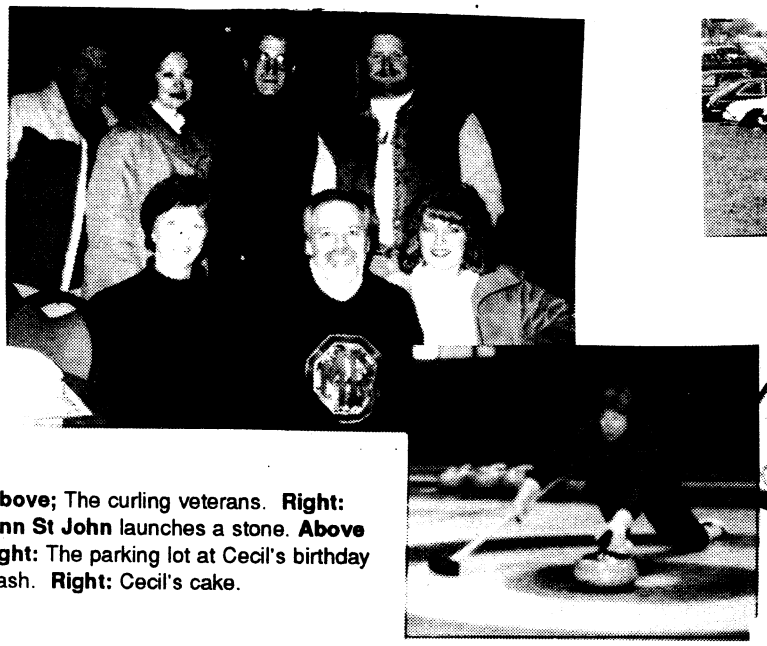
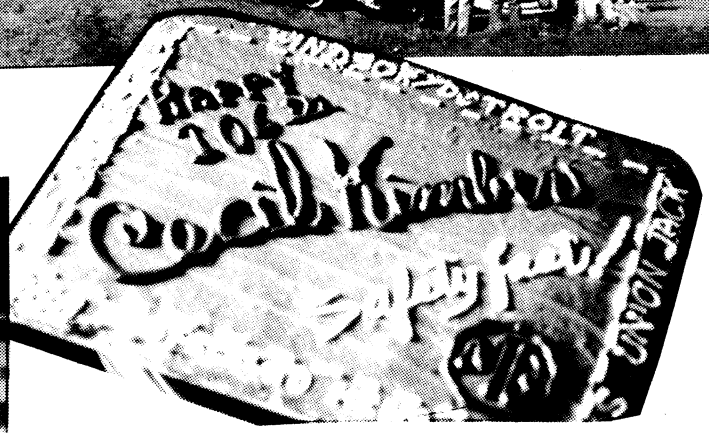
The Can Am CONNECTION

WINDSOR-DETROIT

Volume 14, Number 3 The Newsletter of the Windsor-Detroit MG Club May, 1994





Above; The curling veterans. **Right: Ann St John** launches a stone. **Above right:** The parking lot at Cecil's birthday bash. **Right:** Cecil's cake.

Curl, Curl, Curl, Curl, Curl, Curl, Curl

Well, seven of us showed up at the Roseland Golf and Curling Club for an evening of curling. A far cry form the 24 who participated in this event last year. We continued one tradition and ended another. Last year all four teams tied, thus eliminating the thought of any losers. This year the two teams tied again. Last year several of us ended up with the wrong side down on the ice. This year everyone was much more coordinated, and we all stayed vertical.

All of those present attended last year so we figured this would be a high scoring affair. However the final score was 3 to 3. Since we all had done this before, instruction time was brief and we got right down to the games, or ends, or rinks, or lanes or whatever they are called. Experience showed as the stones were delivered with much more accuracy than last year.

The two year veterans who participated this year were **Tom and Marcia Greiner, Ann St. John, Brett Altman, Ed Fleming, and Betty and Roli Sylvestre,** Because there were fewer of us we actually spent more time on the ice. Too bad for those of you who missed it as a great time was had by all.

And a special thanks to Roli for organizing this unique event.

Mark Your Calendar!

May 1 Tech Session at British Motors-Pontiac
May 7 Swap Meet at Lucente's House in Windsor
May 11 Monthly Meeting-Windsor (last one at Coach & Horses)
May 15 British Day At Gallery Automania-Rochester
May 22 Spring "Rally"-Details Inside

Happy Birthday Dear Cecil, Happy Birthday to Youuuuuuuuuu!

Unlike last year,(rain in Detroit, sunny in Lansing) it rained in Lansing and was sunny and warm in Detroit as thirteen Windsor-Detroit members caravaned out some great back roads to celebrate Cecil Kimber's 106th birthday.

The temperatures headed for the 80's (28-29 C) and the sun held the threat of rain at bay. A near perfect day for top down motoring. Maybe, just maybe, this could be a hint of weather to come for club events this year?

Guy and Ann St. John, Marcia and Tom Greiner, Matt Houser, Bill Reeves and son Matthew, Phil Wiltshire, Ed Fleming and Dean and Flora Wheeler (in our MGs) **and Harriet West and Keith Nelson** (in their Dodge with a large MG Octagon prominently displayed) caravaned through the hills and dales of Livingston and Ingham counties. Ah the sights and fragrance of top down driving in the spring. Oh, did I mention that the pig capital of Michigan must be Ingham county? Yes the aroma of the barnyard followed us to Lansing.

The Roads that Guy mapped out for us were truly MG roads, with twists and turns, up hill and down. The kinds of roads a driver appreciates but not necessarily a passenger. Our only trouble stop along the way wasn't the fault of Mr. Lucas or Mr. Michelin, but 3 year old Matthew Reeves. Matthew's stomach wasn't seeing eye to eye with "Safety Fast" driving and let dad Bill know about it in a most unpleasant way. Supplies were provided by other MG drivers who stopped to help. Instead of fuel pumps, or jumper cables, paper towels and a water bottle were the tools of the moment.

At the Golden Gate Restaurant in Lansing we met about thirty other MG enthusiasts from around the state. John Twist from University Motors was our guest speaker and gave us some background on the various MG clubs, both here and in England.

We had lunch, sang "Happy Birthday" to Cecil, consumed some delicious birthday cake (baked by Marcia Greiner) and headed to the parking lot to check out the many interesting MGs.

