The Can-Am Connection

1980 WINDSOR-DETROIT 1995 15th Anniversary

vol. 15 no. 9 | Newsletter of the Windsor-Detroit MG Club | November 1995

It Was An Electrifying Experience:

Dave Clarke's Wine Tour & Lucas Night Rally

by Ed Fleming

I guess it actually started last August at Summer Party when my starter quit working. I had gotten tired of push-starting the Midget and decided to get a rebuilt starter the Thursday before Mr. Lucas' Rally. Problem was it had the wrong mounting holes. So Friday, I got a used starter with the correct holes and put it on Saturday morning, only to discover that it wouldn't crank the engine over fast enough to start it. I also discovered a gas leak at the rear S. U. and it was time to leave for Canada.

Once again the Miata was pressed into service for the Lucas Rally.

Just so you don't think the Price of Darkness was singling me out, several other participants (in fact, all but one) in the rally also had electrical problems.

Organizers **Dave and Gayle Clarke** had their brake lights go out. The turn signals on **Dan and Beth Kirby's** GT stopped signalling. **Dale and Toni Brown's** turn signals also stopped working (but by the Colour Tour on Sunday had mysteriously started working again). **Chuck and Joan Rohrborn's** map light refused to work during the rally, but turned itself on while we were in Rover's Return. **Marshall and Fran Coulter's** heater valve developed a leak during the rally that sprayed water on the Lucas distributor.

That meant that only **Roli Sylvestre** didn't have any electrical problems this night, but then he had his share of Lucas alternator problems just before the Grand Rapids Summer Party.

It started at the Market Place Pub, staring point of last year's Pub Crawl, where members could down a pint or two of British Ale.

We then caravaned to Jack Minor's Bird Sanctuary near Lake Erie where 30,000 or so geese could be seen (we just missed the 4 p.m. air show that takes place each day).

Next up was the Pelee Island Winery (we did **not** rearrange the lettering on the barrels to read "We peed in the wine" this year).

We then visited "The Barn Sale" a barn (naturally) that carried every sort of dust collecting knick-knack made in the last 50 years. Marshall Coulter found a gizmo with 9 flashing amber lights attached to a suction cup base for only $3.50. Little did he realize it would be useful later when the antifreeze flooded his distributor.

Then we were off to Tim Horton's Donuts.

Thus fortified with wine, coffee and donuts we started the Lucas Night Rally portion of this event.

Dave threw in a new twist to rallying. He gave us each a list of clues to find, but to get to our destination, we had to follow

(continued on page 4)

December Meeting Date Changed to December 6

Due to a schedule conflict, the date of the December meeting has been changed to Wednesday, December 6 at La Trattoria. The restaurant has been more than hospitable to us in letting us use their upstairs room, but they have booked it for the 13th.

This will also be the meeting where we have our annual holiday gift exchange. Everybody who wants to participate should bring in a gift (under $5, please) to place under our Christmas tree (Hanukkah bush?). Everyone who brings a gift will receive one.

As always, participation is optional. We always have fun at this meeting, and you will too!

A Colourful End to Driving Season

by Ed Fleming

Last year we had about 15 cars show up for the Fall Colour Tour. This year the weather looked cold and rainy as I headed to the store to run copies of the directions and we had our Lucas Rally the night before so I didn't think very many people would show up . I made 20 copies, just in case. **We had 32 cars!** As in 64 people!

Once again the Windsor-Detroit club had the majority of the participants with 20 of the 32 cars for this British Sports Cars Council event. Those attending were **Fran & Marshall Coulter, Ed & Edna Fleming, Bill & Hilda Larson, Beth & Dan Kirby, George & Gail Diehl, Marcia & Tom Greiner, Jeff & Jan Zorn, Bud Miller & son David, Dave & Diana Jolly, Judy & Otto Pope, Dave DeCook and daughters Natalie & Renee, Rex & Anna Richardson, Dean & Flora Wheeler, Alex & Linda Mrock, Norm & Doris Macika, Fran & Ray Lewis** all in their MGs and **Mark Uhlig** in his TR6 and **Brett Altman & friend Jackie** in his '79 VW Beetle Cabriolet. There were also 5 other Triumphs and 7 Austin-Healeys.

The "Colour" part of the tour started at our usual starting spot at the Meijer's parking lot off I-275 in Northville. When I test ran the route on Friday (a sunny 80 degree Friday) the colors were great. Saturday's rain and wind muted the colors slightly but everyone still had a nice drive.

One sight I missed involved one of the Triumph owners. Seems a TR8 driver

(continued on page 9)

Coming up . . .November

4 (Sat)	**Hibernation Party, 7 p.m. Roseland Golf & Curling Club, Windsor**
8 (Wed)	**General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**
23 (Thur)	Thanksgiving Day (U.S.)

