

In Olathe we joined up with an old friend from Michigan, Allen Bacheldor. Allen was accompanied by Grant Howlett, who flew over from the UK into Detroit to travel with him across America to Colorado Springs for GT-47.Allen's *"Geraldine"* is his 1958MG Magnette ZB Varitone with all the trick drivetrain upgrades -MGB 1800, 5spd, 3.9diff, front MGB disk brakes, and air conditioning.We were also joined by John Golanty from the Chicago area in his nicely preserved 1955 ZA Magnette, right-hand drive,box stock and original1500, 4sp.

They all got in late so we met for breakfast the next morning and set off together onUS 50 to Dodge City.

## Then the Weather Turned

The run to Dodge City started with a forecast of rains to stay to our North, *or Not*. About an hour into the day, the clouds started getting progressively darker and sprinkles getting heavier. We had the Bimini but we could take only so much and it wasn't long before we stopped under an overpass to erect the proper hood and side curtains.

So, we ran in a pretty steady rain for a few hours, headlights, blower motor, frequent wiper use, etc. Bath towels on our laps to catch drips. Tolerable, but not necessarily comfortable. The rain snuck up on us so quickly that we didn't get to putting garbage bags over the suitcase on the luggage rack.*Oops!*

A couple of hours of steady rain began to clear, butthen we got a call from Allen that he needed to stop for a jug of antifreeze. He caught back up but we only got a short way down the road before he was sidelined again. This time *Geraldine* would go no further. As we refilled the radiator, water was pouring out between the block and head at the front of the engine. Blown head gasket. Unsure which came first – blowing the head gasket and losing all the coolant, or mostly running it out of coolant on their two-dayrun from Detroit to Olathe*(speeds of 85mph were mentioned at breakfast)* then the head gasket blew.

We were aided by friendly local car guys and were able to stash the car in a nearby driveway for the night. Allen and Grant rode with John the last couple hours into Dodge City. The next day Allen arranged for a UHaul truck and car trailer, and John drove them back to get the car. We would all catch back up in Colorado Springs. Donna and I would carry on to Colorado Springs alone. But then there's another story.

## The Ghost of Joseph Lucas, aka "The Prince of Darkness"

Again, best made plans. Last night, when we got to the hotel in Dodge City and got unloaded, the MGA would not restart (dead battery). I got a push start and parked the car in the back lot pointed downhill. In the morning, we loaded up, push started again and headed down the road. I hoped and expected that once running, the battery would recharge on the drive. *Nada.* Less than a mile down the road the car quit. The generator could not overcome the dead battery. I should have changed out that old battery before we left and maybe snugged up the fan belt too. *But we blame Joe Lucas anyways!*

So, we are off the side of the road, unloaded the luggage rack, set up some chairs with the cooler, unloaded behind the seats to get to the battery shelf, partially erected the hood to get it out of the way, and unloaded most of the boot to pull the spare tire back out of the wayfrom impedingextraction. I got it all disconnected and the battery pulled out. There was an AutoZone one mile back into Dodge so I started humping it. A local couple driving into town, having seen the dead car and now the guy carrying the dead battery, stopped to offer me a ride. They took me to the AutoZone, waited for me to buy a new battery and then took me back to the car. After a few hours we were swapped out, buttoned up, reloaded and on the road again. We made it to Colorado Springs without further incident.

*It's the People you meet on these Journeys that make you want to take more Journeys.*

## GT-47 in Colorado Springs

We arrived on Sunday to a host hotel parking lot filled with MGAs, MG Z Magnettes, a few Bs and Ts, two pre-war MMM cars and other assorted LBCs. We hung around the lobby bar to get reacquainted with people we met at past events, and meet newfolks. Afterall, MG is the *"Marque of Friendship*". Prominently featured on display just off the lobby was MG EX-186, MG's Abingdon "Skunkworks" LeMansProject Race Car owned by Joe and Cathy Gunderson.

Monday was taken to settle in, rest up, wash the car and the laundry, and get ready for the evening Welcome Orientation. That was followed by a Special Tech Session about EX-186 – the car, its history, discovery and restoration. http://www.britishracecar.com/JoeGunderson-MG-EX186.htm
Tuesday, we passed up the John Twist Rolling Tech Session in favor of a drive to Glen Eyrie Castle for a tour and formal British tea service. The evening featured a shuttle bus to the Flying W Ranch for a Chuckwagon Dinner Show. The food, the entertainment, and the whole experience was great.