The Can-Am Connection is published 9 times a year by the Windsor-Detroit MG Club, Inc., 8905 Napier Rd., Northville, MI 48167, USA. Contributions are welcome in either written or IBM Wordperfect form.

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Safety Fast!

Ed Fleming, Editor

You've heard me talk about my friend Mark before. The owner of a '62 Buick (aircraft carrier class) and general car nut. He's in charge of the gun range at Washtenaw Community College where many police departments send their officers for training. Recently Mark had access to a police cruiser, which he used to drive back and forth from home to the college. As you can imagine, interesting things happened while driving this vehicle.

Mark and I have both complained about "left lane bandits", those impolite jerks who plod along in the fast lane, holding up scores of cars behind them, oblivious to the traffic around them. Politeness? AH! They act like they're the only person on the road. Think? They'd probably drive with their eyes closed if they could. These idiots are too frightened to think! They usually have a death grip on the steering wheel (like the grip I'd like to have on their neck). Mention apexes, or weight transfer, or smooth shifting or the correct line through a corner and it's as if you're speaking a foreign language to them. (Sometime I'll tell you how I really feel about them). They seem to have no idea about what is involved in driving.

That is unless it's a full dress police cruiser that is behind them. One of the first things Mark noticed as he cruised home in the Squad car was that nobody ever got in his way. Drivers always noticed him coming up behind and pulled over to let him through. These ADL people really do see you back there, but unless you're in a marked police car they refuse to move.

For those who are unfamiliar with the term, ADL stands for Anti-Destination League. Included in this group of people are drivers who seem to do everything they can to prevent you from getting to your destination in a timely manner. They abhor driving. It frightens them. They can't stand driving and if they can't stand it by God they're not going to let anyone else have **fun** driving. They thought the 55 mph speed limit didn't go far enough.

These disrespectful drivers have been one of my biggest driving complaints and I've been at a loss as to what to do about them. For awhile Californians seemed to have an answer. One of the first freeway shooting victims got a lot of publicity when she described what happened; "We were just driving along in the fast lane when this car came up behind us and flashed his high beams several times, (I've tried that and it only works about a third of the time, Ed.). Then he finally went around us to the right and shot at us." The driver died, the passenger lived to tell about it.

My reaction was "Great,that's one less ADL driver and a witness survived to tell the rest of those ADL imbeciles what happened. Too bad he had to die but if he was that bad of a driver, he'd probably caused all kinds of havoc on the road before this." It seemed that for awhile after that publicity, drivers were much more respectful of those around them.

Since we don't have 007 licenses to kill or access to police cruisers, what can we do? In our MGs we can stick to those "blue highways", the two lane roads that have no left lane (or one that these ADL people are afraid to drive in - the oncoming traffic lane). Waiting for an opportunity to pass on a two lane can often be less of a hassle than trying to get around these people on a congested freeway. Or how about buying a Caprice Classic and mounting some red and or blue lights behind the grill for activation at appropriate times? Got any other ideas? Let me know.

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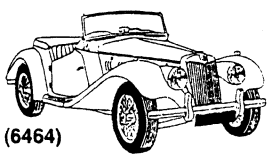

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Wandering Wheels

by Guy St John, President

It's really great to be back home again. As many of you know, my mother took ill shortly after my son's wedding in January, so the little red GT and I took off for Corpus Christy, Texas on Feb. 27. One month and 3500 miles later Mom's doing fine, the MG's fine, in spite of the little visit by the PRINCE (Don't you hate idiot lights), a flat tire in Louisiana (Yes, that Michelin does have a tube inside!), and a minor readjustment to the exhaust system (...I've got to remember this speed bump when I leave the restaurant...)

I'm really sorry that I missed the Curling outing, looking at the turnout maybe we missed the mark, there seemed to be a good deal of enthusiasm during the planning stages. We try very hard to bring you a good variety of events all through the year. At the last board meeting we were discussing the idea os setting up a **Club Hotline** that would have up to the minute information on upcoming events, or you may leave messages, or ask a question anytime, If you like this idea, let one of the board members know what you think (especially if you would like to donate a workable answering machine).

MotherNature seems to have away of evening things out it seems, because April couldn't have been nicer for all the club events. Chuck's swap meet at Michigan Imports was a great success, and we look forward to similar results on the Windsor side May 15 at Frank Lucente's house. The monthly meeting at La Trattoria, was the largest in club history (40 members, with lots of new faces Wow!) And finally our first driving event was super. The Caravan to the Cecil Kimber Birthday Party in Lansing was top down both ways. The club extends its thanks to John Twist for taking time from his busy schedule, to join with 40 other Michigan MG club members and share some of his views on the *current club scene in the U.K. and the U.S. , and Thank You (again)* to Marcia Greiner for the tasty Birthday Cake.

May and June have something going on every weekend. Until we can get our HOTLINE set up Please check your calendar regularly and do make a special effort to attend our last monthly meeting at the Coach & Horses Pub in Windsor. We really hate to say goodbye but the Casino Gambling situation will really play hell with the parking and the clientele. Look for details on a new location in the July newsletter.

We are well on our way to getting our new grillbadge and window decals. Watch this space for further details, and while your waiting buy a teeshirt! Support your local regalia chairman!

See you on the road
Safety Fast, Guy

The Windsor-Detroit MG Club meets the second Wednesday of each month at 7 p.m.: Even months at the La Trattoria Restaurant, 13736 Michigan Avenue in Dearborn, west of Schaefer, and in odd months at the Coach & Horses Pub, in the basement of The Old Fish Market Restaurant, 156 Chatham Street in Windsor just off the tunnel.

Answers to cars in Castrol Ad: A. Austin-Healey, B. MGA, C. Jaguar, D. Saab, E. Triumph TR 3, F. Porsche. (page 10).

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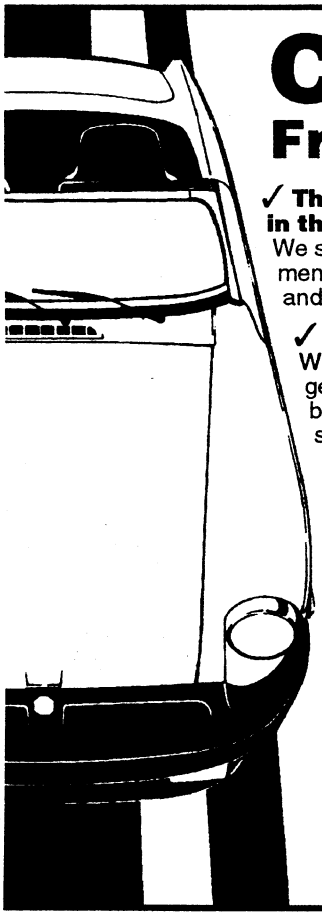

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Newbies, Usedbies and TDs

We would like to welcome the following new members to our club:

Ron Baker lives in Farmington with his parents. He is the proud owner of a 1977 Black MGB. Ron is a student. His dad, **Frank**, owns a 1979 Yellow Midget. Ron found out about our club from **Brett Altman**.