For the latest information on club meetings and events, call the Club Hotline at (810) 305-9364

Safety Fast!

by Ed Fleming, President

As I write this the weather is perfect for driving your MG. Temperatures heading for the 80's (Mid 20's C.) and sunny. It's hard to think that in a few short weeks we'll be holding our Hibernation Party and putting the cars away for the winter again.

That means it is also time to recognize those members who have helped make this past year a great one. Those members who put on events or ran this club or helped out in various ways.

In addition to being our U. S. Regalia chairman, **Jay Kollin** also organized our first event of the year, Whirly Ball (for the fourth year!).

Frank Lucente, our Vice President, and wife **Linda** opened their house up for our Luau in February (for the second year!).

Roli Sylvestre, our Canadian Regalia Chairman also organized the club's Curling event and our Hibernation Party.

Guy St. John, (past president) organized the Pinewood Derby races at our April general meeting. He also put on our Autocross in June.

Chuck Wiley (our Spares and Parts Chairman) put on the Club Garage Sale at Michigan Imports in May.

Brett Altman, our Video Librarian helped me put on the Funkana in September.

Notice that the officers of this great club do more than their job titles would require them to do?

Club member extraordinaire **Phil Wiltshire** organized our trip to Stratford in June with help from **Dick Bremer**.

Suzanne and **Dave Snyder** invited all of us to their house in July for the Club Picnic (and have volunteered to do it again next year).

Dave & Gayle Clarke put on our "Wine Tour" Lucas Rally in October.

Marcia Greiner baked the cake for Cecil Kimber's Birthday Bash (again) and helped me put on the Funkana.

Dan Zebarah has slaved away each month to get this fine newsletter to you on time. As past Editor I know how much work is involved in doing that. I also see the newsletters from other MG clubs in the

(continued on page 9)

The Litter Bag

by Dan Zebarah, Editor

Can it be November already? It seems like I took the MG out of storage just last month. Well, in my case it WAS last month. But the consensus of people I've talked to agree with me.

It is time to tuck your LBC (Little British Car—a phrase used on the Internet) away for the cold winter months. I think that everybody has a certain ritual for doing so. Here's what I do:

GARAGE PREPARATION:

1. Put away all the tools that are scattered hither and yon (the only time it seems that this gets done).

2. Find place to park car. This is easier said than done because over the course of the summer the spot where the MG was parked has become overrun with other items: 16 bicycles, 5 scooters, 3 wagons, 4 big wheels, a picnic table, 2 inflatable pools (with holes) and a large box filled with sand toys. *(Editor's note: Since I only have two kids, I can't help but wonder where all this stuff came from!)*

In addition, there are 20 empty Girl Scout cookie cases (just in case we need a box, I'm told), lawn furniture that is "too bad to put outside" *(So we're storing it **indoors**?)*, 15 tomato cages *(We haven't had a garden in three years)*, and of course, MG parts.

Once I move all this stuff out of the way, I've created a space large enough to park my MG provided I crawl out over the trunk through the back window.

CAR PREPARATION:

Many people will wash and wax their car before storing it. I don't do this for one reason: The car looks so good all polished up that I don't want to store it. Instead, I'll drive it to work.

1. Empty all the litter out of the interior. After driving it all summer, it's amazing what accumulates: Pop cans, McDonald's bags, three baseball caps *(so **that's** where they are!)*, 15 or 20 empty cigarette packs, 5 1/2 french fries *(Yuck!)*, and something with big red eyes that only comes out late at night.

2. Clean out the trunk. By the end of the year it contains all the stuff that we can't live without, but seem to do so because we can't find any of it *(Is it in the MG? Nah!)*: One folding picnic table and umbrella *(this has more miles on it than the space shuttle)*, two windbreakers, the club canopy, a case of oil, a broken VCR *(now, **who's** was*

(continued on page 5)

The Can-Am Connection is published nine times a year by the Windsor-Detroit MG Club, Inc. Deadlines are the 15th of the month. Contributions are welcome in either written or typed form, or on computer disk using an IBM compatable word processor.

1995 OFFICERS:

PRESIDENT
Ed Fleming
(810) 349-3799

VICE PRESIDENT
Frank Lucente
(519) 966-9146

TREASURER:
Marla Zebarah
(313) 382-6715

NEWSLETTER EDITOR:
Dan Zebarah
(313) 382-6715

SECRETARY:
Ann St. John
(810) 349-3649

CLUB REGALIA: (CANADA)
ONTARIO BSCC REP:
Roli Sylvestre
(519) 969-2739

CLUB REGALIA: (U.S.)
Jay Kollin
(313) 455-6949

BRITISH SPORTS CAR COUNCIL REP:
Gary Howe
(313) 939-6851

SPARES & PARTS CHAIRMAN:
Chuck Wiley
(313) 586-2500

VIDEO LIBRARIAN:
Brett Altman
(313) 326-0764 evenings
(313) 729-1010 days

ADVERTISING RATES:
Classified ads:
FREE to members!
$5 for 3 issues for non-members
Business Card Size:
$6/issue, $45/year
Quarter Page:
$12/issue, $90/year
Half Page:
$18/issue, $126/year
Full Page:
$30/issue, $216/year

FINE PRINT
All contents, except where noted otherwise, are ©1995, The Windsor-Detroit MG Club, Inc. Any reproduction requires express permission, except for clubs who participate in our newsletter exchange. So there.