Wednesday morning was the Car Show. Our car was looking pretty good, the Bimini top was drawing a lot of attention, and people were impressed that we drove 1,826 miles to the GT and with the dog. Donna and Bentley toured the show field together and Bentley could not pass anyone without introducing himself. We had registered him as an attendee so he had his own event name tag. Afterwards we drove around a bit but the altitude was taking its toll on us. We crashed back at the hotel until dinner and an early retirement.

Thursday, we drove up to the Garden of the Gods, a registered National Natural Landmark featuring dramatic views of the 300′ sandstone rock formations against the backdrop of snow-capped Pikes Peak and brilliant blue skies. The evening was the Awards Banquet. To our surprise, we took the 1st Place Trophy for our Class. Donna and I are convinced that we owe the trophy award to Bentley. He's the one that got us the most votes. GT47, Class Winners in Colorado Springs | NAMGAR.

Friday morning everyone said their goodbyes and departed their separate ways home, but we took the day to do laundry again and veg-out. We still had a long way to go to get home.

## Continuing the Journey and Return Home

The Plan was to visit the Black Canyon of the Gunnison, Bryce Canyon and go to Las Vegas to visit family before we turned towards home. Again, best made plans.

On Saturday we went up to Denver to visit the Shelby American Collection*(well worth it)* in Boulder and to visit some friends in Golden. On Sunday we traveled I-70 West from Denver.It is freeway but through the mountain passes and Colorado's most famous ski areas, Vail, etc. Then, a left turn at Grand Junction onto US 50 towards the south, Montrose, CO and the Black Canyon of the Gunnison.
By the time we got to Montrose we came to the conclusion that we were not acclimating to the elevation and were getting pretty worn out. If we continued on our planned journey, it would be just too much. It was time to go home. So instead of going on to Bryce Canyon and Las Vegas, we would turn south towards Durango and on to Albuquerque.There, rather than turn right to Las Vegas, we would turn left to Myrtle Beach. We would still be 6-8 days from home at best. Change of best made plans.

Black Canyon of the Gunnison was just up the road some 20 miles. Rather than spend the day at the canyon and another night in Montrose, we decided to do a drive-through and then head south. The MGA had other

plans. The car overheated on the road up to the Black Canyon. Back when Allen had his issues, I took to strapping a gallon of antifreeze to the luggage rack and it came in very handy now. Actually, I had probably overfilled it topping off in Montrose. A slight delay and turn around, go back down, had us heading south towards Durango and Albuquerque. At least I didn't blow a head gasket.

## The Million Dollar Highway

The good part about the change of plans and heading south to Durango is that it put us on US Highway 550 South towards Ouray and Silverton on "The Million Dollar Highway". Donna and I traveled this stretch 46 years ago in our rental car on our honeymoon camping trip, but that's another story.

Google the Million Dollar Highway and you will learn, "In the state of Colorado of the United States of America there's a special highway built in the late 1880's: the Million Dollar Highway, part of the San Juan Skyway. It's one of the nation's most spectacular drives. You'll be on the "outside" for a while with a hell of a view to your right (let the passenger look. You'll want to watch the road). Forget standard driving safety measures like guardrails and shoulders, there aren't any on this stretch, so swerving off the road is not advised!" I'm so glad we changed our plans and took this route again. What a great sports car drive.

## Understanding Altitude and SU Carburetors

If you do not have a comfortable understanding of SU Carburetors before a trip like this, you will have by the time you get home. I know I learned a lot. SU's are sensitive to extremesof altitude and atmosphere.

Myrtle Beach is 26' above sea level.
Asheville is 2,134'.
Dodge City is 2,493'.
Colorado Springs is 6,035'.
Vail Pass on I-70 is 10,666'.
Black Canyon is 8,775'.
US 550,aka the *"Million Dollar Highway"*, from Ouray to Silverton to Durango–
the Coal Bank Pass is 10,610',
the Molas Pass is 10,970' and
the Red Mountain Pass is 11,018'.
Durango is 6,512'.
Albuquerque is 4,942'.
Abilene TX is only 1,719'
and it goes downhill from there.