Don and **Carol Cowling** live in Windsor with their children, **Leslie** and **Brian**. They own a 1969 MGB, which Don is restoring.

Basil and **Anna-Marie Palombo** live in St. Clair Beach with their children, **Laura** and **Steven**. They own a 1966 Old English White MGB. Basil is an Engine Analyst. They found out about us through **Frank Lucente**.

Rob and **Urs Paxton** live in Wallaceburg. They own a 1965 BRG MGB. Rob is a Vice Principal. They found out about us through **Chris** and **Brenda Mann**.

Mark Truman and **Janet Harthen** live in Washington with their children, **Chris** and **Katie**. They own a 1952 MGTD, in primer, and a 1953 Right Hand Drive MGTD, colour Autumn Red. Mark found out about us through **MG Magazine**. He is a Design Manager.

Bob and **Cathy Weyhing** live in Grosse Pointe Farms with their children, **Michael** and **Richard**. They own a 1964 White MGB. Bob is an attorney.

Jim and **Diane Zielinski** live in Troy. They own a 1970 Red MGB. Jim is a Design Supervisor. They heard about us from **Mike Owens**.

Hope you enjoy being a part of our club!

Also: We want to apologize to Ross and Lauria DiLorenzo. Their children were misidentified in the photo section of the Jan/Feb newsletter as Tortola children. The picture was of the Tortola AND DiLorenzo children at the Brighton run. OOPS!!!!!

We want to wish a HAPPY BIRTHDAY to the following people:

Jason Lucente	May 20	Becky Derderian	June 2
Urs Paxton	May 20	Greg Newton	June 3
Chris Hornby	May 21	Sofie Stoyshin	June 4
Jeffrey Osowski	May 21	Terrie Mazliah	June 5
Dominick Principe	May 22	Vicki Thomas	June 5
Bob Blair	May 23	Tom Bondy	June 7
Ray Lewis	May 23	David Clarke	June 7
Rob Paxton	May 23	Anna-Marie Palombo	June 7
Elizabeth Hine	May 26	Karen Burnham	June 8
Mark Deacon	May 27	Tabitha Lucente	June 8
Jennifer Fischer	May 27	Jeff Monroe	June 8
Nick Stawowy	May 27	Derek Baggot	June 9
Dayna Elfont	May 28	Marie Bondy	June 9
Dennis Ferguson	May 28	Barbara Kobeck	June 9
Karry Oles	May 28	Kathy Sillanpaa	June 9
Tom Mitchell	May 30	Gary Howe	June 11
Cristin Nunnally	May 30	Barb Oberliesen	June 12
Rebecca Larwa	May 31	Rachel Harmon	June 13
Linda Reed	May 31	Tricia Battersby	June 14
Dan Stanley	May 31	Charles Kosuth	June 14
Tim Murphy	June 1	Brian Schwartz	June 14
Christine Osowski	June 1		
Rich Wagner	June 1		

Video Library

The following Videos are available to club members. Contact Greg Newton (313) 562-2377.

* **La Carrera Panamerica**, 1987. Open road race across Mexico with music by Pink Floyd and **Silverstate Classic**-The fastest open road race in the world, across Nevada.
* **The Italian Job**. Michael Cain stars with several Minis in a big bank robbery.
* **Winning**, with Paul Newman. Fictional story of Indycar racing. The movie that got Newman interested in racing.
* **Drive to Win** with Mario Andretti.
* **Battle of the Bs.** Club racing MGBs in England.
* **LeMans**. Steve McQueen actually entered and raced a 917 Porsche while filming this movie. One of Car and Driver's 10 best car films. Also LeMans '87 and '88 races on same tape.
* **SU Carb rebuild.**
* **"66 and '69 Lemans Races**
* **Formula One 1979, 1980, 1982**
* **Formula One 1954 and 1958**
* **Gran Turismo Jaguar.**
* **The MGB Video**. Short but good.
* **MGB Film Library.**
* **MGB Experience.**
* **The Roadster Factory Summer Party 1993.**
* **Behind the Wheel With Jackie Stewart.** Stewart shows you how to drive with finesse.
* **Rendezvous**. A ride through the streets of Paris at 100 plus MPH. Short but great. One of Car & Driver's top 5 car movies.

And there are more videos being added every month.

Hot New Items in Club Regalia Catalog

Ok we don't have a Catalog (yet), but we do have a lot of great new items for you this year. The top four are the new embroidered items first seen at the Hibernation Party.

Item	U.S.	Canada
Sweater with embroidered club logo	$40*	$52*
Jacket " " " "	$70*	$91*
Golf Shirt " " " "	$30*	$39*
Lap Robe " " " "	$45	$58
T-Shirts	$10	$12
Baseball Caps	$5	$6
Sweatshirts	$15	$18
MG Christmas Ornaments	$5	$6
Magnetic "Please Don't Touch" Signs	$9pr.	$11pr.
Hat Pins	$3	$3.50

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British Day At Gallery Automania
Sunday May 15, 1994

The good folks at Gallery Automania in Rochester have envited the members of the clubs of the British Council to their store.

If you're looking for a rare auto related book, model, photo poster or peice of artwork this is the place to find it. For this event they will have even more English books and artwork.

Times will be from noon to 3PM. Tea and scones will be served.

The gallery is in downtown Rochester, see their ad on this page.

Tool Time,
Or Should The Club Invest In Some Specialized Tools?

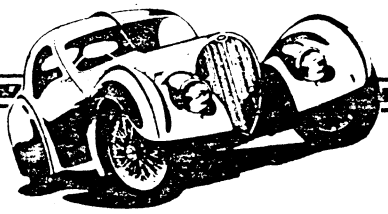
At the club's last Board of Directors Meeting the topic of whether or not the club should buy a few specialized tools was discussed. Several questions were raised.