Affiliated

In the Headlights

by Maria Zebarah,
Treasurer and Gossip Columnist

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

Bruce Ridley	**Nov. 15**
Guy St. John	**Nov. 17**
Dean Beaudoin	**Nov. 18**
Gail Diehl	**Nov. 18**
Mara Pere	**Nov. 20**
Debbie Lippitt	**Nov. 22**
Rex Richardson	**Nov. 23**
Mark Uhlig	**Nov. 23**
Norm Macika	**Nov. 24**
Dottie Ridley	**Nov. 24**
John Zajac	**Nov. 25**
Laurie Wroblewski	**Nov. 28**
Charlotte Raymond	**Nov. 29**
Bill Savage	**Nov. 29**
Ryan McKinnon	**Dec. 1**
Matt Oles	**Dec. 1**
Nicole Poupard	**Dec. 1**
Sally Wroblewski	**Dec. 2**
Eric Blauwaert	**Dec. 4**
Linda Waugh	**Dec. 4**
Chris Stockbridge	**Dec. 6**
Elizabeth Bastien	**Dec. 7**
Sherry Burley	**Dec. 8**
Terry Frisch	**Dec. 10**
Irene Kish	**Dec. 10**
Cathy Mandas	**Dec. 10**
Jack Renaud	**Dec. 10**
Erin Rogers	**Dec. 10**
Kim Rutherford	**Dec. 11**
Jim Zielinski	**Dec. 11**
Lorrie Campbell	**Dec. 12**
Adrienne Wagner	**Dec. 13**
Bernadette Delap	**Dec. 14**
Kristi Lahners	**Dec. 14**
David Torby	**Dec. 14**

BULLETIN—BULLETIN—BULLETIN

Bill, Jeanette & Matthew Reeves are proud to announce the arrival of **Daniel Francis Reeves** on October 10. He has an 18 inch wheelbase and a kerb weight of 5 lbs, 4 oz. (with dry diaper). Congratulations!

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

Dale and **Toni Brown** live in Windsor. They own a 1972 White MGB and a 1969 BRG MGB. Dale is an Engineer. They found out about the club from **Dave Hornby**, and joined at the October meeting. (They made the mistake of sitting next to me, and ended up agreeing to call all the folks in Windsor about the Hibernation Party.)

Dave and **Diane Knowles** live in Port Huron. They own a 1974 Midget. Dave is a General Manager. They heard about the club from **Ed Fleming**.

Chuck and **Joan Rohrborn** live in Redford, with their daughter Sue. Chuck is a pilot. They own a 1976 Green MGB. They found out about the club from **Brett Altman**.

Ray and **Jackie Wright** live in Sterling Heights with their son, Steven. Ray is a Tool and Die Maker. They own a 1971 BRG Midget. They found out about the club at Battle of the Brits.

Jeff and **Jan Zorn** live in Farmington Hills, with their sons, **David** and **Aaron.** They own a 1959 Dark Red MGA. Jeff is a Controller. They found out about the club from **Philip Wiltshire.**

Hope you enjoy being a part of the club!

As of the day I'm writing this (October 17), we have 175 member families in the club.

Calendar of Events—1995

Note: Events in **boldface** type are WDMGC or BSCC events!
Events, dates and times subject to change without notice! For the latest information, call the club hotline, **(810) 305-WDMG**

NOVEMBER

4 (Sat) **Hibernation Party, 7 p.m. Roseland Golf & Curling Club, Windsor**
8 (Wed) **General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**
23 (Thur) Thanksgiving Day (U.S.)

DECEMBER

6 (Wed) ***NOTE DATE CHANGE!*** **General Meeting & Holiday Gift Exchange, 7 p.m., La Trattoria, Dearborn**
25 (Mon) Merry Christmas! Regalia makes a wonderful gift!
26 (Tue) Boxing Day (Canada)
31 (Sun) New Year's Eve! Please don't drink and drive!

1996

JANUARY

10 (Wed) **General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**
?? (???) University Motors Birthday Party, Grand Rapids.

FEBRUARY

14 (Wed) **General Meeting, 7 p.m., La Trattoria, Dearborn**
?? (???) **Club Luau at the home of Chris and Vince McQueen, Lincoln Park. Details TBA.**

MARCH

13 (Wed) **General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**

APRIL

10 (Wed) **General Meeting, 7 p.m., La Trattoria, Dearborn**

MAY

8 (Wed) **General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**
?? (???) University Motors Early Summer Picnic, Grand Rapids.