I sure would have liked to have my 1800 MGB engine instead of the 1500. That last day into Colorado Springs from Dodge City was an altitude climb of 3500' from 2500' to 6000'. The air gets thinner. The car runs richer almost flooding out by the time we got to the host hotel. The recommendation from a MichiganRowdie friend in the parking lot was two flats right on the jets. Ran much better. Thanks Tom.

You will also learn the proper interpretations from "lift the pin" on SU carbs. According to Barney Gaylord, the *MGA Guru*, if engine speed increases momentarily then it's right. If engine speed stalls, then it's too lean. If engine speed increases permanently then it's too rich. If it's too rich it will run cold and like it's flooding out. If it runs too lean it can get hot and couldoverheat before it blows up.

I lost count of how many times I tweaked the jets on our journey.

### Desert, Dust Storm and Wildfire Smoke

We were going to overnight in Durango and go on to Albuquerque the next day but we were so anxious to get home that we did a double stint, continuing straight on to Albuquerque. I suppose I knew that south of Durango in NM was desert but we missed the part in the news and weather reports that told of a wildfire in SW New Mexico. It was generating a climate of its own with wind kicking up a sizeable dust storm with smoke mixed in. The next 215 miles were driving through hell on earth.

We ran through more dust and smoke getting out the next morning to Amarillo TX. Next stop was Shawnee OK. Then it was short day to Fort Smith AR and a day-off there to catch a breath and veg-out again. The last two days were each double stintsfirst to Pell City AL and then to HOME in Myrtle Beach.

| Day | Date | To | Hrs | Min | Miles | Speed |
|---|---|---|---|---|---|---|
| ***Continuation and Return Home*** | | | | | | |
| Sa | 6/11 | To Golden, Shelby, Bob Dyer | 1 | 33 | 91 | 59 |
| Su | 6/12 | To Montrose, CO | 4 | 42 | 284 | 60 |
| | | At Black Canyon of the Gunnison | - | 38 | 20 | 31 |
| Mo | 6/13 | To Durango, via Ouray, Silverton | 2 | 27 | 105 | 43 |
| | | To Albuquerque, NM | 3 | 24 | 215 | 63 |
| Tu | 6/14 | To Amarillo, TX | 4 | 3 | 287 | 71 |
| We | 6/15 | To Shawnee, OK | 4 | 11 | 295 | 70 |
| Th | 6/16 | To Fort Smith, AR | 2 | 11 | 150 | 69 |
| Fr | 6/17/2 | Day off in Fort Smith | - | - | - | - |
| Sa | 6/18 | To Pell City, AL | 7 | 23 | 562 | 76 |
| Su | 6/19 | To Myrtle Beach HOME | 6 | 39 | 483 | 73 |
| | | Home Again. Safety fast! | 37 | 11 | 2,492 | 67 |
| | 8 | Driving Days | *Ave/Day* | | *311* | |

### Trip Totals

| Day | Date | To | Hrs | Min | Miles | Speed |
|---|---|---|---|---|---|---|
| ***Total Journey*** | | | | | | |
| | 20 | *Total Days* | 65 | 18 | 4,589 | 66 |
| | 14 | Driving Days | *Ave/Day* | | *328* | |

### In Closing

The Destination in Colorado Springs was great and People at these events keep us coming back. Because we took the Journey, we have the stories to always remember – ***the Good, the Bad and the Epic!***

This was the umpteenth MG national or regional event for us that began with MG2008 in Valley Forge, PA. They have all been most memorable, but our anticipation for another long MG Journey may take some time to recover.

Next year's NAMGBR event is in Calgary and we've been talking about taking a drive someday to Washington and Oregon, traveling the Trans-Canada Highway from Sault Ste. Marie to Vancouver.