Some felt that it would be a service the club could and should offer its members. The tools under discussion are tools like a King-pin reamer, a tool individual members probably wouldn't invest in to do a ouce in a lifetime front suspension rebuild, but would rent from the club if we had one. These tools cost $100-$300.

Should the club spend that money on tools? What kinds of tools should the club buy? Who will be responsible for the care, housing and renting of the tools? How much should the club charge to rent them? Would many members use these specialized tools or would two or three members be the only ones taking advantage of this service? As I said a lot of questions need to be addressed.

The board would like to hear from the members. Let us know what you think of this idea. Call one of the board members listed on page two and let us know what you think of these questions and any others you might have.

It's April 1st and your faithful Editor searches for spring



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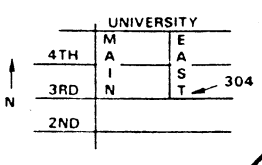

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Our Spring Ralleye, Picnic and Fun & Games in the Country- Sunday May 22nd

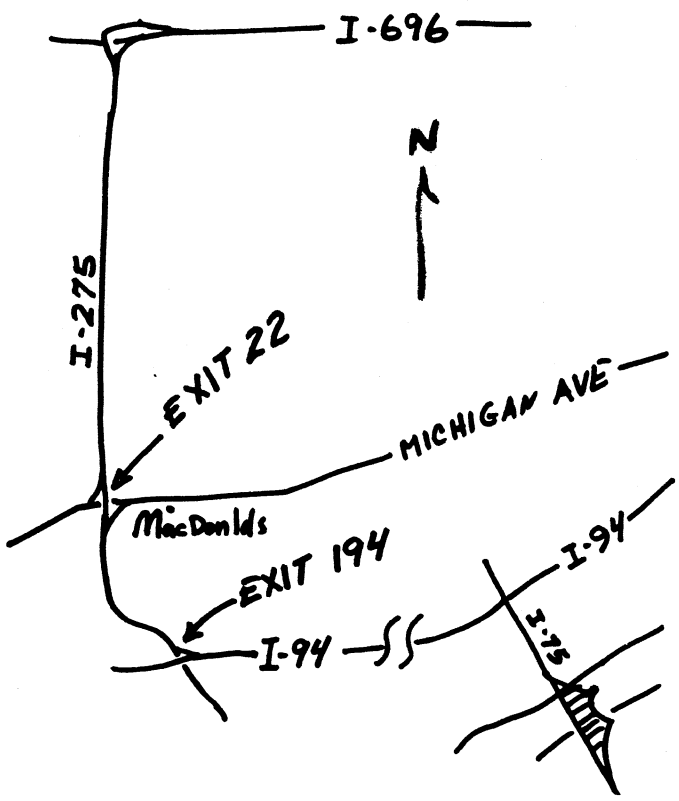
The past two Spring Ralleyes received complaints for being too complicated. Too much work and not enough play. Chuck Wiley has vowed to fix all that. He has planned a leisure drive through the countryside to beautiful Hidden Lake Gardens in the Irish Hills of Michigan. There we'll have a picnic lunch. No open fires are allowed in the gardens, so plan your lunches accordingly (also no alcoholic beverages, so plan your drinks accordingly).

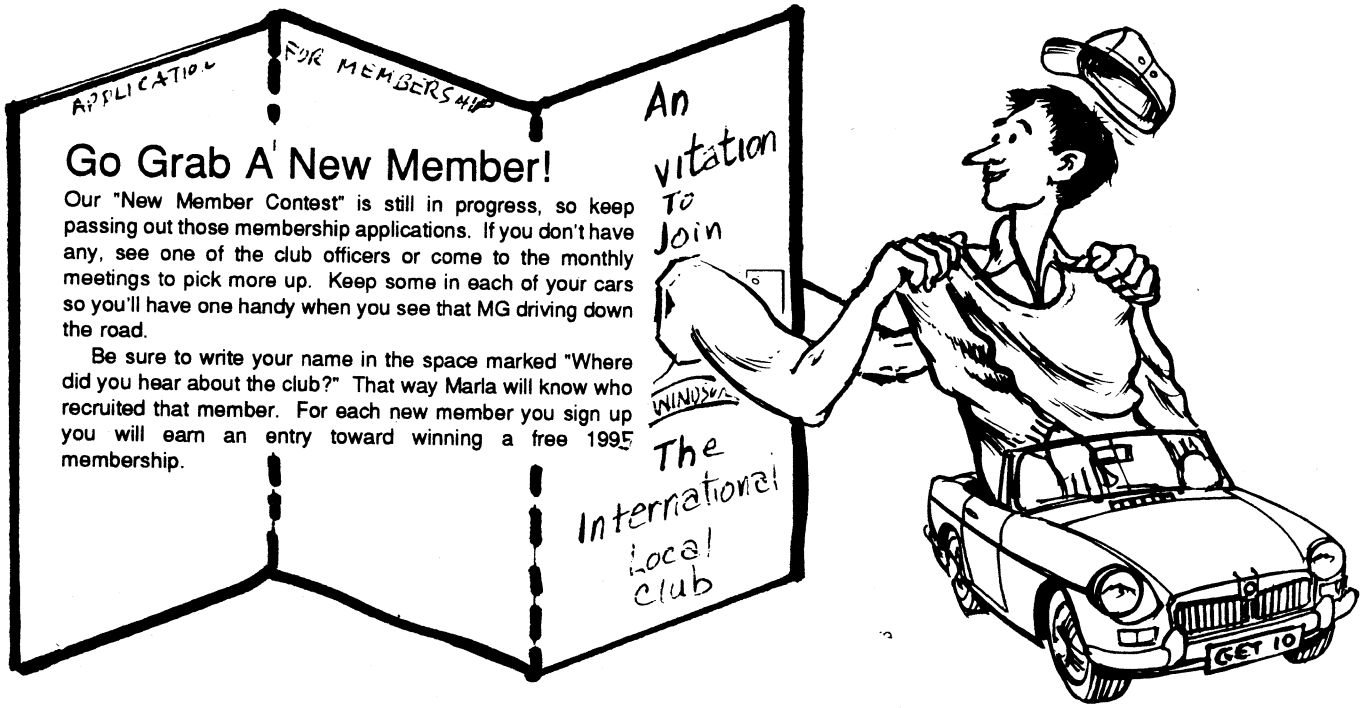
There is an entrance fee of $3.00 per person.

After lunch we'll cruise over to "Bears Lair" where the fun really begins. You can indulge yourself in putt-putt golf, bumper boats, a waterslide and Go Kart Racing (got your attention Guy?).