JUNE

12 (Wed) **General Meeting, 7 p.m., La Trattoria, Dearborn**
27-30(Thur-Sun) Indy '96, All MG National Meet, Indianapolis Motor Speedway, Indianapolis, Indiana. The official hotel, The Holiday Inn South, is booked up. See September's newsletter for a list of hotels in the area.

JULY

10 (Wed) **General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**
?? (???) **Family Picnic at the home of Suzanne & Dave Snyder**

AUGUST

2-4 (Fri-Sun) *Concours d'Elegance* at Meadowbrook. Featured sportscar: **MG!**
14 (Wed) **General Meeting, 7 p.m., La Trattoria, Dearborn**
?? (???) University Motors 20th annual Summer Party, Grand Rapids. Featured Car: MG V8 models.

SEPTEMBER

11 (Wed) **General Meeting, 7 p.m., Roseland Golf & Curling Club, Windsor**

Rover's Return

(from page 1)

the leader so as not to get lost. The clues were in order, but one couldn't stop to re-read a sign or back up to double check a clue. It was get the clue the first time or miss it entirely. And you weren't sure if you had missed one until you found a clue two or three numbers farther down the list. Usually followed by "Oh #@%#!" or words to that effect.

Edna and I guessed at two or three of the answers (correctly as luck would have it) but still figured we missed so many that we would be dead last. As luck would have it we actually won the rally with 9 of 15 correct answers. Second were **Marshall and Fran Coulter** with 8 correct, third were **Beth and Dan Kirby** with 7, and fourth were **Dale and Toni Brown** with 6.

We ended the night at Rover's Return a Pub in the British tradition with good old English food too. I recommend the Shepherd's Pie, and several people said the Fish and Chips were very good too. Rover's had a band that played Beatles, British invasion and other rock and roll songs. There were three members playing with a fourth microphone empty between two of the players. I wondered if that was some sort of missing man formation like fighter pilots fly to remember a fallen comrade. Was that empty microphone for John Lennon or Jerry Garcia?

To find out, you'll have to attend next year.

MGF NOW AVAILABLE!

The Corgi 1/18 Scale MGF is on it's way. This exciting model will be available in the following colours ready for delivery in October:

Flame Red wtih Black Hard Top	**$52.95**
British Racing Green Roadster	**$52.95**
Metallic Charcoal on Walnut Base (Quantities limited)	**$72.95**

5% DISCOUNT TO WDMGC MEMBERS

ADDITIONAL ITEMS:

1/18 Scale MGB, Tartan Red or Old English White	**$49.95**
1/43 Aston Martin, Original James Bond, Silver	**$48.95**
Gold	**$58.95**

ALL ORDERS IN U.S. FUNDS, CHECK OR MONEY ORDER, ADD $5 SHIPPING.

WHEN ORDERING, SEND NAME, ADDRESS & PHONE NUMBER TO:

DONALD A. KOBECK
TOYS & STUFF
44427 W. ANN ARBOR RD
PLYMOUTH MI 48170

"THE RIGHT PARTS AT THE RIGHT PRICES"

The Roadster Factory stocks OEM components for your MGB and MGB-GT from Lucas, Girling, Lockheed, Austin Rover (British Leyland), Unipart, etc., at reasonable prices. Call for our FREE 209-page MGB parts catalogue. We want to be your parts source!

• CALL TOLL FREE (800) 678-8764 •

The Roadster Factory

POST OFFICE BOX 332, ARMAGH, PENNSYLVANIA 15920

CANADIAN AGENT: Brits & Pieces Sportscar Supply Ltd., (416) 332-2085

Tales From the Driver's Seat

30 Years Behind the Wheel

by Rich Wagner

This year, I've really been living in the past, especially since I bought a car just like I first owned at the tender age of 19. It's a 1959 Triumph TR-3A and in 1965, few owners were as young as I was. Since my first British car, I've bought (and sold) a TR-4, MGA, and another TR-3. Today, my collection includes my two 1975 MGBs as well as my third TR-3.

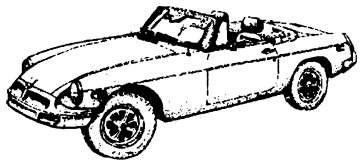
I've been to my share of car shows and this year I've begun to notice what I'll call the "Wagner Equation", which is: "The age of the car is directly proportional to it's owner".

Like every good equation, it can and must be proven. Newspapers have been full of stories of classic car events and every owner pictured with their car has obviously already raised their kids and probably is retired! The older the car, the older the owner, (with very few exceptions).

In my life, the same is true. In 1965, there weren't any clubs, but in 1973, when I attended my first club event, I was still among the youngest owners of a pre-1965 car. This year, I attended the national TR-3 meet to find that, except for cars that have been handed down from father to son, nearly everyone that owns a car like mine was retired. I'll be 50 next year, so if I don't sell my car this time, I just might live long enough to finally be one of the older owners—provided I outlive everyone else!