Better yet and closer to home next year will be NAMGAR GT-48 in Memphis. ***We're going to Graceland!***

## *Safety fast*

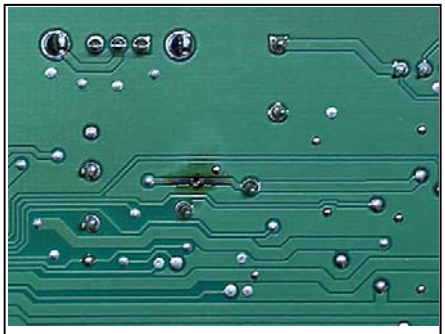
## Are Abingdon MGs Some of the Last of the Classic Cars?

*By Rick Astley*

*Bear with me; I'll get to the point of this article after this anecdote.*

Last month, Anne and I took our first trip to Canada in over 2 years. We drove our 2004 Jaguar XK8 and enjoyed the ride over where we had a drink with Lynne and Dave Hornby before following them in their MGB to the Natter & Noggin at the Factory House restaurant. I parked and, deciding I hadn't done it very neatly, went to restart and move the car — but nothing happened, it was absolutely dead. Although I enjoyed both my meal and chatting with club members I'd not seen in ages, much of my time there was spent trying to get some life out of my car. My insurance doesn't cover international flat-bedding and even in non-COVID times, it's hard to find companies willing to do it, and so, as it became dark, I became concerned.

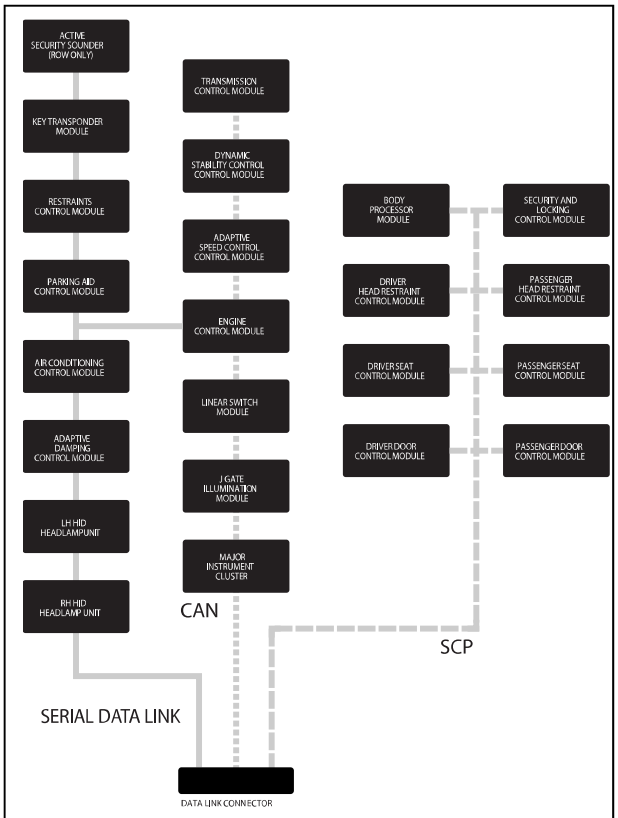
I checked the battery and its connections and then proceeded to check all the 80 or so fuses in the 5 fuse-boxes. Murphy's Law dictated that it was one of the last I tested that I found had blown – a 5 Amp that powers the instrument cluster. I had a couple of spares so I changed it, but the replacement blew, as did the next one. Then I tried a 10 Amp and another until I had exhausted those too. Did I dare try a 15 Amp? The instrument cluster in the Jag is the hub of the CAN bus network, so if it's not powered, nothing works, but there was certainly a reason there's a 5 Amp fuse and not one bigger. However, I was out of options and a 15 Amp fuse might survive or at least blow more slowly. I inserted one and turned the key immediately, the car started, the fuse blew, the instrument cluster and a lot else died but the engine kept running, the lights worked, and we were able to make it home.



*The fried circuit trace*

The root cause turned out to be a short circuit between traces less than 20 thousands of an inch apart of what is in effect a computer circuit board. The short had blown the smaller amperage fuse but sadly, once the 15 Amp fuse was installed there was a cascading failure of semiconductors upstream of the short circuit. By the way, no blaming Lucas here, the instrument cluster was made by the French company Valeo.