A simple Rally with a few clues will get you from the start point to the gardens. A prize will be awarded to the "winner" of the rally.

What: Spring Ralleye
Where: Begins the MacDonalds Restaurant on Michigan Ave, east of I-275 (see map)
When: Sunday May 22 at 11AM
What to bring: Lunch, drinks, camera.





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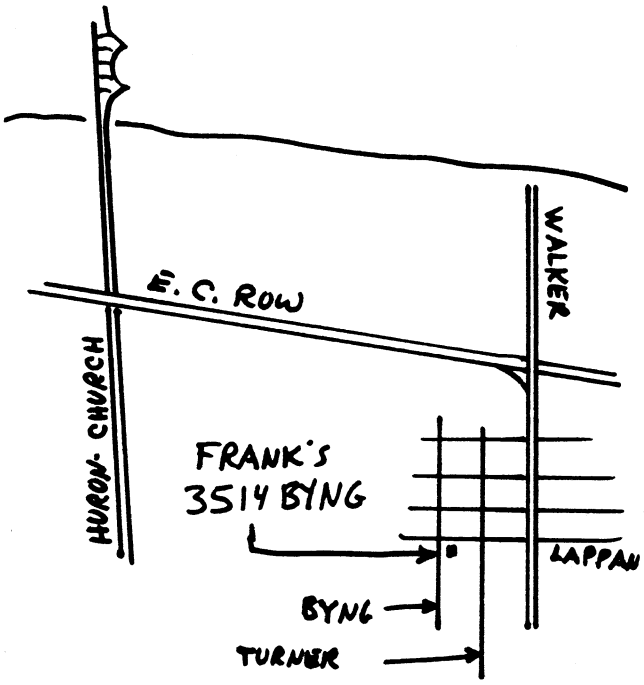
Swap Meet, USA Style
Or How I Traded Some Of My Junk For Some of Chuck's Treasures

April 9th we held our first Club Swap Meet at Michigan Imported Cars in Westland the weather was sunny and warm. We seem to have appeased the weather gods this year.

In the great tradition of swap meets, I traded a bonnet release cable, which Chuck Wiley needed for a rear view mirror, which I needed after breaking mine while storing the Midget last fall. Joy Kollin traded some of his British car brochures that were just taking up room in his garage for a 1275 Midget engine that is now taking up space in his garage.

We had about 10 or 12 members displaying their wares for the 20-25 visitors that stopped by. Several people who were just driving by saw the activity in the parking lot and stopped in. Many of them were MG owners and the club picked up a few new members. So, as you can see, it was a good day for sellers, buyers and the club too.

Above: Otto Pope checks out some of **Chuck Wiley's** merchandise at the U. S. Swap Meet.



The Club's Swap & Swindle Show Moves to Canada, May 15th

Load up your trailers, clean out your garage and head over to Frank Lucente's house for the Canadian version of the Swap Meet. Remember, one man's junk is another man's treasure!

Where: Frank Lucente's Driveway, 3514 Byng, Windsor (see map).
When: Sunday, May 15th, Noon to ?????
What to Bring: 1) All that worthless junk that's been sitting in your garage.
2) Money (Canadian version) to buy all those goodies that other people are just about giving away.

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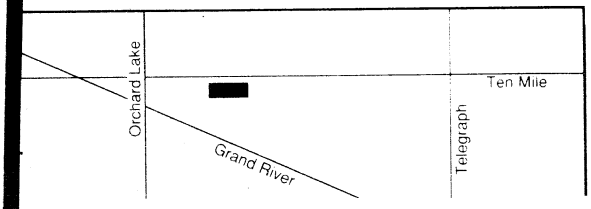


10 Mile, East of Orchard Lake Rd., Farmington Hills (313) 474-7744

Back to the Basics - Your Friend... The Ignition System

by Eric Wilhelm, Moss Motors

Since the ignition system must be in good order before any other systems, such as the carburetors, can be properly adjusted, we will begin with a brief discussion on ignition timing procedures. These instructions assume that the ignition system components (wires, spark plugs, and distributor and its parts) are in good workable condition.

Ignition Timing

Ignition timing refers to the point during the combustion cycle at which the spark plugs fire, and is expressed in degrees of crankshaft rotation in relation to the top dead center (TDC) position of the pistons. Specifications for timing include the number of degrees before or after top dead center, and the required engine speed at which the setting must be made. Supplemental instructions such as "disconnect vacuum advance line" may also be given. When a specific engine speed (other than "static") is given, or for electronic ignition systems, timing must be done using a stroboscopic timing light. For most of our older British sports cars, however, "static" timing is specified. This simply means that the timing is set with the engine not running.

Before considering checking or setting the ignition timing, it is imperative that the condition of the points and the point gap be checked and reset, if required. While most Lucas point type distributors require a point gap of .014 to .016 of an inch, check your workshop manual for your particular distributor's requirement. Adjusting the point gap is really an indirect way of setting what is known as the dwell angle. This is the angular period of rotation of the distributor cam during which the points remain closed. Setting the point gap with the aid of an inexpensive dwell meter is much more accurate than setting with a feeler gauge. Do not neglect this setting-the dwell angle is one of the most important settings on a car, having serious effects on performance and fuel economy.

All engines have some sort of timing mark - one or more marks on the crankshaft pulley or flywheel, which align with a fixed mark on the timing chain cover or engine block. A pair of these marks will align when the piston in the "timing cylinder" (usually No. 1 cylinder) is at top dead center. Consult the appropriate workshop manual for information specific to your engine. Occasionally, the timing mark or pointer may be missing or improperly positioned. When these conditions exist, top dead center may be found by removing the appropriate spark plug and observing the piston movement through the spark plug hole while turning the engine over by hand. When the piston reaches its highest position, it is at top dead center. When you are satisfied that top dead center has been accurately located, mark the position for future reference.

The static timing procedure is not difficult. The only equipment required is a 12 volt test light. If a commercial test light is not available, a substitute may be easily made by soldering two wires to a 12 volt light bulb: one wire to the side of the base, and the other to the bottom contact. For convenience, alligator clips may be installed on the other ends of the wires.