As for my '75 MGBs, I'm probably on the cutting edge of owner's age, but remember, while my MGs were being built, I was busy working on the car that I owned back then.

Adrienne (my wife) not only shares this interest in British cars, she has been the motivating force behind me, making certain that each member of our car family is cared for. Seven different English cars in anyone's life would seem to be enough; and it has been, but I'd gladly buy any of them back! And that is what qualifies me as the "Nut Behind the Wheel!"



The Litter Bag

(from page 2)

this again?), and an old newspaper *(Look! Lindbergh made it!)*. Of course, all this belongs in the garage. (SEE: GARAGE PREPARATION)

Once I get the car into the garage, I disconnect the battery *(if I remember)*, change the oil *(if I can get underneath the car)*, and drink a case of beer *(I had to—it was in the way)*.

I think everyone has read articles on how to store their car. I personally think that these authors need a serious reality check and should perhaps get a life. Anybody who covers their car with a blankey and reads it a story needs some serious help.

People have told me I should at least cover the car. What do you think I do with those inflatable pools? How do you think they acquired the holes? Look, I'm cheap, not stupid!

Club Regalia

Item	U.S.	Canadian
***New!* 15th Anniversary Regalia:**		
Watch (Mens or Ladies)	**$20**	**$24**
Embroidered Golf Shirts	**$25**	**$30**
Key Rings	**$5**	**$6**
Wall Clocks	**$22**	**$26**
Club Logo Hat Pins	$3	$3.50
Other Hat Pins	$3	$3.50
Club Stickers (same as grille badge)	2/$3	2/$4
Sweater with embroidered club logo	$40	$52
Golf Shirt with embroidered club logo	$30	$39
Lap Robe with embroidered club logo	$45	$58
T-Shirts	$10	$12
Baseball Caps	$5	$6
Sweatshirt	$15	$18
MG Christmas Tree Ornaments	$5	$6
Grill Badges	$20	$28

For purchase, contact either of our regalia chairmen.

PRODUCTS THAT PERFORM

MGA & MGB PRODUCTS

Modifications & Recommendations for:

- **ENGINES**
- **SUSPENSIONS**
- **BRAKES**

BRITISH AUTOMOTIVE
Authorized Moss Distributor

PHONE & FAX:
(415) 883-7200

21 Pamaron Way • Unit I • Novato • California 94949

MGB DRIVER

Acknowledged as the leading source of information for all MGB and Midget owners, MGB DRIVER, a 60-page bi-monthly publication, comes jam-packed with technical and historical information on your car. Subscriptions are $25 per year. For a sample copy, send $4 to:

P.O. Box MGB, Akin, IL 52090

GUY'S GARAGE

Service and Repair for MG Motor Cars

Hours by Appointment

Northville, MI
(810) 349-3649

English Motors, Inc.
ENGLISH CAR REPAIR

Don Ensley
(810) 786-1187
51200 Milano Dr.
Suite D
Macomb Twp, MI 48042

OTHER FOREIGN CARS WELCOME

HOURS
MON - FRI
8 - 5:30

FROG

Hours
Mon - Fri 8:30-6:00
Sat 8:30-5:00
Sun 10:00-3:00

FROG FOREIGN AUTOMOTIVE SUPPLY

19050 W. Warren • Detroit, MI 48228
FOREIGN CAR PARTS ARE OUR ONLY BUSINESS

BECK/ARNLEY WORLDPARTS
Warehouse / Distributor

Phone 271-3160

NEW & USED AUTO PARTS

MICHIGAN IMPORTED CARS, INC.

FOREIGN CAR PARTS

REPAIRABLE WRECKS

313 - 729-1010

350 S. NEWBURGH ROAD
WESTLAND, MICHIGAN 48185

Now I Know What "Home In Indiana" Means

by GVVDJ2AG509868
(typed by Otto Pope, my owner)
(Editor's note: This is the second article submitted by a car. The first was sent in by Otto's Midget. Hey Otto, how do you do it? All my cars ever do is leak all over the garage floor!)

Well, here I am again. Sitting in the garage with this tight fitting cover on. The person that owns my keys washed and waxed me last weekend, cleaned my interior, filled my tank, changed my oil, and lubed everything. He has been driving the 71 Midget, that he also owns the keys for, to work all week. This means that he is going to take me on a road trip, go to a car show, or put me away for the winter. I hope it's a road trip. It's only September. It's too early for a 1980 MGB Limited Edition roadster to go into winter storage, even in Michigan.

Here he comes now. YES, he is taking the cover off. Watch the paint! He has something in his hands. I hope it's a suitcase. No, just trash. He went back into the house. ALL RIGHT, he's back with a duffel bag, maps, and a small cooler. We are not just driving to town today! Hey, check the tyres before we go! I love those Michelins, and put the tonneau cover on. It keeps the interior clean. I have to remind him of everything. He thinks that he is the boss just because he owns the keys.