Once I saw the damaged board, I decided there was nothing I could do but go to eBay and look for a replacement instrument cluster. The closest equivalent I could find was from a 2003, but while I'm sure the one I received was good, it wouldn't run my incrementally different 2004. Despite that, with no circuit diagram, unidentifiable fried semiconductors, several failed attempts and 3-weeks of frustration, I finally managed to repair the board. However, the point of this entire article is that had I not been able to – and without some lucky guessing I wouldn't have – the next journey the car would take would be to the scrap yard.




*Even my 18 year old Jaguar has 23 boxes interconnected by 3 different data protocols, far fewer than on more recent vehicles.*

I had bought the Jaguar because my V8 MGB-GT, which was to be our retirement's long distance cruising vehicle, with its benefits of lots of power, high gearing, cruise control and sunroof, proved disappointing with its downsides of being hot, noisy and heavy-to-steer. I sold it, and for exactly its selling price, bought the much more modern Jaguar with so many more desirable features, not least of which were a power top, air-conditioning, power steering and a quiet luxurious ride. However, I was well aware when I bought the then only 11 year old car for a fraction of its original $85K price that it had depreciated in value so much because of its reputation of having an unreliable and expensive-to-repair electrical system. I'm sure we all find good reasons to justify wish-list purchases, and mine was arrogantly that as an automotive electrical and electronics engineer, I could handle anything the Jaguar might throw at me.

The recent incident with the Jaguar has rather squashed that arrogance. After all, what could I have done in terms of better servicing to avoid what happened? It certainly couldn't be predicted and something similar might well happen again. I've written 2-books about the electrical systems of  pre 1980 British cars and I

sometimes think of them as part of my legacy. Long after I'm gone, I am sure someone will be consulting them to fix an antique car. They certainly should be able to. With its 4-fuses, and save for some diodes in the alternator and a couple of transistors in the tachometer, the MGB-V8 conversion I sold is pretty dumb and will be electrically repairable almost indefinitely. Not so the Jaguar, nor its contemporaries, and indeed any car built after around 1985.

Are the Abingdon MGs, and cars of their ilk built up to 1980, the last that will become classic cars driven long into the future? The final car rolled off the Abingdon assembly line in that year for many reasons, one of the main ones being that lack of investment and the need to compete in a market of increasingly sophisticated cars with electronics that were very costly to develop. But maybe the car that laughs last, laughs best. Long after all those newer upstarts have shuffled onto the scrap heap, will simple old MGs and their siblings still be humming along to the enjoyment our great great grandchildren? At least my old 1970 roadster is now with my eldest son in Wisconsin, so that's a start.

Why would a circuit board that operated faultlessly for 18 years suddenly develop a short-circuit? One explanation could be "dendrite growth". I've experienced a similar phenomenon with our oven where I happen to learned that dendrite growth problems were tracked down to contamination of the Chinese manufactured circuit board when they were washed in impure water. I don't know if Valeo had its circuit boards assembled in China, but there's a good chance they did. If the pollutants are there, then in the presence of moisture, dendrite growth can occur in seconds. Perhaps, being a humid day, the instrument cluster of the car was cooled by the nearby A/C ducts and water vapor condensed on the circuit board soon after the car was powered down and there wasn't time for it to evaporate before I tried to restart it.

I've seen dendrite growth on MGs too, not on original equipment but on replacement electronic SU fuel pumps. In the case shown here it's unforgivable. Given the environment in which many of their pumps can be expected to operate, SU could have done much more to ensure board cleanliness and could also have applied a conformal sealing coating over the circuit board to keep out moisture. I hope that they too have now identified the problem and taken action to prevent it.

All the white areas around the solder connections are due ionic residues and those at the bottom of the board have actually joined together, which is why it failed and I was asked if I could repair it. Fortunately I could, as well as cleaning and sealing it to prevent further failures.

There are other causes of migration of conductive material between circuit tracks or solder joints, among them solder cold flow, where solder alloy, which is a very soft material, when under mechanical pressure can actually flow at normal operating temperatures. Tin whisker growth is another failure mechanism and one not yet fully understood. A variety of metals, and especially tin, can form tendrils between solder joints and circuit traces, resulting in short-circuits.