To static time your engine:

1. As accurately as possible, locate the piston of the 'timing cylinder" at top dead center. on the compression stroke. This is achieved by noting the position of the ignition rotor when the piston is at top dead center. If the rotor points to the contact on the distributor cap which leads to the spark plug of the "timing cylinder", the piston is on the compression stroke. If the rotor points away from that contact, the piston is on the exhaust stroke, and the crankshaft must be rotated one full turn to bring the piston to top dead center on the compression stroke. Check that the timing marks line up correctly. (If the distributor has been removed from the engine, consult an appropriate workshop manual for proper reinstallation instructions.)

2. If your vacuum advance unit has an adjuster, you may either proceed with the instructions in this paragraph or skip it and go to paragraph 3, continuing from there.

If your pulley or indicator is marked with degree settings, turn the crankshaft until the single mark and the appropriate degree mark line up. If your pulley or indicator is not marked in degrees, use a timing degree wheel (Moss Motors part # 384-910) to set the crankshaft to the proper advanced or retarded setting as specified for your engine. It is essential that a reliable workshop manual be consulted for this specification. The piston of your "timing cylinder" is now in the correct firing position, and the distributor must now be adjusted to its firing position.

3. Loosen the distributor clamp to the point where the distributor may be rotated freely. Set the adjuster on the vacuum advance unit (if present) to mid scale.

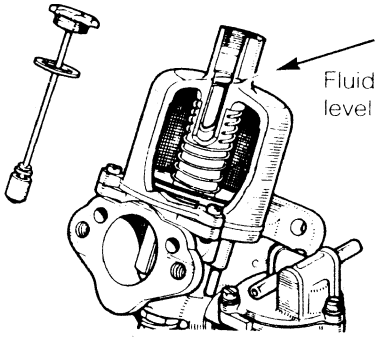
4. Connect one wire of the test light to the low tension contact on the distributor, and the other wire to a good ground. (The low tension contact is where the thin wire from one side of the ignition coil connects to the distributor.)

5. With the ignition on (but the engine not running), rotate the distributor body slowly in the opposite direction of the rotor's rotation until the test light lights up, indicating that the points have just opened. Do this a few times until you have accurately determined the exact point at which this happens, and retighten the distributor clamp bolt.

6. For distributors with adjuster on the vacuum advance unit, only if paragraph #2 was skipped:

With the piston of the "timing cylinder" at top dead center (see #1), the adjuster on the vacuum advance unit may be used to "dial in" the correct static advance setting. One division of the scale is equal to four degrees. Count the "clicks" on your adjuster nut between divisions, and divide by four for the number of clicks per degree (generally about ten per degree, but check your individual distributor). Multiply this by the number of degrees advance you require, and set accordingly. Refer to a reliable workshop manual for this setting. Be sure to turn the adjusting wheel in the direction of the "A" to advance, and in the direction of the arrowed "R" to retard.

7. Disconnect the test light and start the engine. If it doesn't start, make sure that you remembered to replace the rotor after adjusting the points. Don't feel foolish if you find it on top of your battery or wiper motor - there isn't a auto mechanic dead or alive who hasn't had this happen.



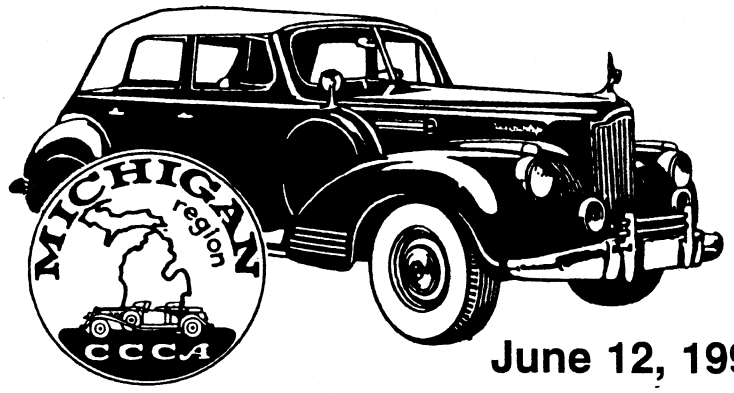
SU Carb Dashpot Oil

Jim Taylor in Moss Motoring News

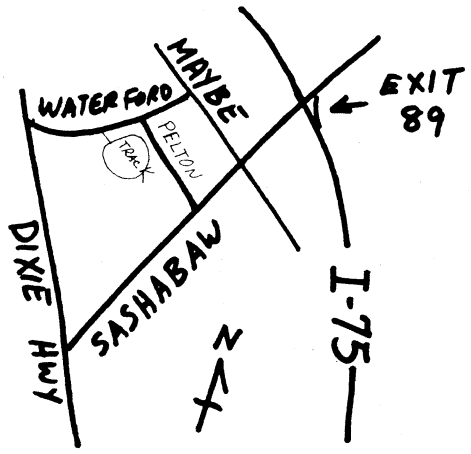
The purpose of the SU damper is to retard the rapid upward movement of the piston on the rapid throttle opening associated with acceleration. This delay in piston movement causes a momentary decrease in pressure at the throat, thus achieving a momentary increase in richness much the same as with an accelerator pump. The weight of the oilin the damper determeines the amount of dampening. SU publications recommend 20 weight oil for this.

Do not overfill the damper. Thje proper procedure is to fill "below the top of the hollow piston rodddd", not "below the top of the chamber neck". Overfilling just spills over into the suction chamber and makes a mess. One easy check is to remove the damper and then re-insert it. If you feel resistance before you reach the threads on the cap, you've enough oil.

CARNIVAL OF CARS



June 12, 1994



CAR PARTICIPANT REGISTRATION

Under "club entered" indicate initials of club you wish to enter (see list above), including a second choice. You may enter any club *If you are a member of that club and your car qualifies in that club.* If these two qualifications are not met, you will be disqualified without refund.

Your signature and complete insurance information must be entered on the registration form below in order that your registration be accepted.

NOTE: You will *NOT* receive a confirmation of registration. Your cancelled check is your receipt. A registration packet will be given to you on arrival at the gate.

CAR PARTICIPATION FEES

Car Clubs (Judging & Exhibition)	* $11 (U.S. Funds) for each car and all passengers thru May 29th. No refunds. * $16 (U.S. Funds) for each car and all passengers May 30th thru June 10th. No Refunds. (NO REGISTRATION AFTER JUNE 10th)
Non-Club (Exhibition)	* $11 (U.S. Funds) for each car and all passengers thru May 29th. No Refunds * $16 (U.S. Funds) for each car and all passengers May 30th thru June 10th and on meet day (as space permits). No refunds

Mail Form To: June Pacitti, P.O. Box 798, 26200 Ford Rd., Dearborn Heights, MI 48127

CAR REGISTRATION FORM — 31st Annual "CARNIVAL OF CARS" — Sunday, June 12, 1994 — Rain or Shine!