He's starting my engine! A little more choke please. Hand brake off, here we go. See you later Midget. South on I-275? That's strange, we usually go north. Well southbound is not too bad. After we get south of M-14 he will kick the speed up a bit. I like to go into overdrive and cruise the interstate at 80.

Wow, here we are at I-75 already. Now we are going south and getting off at the first exit? What is he doing now? We pulled into a "Pilot" Gas Station. Why did we stop? I don't need fuel. Oh, now I get it, we are waiting for someone. Oh man, what is that spraying all over my distributor and running down my oil pan. Oh no, the heater control valve sprung a leak. Looks like we will be heading for home. What is he doing now? *Yes!* He is putting on his coveralls. He has a spare heater valve in the boot. He is going to try and change the valve before the others show up. Too late, here they come: 3 MGs with Ontario plates. Hey, I've seen these cars before. They all were in Grand Rapids. A 1970 BRG MGB-GT, a 1967 BRG MGB-GT, and a 1973 Red MGB roadster. Must be Roli Sylvestre, Ozzie Pillon, and Dave Hornby. We are all in the Windsor-Detroit MG Club.

Our tanks are topped off, the new heater valve is installed, and we are back on the Interstate. I heard them say we were going to a rally and car show sponsored by some nice people in The Indiana British Car Union, called The Indiana British Motor Days, in Indianapolis. Man that's great, this will be a 800 mile round trip, including the rally.

We are getting off of I-75 in Ohio, and stopping at a building with no name. It's a model car dealer. They must be buying MG models. Back on the road. We are driving on a great, made for MG's, road along the Wabash River. Around the curves and up and down the hills. The best part is that we have the roads to ourselves, NO other traffic. We are continuing west and south through acres and acres of corn and wheat fields.

OH MAN, the 1970 GT hit a low flying pheasant. We are stopping to check out the damage to the car. The big bird hit between the bumper and turn signal lamp—no damage

Wow, look at that, a custom '49 Mercury, a '57 Chevy, '34 Ford, custom cars and hot rods everywhere. We just pulled into Fairmont Indiana during the James Dean Festival. The entire town is one big carnival. The fairgrounds are loaded with old cars, and the streets of town are filled with people. What a great time. We could stay here all weekend.

Back on the road. More great country driving. It looks like we are coming into Indy. We stop at American Imports and meet Jay, the owner. Look at this used car lot! MGs, Truimphs, Stags, Spitfires, a Jensen Healey, and a lot more. This is British car buyers heaven. Oh no, look at those poor MGB-GTs at the back of the lot. My worst nightmare, becoming a "parts car". Jay has them priced at $375.00 each. They all look restorable and almost complete. He looked the 4 out of state MGs over and gave the drivers the run of his shop and new & used parts storage area. Each of the drivers bought some parts and put them in our boots. Each of the drivers owns two or more MGs and they are all gathering parts for their other cars. Jay is having a clearance sale on everything. Great prices.

Now on to the Fairfield Inn. Nice parking lot. Clean, shade trees, a lot of British cars, and wide parking spots. The 4 drivers are going inside to get room keys, register for the rally and car show, and drink some complementary beer. These people from Indiana should know better than to give Canadians free beer. Hey! that TVR belongs to Joe Kidwell. He was a member of the Windsor-Detroit MG Club a few years ago *(Editor's note: make that QUITE a few years ago!)*. It's 1 a.m. and the parking lot is quiet. Everyone is settled in for the night. Oh great, a heavy frost just came in and covered me with ice crystals. Where is my warm garage when I need it?

The sun is finally melting the frost off of my paint. This is Rally Day. 59 British cars are entered in the 90+ mile rally. This is my kind of day, sunny and cool, I run great on days like this. After a fast car wash, my driver put the top down, picked up Roli to navigate, and we are heading out on the rally route. The area north of Indy has some great scenery. Beautiful countryside, farm land, miles of waterfront along 3 reservoirs that supply water to the city, and some of the best MG roads I have ever been driven on. At the banquet following the rally both teams won awards. Everyone treated the drivers as if they were old friends, even the Triumph owners. Back to the Fairfield parking lot. The drivers stood around the lot looking at the fine British cars for a few hours and then went in. The people from the Indiana British Car Union really know how to put on a British Car event and make people feel at home.

Sunday morning, more frost. Wow! The drivers are up early today. Another car wash, top down, and off to the car show by 8 a.m. I think they want to help the vendors unpack. We are really moving on the Interstate this morning. Hey, we just passed some Jaguars. I don't think they like to be

S-G
IMPORTED CAR
PARTS, INC.
Ken Gold
HEADQUARTERS
32214 W. 8 Mile Rd., Farmington, MI 48024
(810) 477-0410

Ann Arbor (313) 769-4900
Warren (810) 759-0800
Berkley (810) 546-6010
Allen Park (313) 383-2500
Bloomfield Hills (810) 334-6700
Waterford/Pontiac (810) 673-2550

20% Discount for all WDMGC Members! Just show your membership card.