# 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

**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

**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

**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.

**1967 MGB Red/Black** very well maintained; garage kept; electronic ignition; new battery; all front seals replaced; approximately 35k miles on the odometer. Call for more information and pictures. Rick Ceresa (586) 291-0772

**1979 MGB.** Red with tan interior. Looks good, runs good, has detailed Union Jack painted fuel tank and under bonnet. Car does have over drive which is not working. I have the parts to repair the over drive. Call for more information . Tony Kaluzny (734) 751-4952. **$5000.**

**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.

Complete MGB rear axle. Taken out of a 1973 GT.
$150 or best offer. Located in Windsor Ontario.
This is for bolt on wheels, not wire wheels.
Send email response to the editor as listed on page 2.

## 1977 MG MGB Roadster. A Great Fun Driver, the color is Sandglow.

Repaint and Body Work was done in 2014 by Oakland County Tech, Engine replaced with 1977 low mileage unit in 2013. Interior upgrade with faux dash panels and wood steering wheel. Mazda bucket seats. New top 2019. Oil change, tune up and transmission fluid recently completed. New rear shocks, fuel tank replaced, new SU Fuel Pump, emergency brake cable, horns replaced. Kenwood Stereo with multiple interior speakers and power amplifier. Limited Edition Wheels. Tires in good condition.

It runs and starts great, all electrics work. Has a slight deacceleration growl in 4th gear... Floor pan, rocker panels, fenders, trunk floor all good.

Asking $5,500.00, have new project, need room in garage. Thank you for looking. Dan

Dan Sokolowski (248) 214 7131 mgman1980b@aol.com

I want to sell my 1972 MGB. I have had it for 12 years and bought it on eBay in Maryland. I am now 73 and it is difficult to get in and out of it so I think it is time to put it on the market.

It has been garaged every winter and I have driven it around Ypsilanti and Ann Arbor. I bought it to drive it; not to restore it. It was newly painted Pale primrose when I bought it. It also had the battery moved to the front of the engine. I had a brace welded to carry a new Honda battery last year. It had been rewired and set up to play through large speakers (behind the seats) using your phone.) Carburetors (new) were taken out and replaced with rebuilt originals for the car.

Bought a new top when I got it and it is in perfect shape. It has new tires and rims I bought last summer. I have repair bills for all that was repaired (slave cylinder, window wiper, brakes). I did find a one-inch rip in the back of the driver's seat, though the springs are not good and I usually sit on a pillow or put one under the seat. A small rust spot on the rocker panel of the driver's door. I have the original key wrench for the knock-off hubs and an extra-long key as well. I have the tonneau cover too. I'm asking $6000. Gretchen Otto (734.391.9987)

Silver 2003 Jaguar X-type 3.0 144,000 miles, AWD, leather heated front seats, air, sun roof, cruise, AM-FM, tape deck, CD player, nav system, asking $2,500. Fran Lewis 248-681-8420

For a period of almost three months, editor Dale Brown had new floors installed in his 72 MGB. Of course lots of other holes and poor structure was discovered and also repaired. Fortunately its all back together and on the road again!

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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**

# Club Calendar

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

## September 2022

| | |
|---|---|
| Wed, Sept. 14 | **WDMGC Club Meeting**. Brass Pointe, Farmington Hills, MI. |
| Sun. Sept. 18 | British Car Day Bronte Park Burlington |
| Fri. Sept. 16 - Sunday Sept. 18 | Detroit Concours D'Elegance |
| Wed. Sept.21 | Canadian Side Natter & Noggin 6pm. Factory House 6 pm |

## October 2022

| | |
|---|---|
| Wed, Oct. 12 | **WDMGC Club Meeting**. Brass Pointe, Farmington Hills, MI. |
| Wed. Oct. 19 | Canadian Side Natter & Noggin 6pm. Location TBD 6 pm |

## September Meeting at The Brass Pointe!

**Wednesday, September 14**

**The Brass Pointe, Farmington Hills, Michigan**
The restaurant hours are still not back to normal and it will close at 8:00 pm. Because of that, we'll start the brief formal part of the evening a little earlier at around 7:00 pm. As usual, we expect most people to begin to arrive around 6:00 pm.
We don't anticipate restaurant limits to restrict our numbers because the main restaurant is still not functioning at the allowed capacity and the room we use is considered part of the whole building.

## Canadian Side Natter & Noggin at The Factory House

**Wednesday September 21 6 pm.**

**Note: Another new location**