Name _____ (Last) (First)

Street Address _____

City, State, Zip Code _____

Phone at Home _____ **at Office** _____

Insurance Company _____

Policy No. _____

Expiration Date _____

TO BE JUDGED?

☐ I belong to a participating car club (see list above) and will be parked with my club..... ☐ **YES** ☐ **NO**

☐ I do not belong to a participating club. My car will be parked on the non-club exhibition field (no judging).

Year and Make	Model and Body Style	Club entered 1st & 2nd Choice	DO NOT WRITE IN THIS SPACE Registration No.
		WDMGC or	
		or	
		or	
		or	

Date Received
Amount Received

Make checks payable in U.S. Funds to "Michigan Region CCCA" and mail to:
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I accept and assume full liability for any injury or loss to me or my property, agents or employees at any time and from any cause on the premises of the show. I expressly release the management from any liability for such loss or injury, and agree to provide and pay for my own insurance

Signature _____

Last Chance to Attend a Club meeting at the Coach & Horses Pub

Back in 1980, four men, Dave Hornby, Jim Trofin, Ron Herman and Mark Deacon, two Canadians and two Americans, founded the Windsor-Detroit MG Club wilst (I like that word) imbibing at the Coach & Horses.

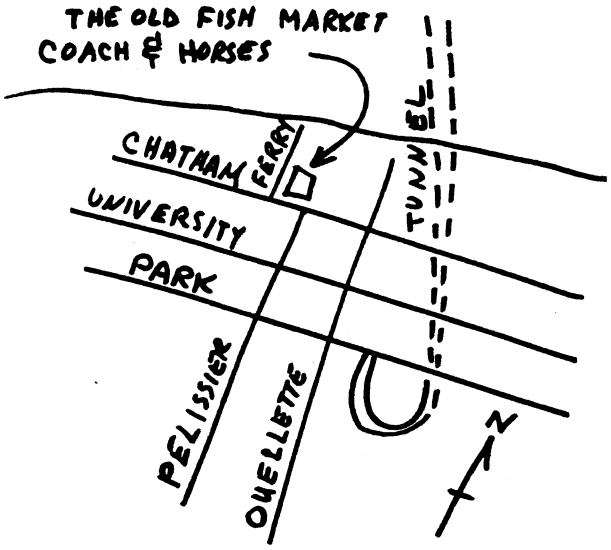
Until 1984 or so monthly meetings were held each month at the Coach & Horses on the 1st Wednesday, and in the Detroit area on the 3rd Wednesday. These meetings were abandoned from '84 until 1990 when we established our currant rotation on the 2nd Wednesday.

These meetings have become so popular that we have outgrown the small Coach & Horses. The new casino coming to Windsor will soon make parking even more difficult downtown.

Roli Sylvestre has found a new location for our Canadian meetings starting in July. We'll have details on the new location in the June newsletter.

Meanwhile, the May 11th meeting at the Coach & Horses will be the last one at this "historic" Windsor-Detroit MG Club site. Plan to be their.

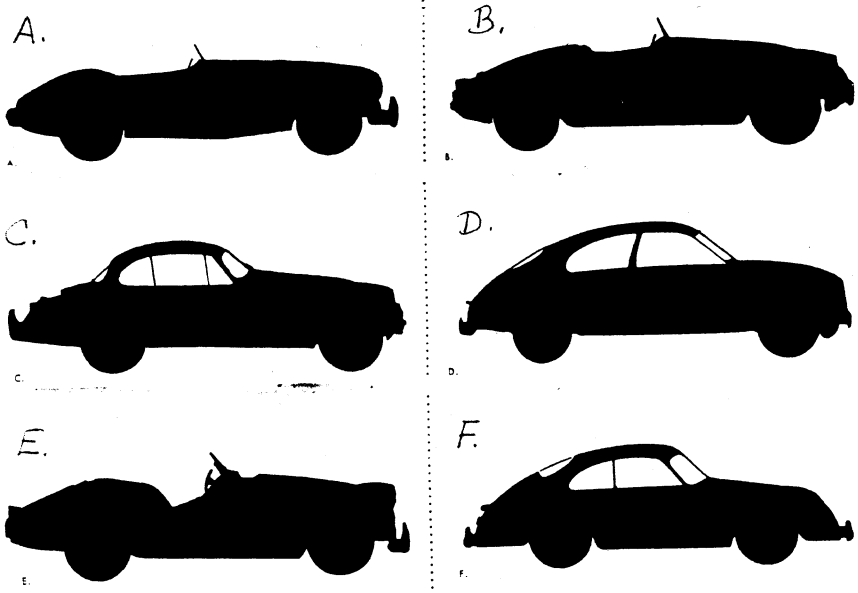
The Coach & Horses Pub is located in the basement of the Old Fish Market Restaurant at 156 Chatham, not far from the tunnel (see map).



Right: Castrol Ad from the '50s. See how many of the cars you can name. Answers are elsewhere in this issue.

Sports Car Quiz

How many of these cars can you name?



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Unclassifieds

Unclassified ads are free to members of the club. They will run for 3 months (or longer, at the discretion of the Editor). Send items for the Unclassifieds to 8905 Napier, Northville, MI 48167. Deadlines are the 15th of the month before publication.

British Car Brochures and Ads. Jay Kollin, (313) 455-6949

Parting out '74 BGT, Freshly arrived, Chuck Wiley (313) 536-2500.(1)

3 Full Tonneau covers for MGB. 2 exc. 1 very good. Also a 1/2 tonneau for MGB Dave Hornby, (519) 734-6952 (1)

'79 Midget rear end complete-cheap. Midget engine block & flywheel. MGB Twin Carbs"HIF", manifold & linkages $150 OBO. Oil cooler with hoses $50 OBO. Oil Filter adapter base (spin-on) $45. Two beauty rings $10. Harry MacLean (810) 689-0851. (3-4)

'53 MG-TD "some assembly required" excellent condition,$8900. Chuck Wiley (313) 586-2500. (3-4)

'70 MGB-GT, Red, wires, sharp interior, runs, needs work, excellent restoration project, $1700 firm. Chuck Wiley (313) 586-2500 (5)

Hardtop, fits Midgets, Jim Oberliesen (810) 791-6565 Mt Clemens (5)

Assorted MGA and MGB Parts; Cleaning garage of all assorted parts; 18V engine, MGB transmission and other small parts. First come, first served. Tom Combs (313) 565-6326. (5)

'76 MGB Gearbox, make offer. Ray Lewis (313) 681-8420 (5)

MGB Hardtop by Parrish Plastics $200, Dave Burley (810)685-2591 (5)

'56 MGA roadster-Excellent cond. Complete with 14" wire wheels, $8000 U.S. Hundreds of spare parts-cheap, Larry Delmore Amherstburg ONT (519) 736-7417 (5)

MGB Convertible Tops (2) Non zipper models, New $100.00 each. Ken Gold at S & G Imported Car Parts, (810) 477-0410.