Down Home in Indiana

(from page 6)

passed by MG's. We are almost to our exit. Here comes one of the Jags. We are driving 75, he must be going over 90. I think his wife is yelling at him to slow down. We are pulling into the Ropke Military Museum for the car show. The Jag beat us in. This is a privately owned Museum. I can see tanks, military trucks, jeeps, APC's, helicopters, military and civilian airplanes, and military boats. Mr. Ropke even has his own air strip and 1/2 mile banked dirt track. This must be a great swap meet. All 4 drivers keep coming back to the cars and filling us up with parts. At the end of the day around 300 British cars have shown up for the show.

The '74 roadster and I both received awards. After the show we were all invited to the home of four TR-3s, that belong to one of the Show Committee members. The out of town drivers are being treated as if they were members of the Hoosier MG Club. We will see these Indiana MG's, and drivers, in Grand Rapids next year. What a great town this is!

It's Monday morning, cloudy but warm. We are back on the road today. A fast fuel stop and a second stop at American Imports. More parts. They really loaded up this time. The prices must be very low. Another great top down drive through Indiana and Ohio. Hit the brakes! There is a horse and buggy in the road. Mom, dad, and all of the kids are dressed in black. This must be Amish Country. Another fast drive along the Wabash River with a few stops at antique shops. My driver and I split from the group at US-23. We went north, they took I-75 to the Bridge to Windsor. All four MG's plan to go back to Indy next year.

I had three reasons for inspiring my driver to write this article. First, to thank the members of the Indiana British Car Union for the great time we MG's had at the Indy British Motor Days. I think the drivers liked it too. Second, to let everyone know that all of the good MG events are not a few miles from your garage. Out of town and out of state events are great and the people that you meet make the trip worth the effort. The third message I have is TAKE YOUR MG OUT AND DRIVE IT. Drive it to work, drive it to the store, drive it when you go out to dinner, and drive it just to drive it. Your MG will like it and so will you. Set a goal at the start of each season. If you don't put at least 2000, 1000, or even 500 miles a year on your car, sell it, or give it away!

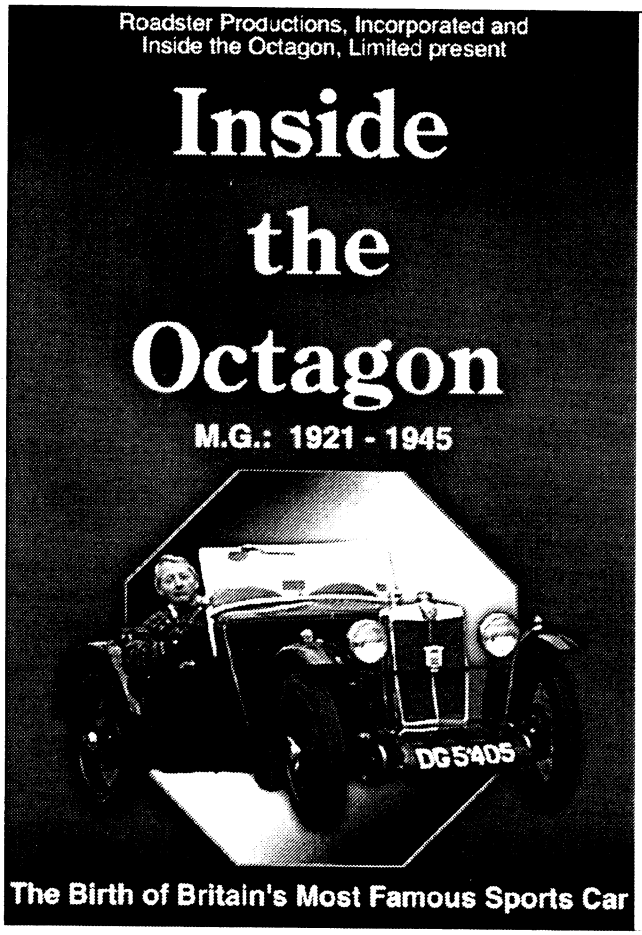
Tech Tip:

From John Twist via *Morris Garages Informer*, comes this advice on refurbishing Lucas cooling fans fitted to 1977-1980 MGBs:

The fans can be rebuilt by using 1/4 in. x 1/4 in. alternator brushes as replacements for the original ones. Be certain to oil the front bearing (fan end) and put a bit of grease in the back bearing before reassembling. It is imperative that the case and front bearing housing be properly aligned (mark the case before disassembling). Incorrect alignment will cause the motor to run backwards. Ensure that the fuse box wire from the fans' fuse is connected to the white/green fuse. This allows the fans to run only when the car is running.

Reupholstering MG seats? After all the new foam cotton batting and mesh is in place on the frame, strip on a plastic trash bag before putting on the new hides. This will allow the new seat covers to slide smoothly over the foam/cotton batting without catching or bunching. It will also provide a waterproof barrier if/when exposed to rain.