WANTED

Ear Knock Offs. Frank Lucente (519) 966-9146

Back issues of Can-Am Connection to complete my collection: Jan/Feb '87, Nov '87, Dec '87, Sept '86, June '85, and issues prior to Oct '81. Roli Sylvestre (519) 969-2739.

Front Fenders for '76 MGB, good condition. Call Brian Gamble (519) 974-4045. (1-2)

Grill & Font Bumper for '73 Midget. Jim Oberliesen, (810) 791-6565 Mt. Clemens. (5)

CAR HAULING

Local and Long Distance. Reasonable rates, USA and Canada. Frank Lucente (519) 966-9146.

Calendar of Events

Events in **bold type** are WDMGC events, those in *Italics* are Ontario British Car Council/MG Car Club of Toronto events. If you want to know more about any event call Ed Fleming at (810) 349-3799. For more information on the Ontario British Council events call (416) 533-MGMG.

MAY

May 1 BSCC Tech Session/Open House at British Motor Cars-Pontiac
May 11 Monthly Meeting-Windsor (last meeting at Coach & Horses, new Windsor location starting in July)
May 13-15 Blue Grass Bash All MG meet-Lexington KY
May 15 Swap Meet Lucente's House-Windsor noon-???
May 15 BSCC English Day at Gallery Automania-Rochester, MI
May 22 Spring Ralleye-details in this issue
May 27-29 Wayne McRae Memorial Weekend Lake Simcoe, ONT

JUNE

Jun 5 University Motors early Picnic-Grand Rapids
Jun 8 Monthly Meeting-Dearborn
Jun 12 Carnival of Cars at Waterford Hills Race Track
Jun 18-19 Phil Whiltshire's trip to Stratford
Jun 19 Summer Fast Autocross
Jun 19 Five Club Picnic-Niagara on the Lake ONT
Jun 23-26 NAMGBR Convention Washington D.C.
Jun 24-26 Vintage Racing at Mid-Ohio Sports Car Course, Mansfield Ohio, MG is featured car.

JULY

Jul 9-10 Mad Dogs & Englishmen British Car Show- Kalamazoo
Jul 13 Monthly Meeting-Windsor
Jul 17 English Day on the Green-Greenfield Village. You must pre-register by July 3rd. Call Stuart Rigler, Triumph Club, at (810) 589-9028
Jul 24 Club Picnic at Shipley's house
Jul 24 BSCC Picnic?

AUGUST

Aug 7 BSCC Meadowbrook Fun Run
Aug 10 Monthly Meeting-Dearborn
Aug 12-14 MGC Convention, Burlington ONT
Aug 13-15 Roadster Factory Summer Party-Armagh, Penn.
Aug 19-21 University Motors Summer Party-Grand Rapids

SEPTEMBER

Sep 3 Trip to Auburn, IN for the Auburn-Cord-Duesenberg Meet
Sep 8-11 40th Anniversary Collier Cup MG Races, Watkins Glen, NY
Sep 11 Battle of the Brits Freedom Hill Park, Sterling Heights
Sep 14 Monthly Meeting-Windsor
Sep 18 British Car Day-Burlington ONT
Sep ?? Lucas Night Rally?
Sep 25 English Day at the Races-Waterford Hills Race Track
Sep 23-25 Rally of the Small Pines-Southern Ontario

OCTOBER

Oct 2 BSCC Independence Oaks Car Show or Colour Tour
Oct 12 Monthly Meeting-Dearborn
Oct 13-16 SCCA National "Runoffs" Mid-Ohio Raceway.
Oct ?? Fall Colour Tour?
Oct 23 British Autojumble-Toronto ONT

NOVEMBER

Nov 9 Monthly Meeting-Windsor
Nov 19 Hibernation Party-US Side

DECEMBER

Dec 14 Monthly Meeting-Dearborn

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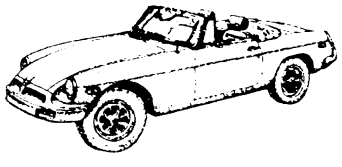

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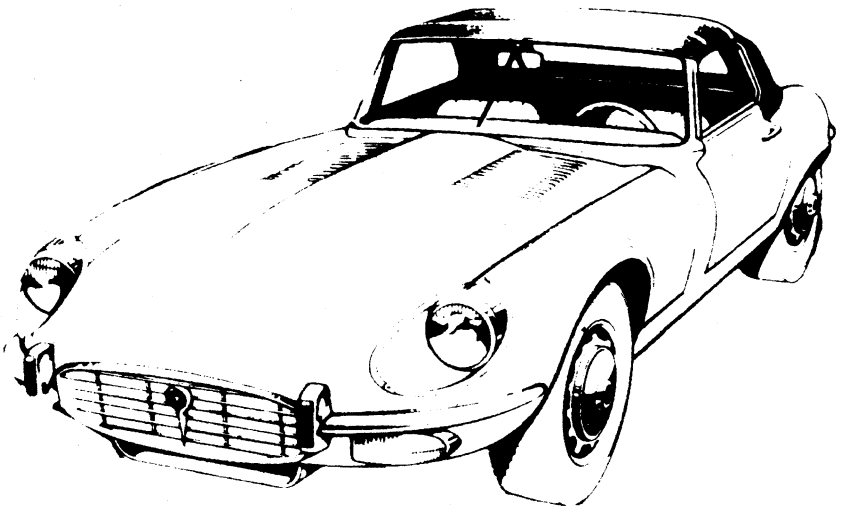

PLEASE CONTACT TOM SHIPLEY IF INTERESTED AT T & W AUTO BODY, INC. BETWEEN 8:00 TO 5:00 MONDAY TO FRIDAY

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