(From the Florida Suncoast MG Car Club via British Marque News)



"The BEST M.G. video I have ever seen." John Twist, University Motors

"This is an excellent video and brings enjoyment at each viewing." Bob Marshall, SAFETY FAST!

"...An enthralling experience taking the viewer back to the heyday of M.G. production at Abingdon." MG ENTHUSIAST

"...I sat glued to my armchair for the entire 90 minutes." THOROUGHBRED & CLASSIC CARS

"Watch it, and you'll be more a part of the family...the family of M.G. enthusiasts." MG MAGAZINE

INSIDE THE OCTAGON, M.G.: 1921 - 1945

VHS video • Duration: more than 90 minutes • NTSC & PAL formats

U.S. & Canada: $39.95 US + sales tax in Texas only + $3.75 shipping
U.K. & Europe: £26.50 + £2.00 shipping

Send checks or money orders to:
Inside the Octagon, Limited
P.O. Box 272268
Houston, Texas 77277-2268
U.S.A.

The Trial of the Century?

by John Zajac

You may recall my sense of frustration in the waiting for my car in the article "The Summer (and Winter) of my Discontent" in the March-April 1995 Can-Am connection. In it, I described the 9 or 10 months worth of delay in getting my car back from an engine overhaul. It is now October of 1995, and the car is not yet returned, despite word that it's actually been finished.

It has come down to calling in the lawyers.

I had received word that the car was finished, excpet for attaching a front bumper, on August 8. When the car was not returned for the John Twist Summer Party in Grand Rapids, I was forced to threaten legal action. When my mechanic still did not respond, and would not schedule a chance for me to see the car or get any sort of update, I had to follow through on my threat and file a claim and delivery lawsuit to recover my MGB GT.

Back in the March/April issue I had outlined how my car got caught up in the flotsam and jetsam of Forrest Black's forced closing of his Sports Car Service shop in Ann Arbor. There was an awful lot of Murphy's Law situations and other bad luck (including Forrest catching pneumonia) which had delayed completing the car. I had felt that the new year would be luckier, but it hasn't proven to be the case.

First off, the car was being stored in an unheated former airplane hanger at an abandoned airport. This prevented additional work being done over the winter until garage space was secured. Space was found at a garage used for his friend's sports 2000 racer. (Where this garage was, by the way, was never divulged.) The engine was put back together, and for part of the time (February and March), the shell of the B was collecting dust in my garage.

Finally the great mating of engine and body shell was said to be ready to go in March. With sorting out, I'd have the car back in April. April 30th, no car. It seems that the race car he was to borrow space from was not coming together as fast as its owner thought it would (big surprise, huh?).

By the time the racer had left the garage it was mid May. At that moment the underground electrical cable for the garage decided to short out and Forrest helped his friend (for about a week) to fix the cable. With that chore complete, mating engine and body could proceed.

Once done, though, #3 cylinder's compression would not rise and, upon inspection, a flaw in the head's casting allowed heat to build up in the cylinder, preventing the holding of compression, and probably causing the burned valve (what burned valve? The story's about a burned valve back in September of '93) in the first place. This twist prevented us from bringing the car to the Stratford trip. Being the only non-MG on the trip only heightened (lowered?) my funk over the whole situation.

A new/old head was located and machining was done, lightning fashion, by the end of June. Once again, the head was replaced and, guess what?, the throughbolts were now getting a tad "stretchy" and had to be replaced. This prevented a return prior to my leaving on vacation, and during my trip one of the through bolts did indeed snap, requiring the installation of a helicoil. Two weeks were not sufficient to put the unit back together, and as I returned from vacation, Forrest took one week's vacation himself, bringing us up to the end of July.

With the Grand Rapids MG Party quickly approaching, I took to nearly daily trips to Forrest's house to ascertain progress. What I was last told was that the car itself was finished and driveable, but the front bumper, which had acquired a dent during one of the many moves of the bodyshell, would no longer fit after being "fixed" by a shop specializing in such things. Fine . . . the bumper was to be returned on Saturday, August 5. It was returned, according to Forrest, on Tuesday August 8. On the 10th, on one of my visits to Forrest's house, I was told he had had an accident in which chemicals had splashed in his eyes.

With Grand Rapids rapidly approaching, I offered repeatedly to settle up and either help attach the bumper, or take it somewhere so that it could be attached. There was no direct response to these notes. Forrest's vision did not return until the 15th, barely 3 days before the MG party on the 18th.

Well, I missed Grand Rapids entirely.

I have not heard from Forrest since August 12. I contacted a lawyer on August 17, and we gave him plenty of time to either deliver the car or contact me to see what the situation was. I have talked to a few people, his landlord and the tenant next to his, who have actually seen the car in storage at the old hanger. In one piece of luck, the landlord had been summoned when a stack of Forrest's parts had fallen and the wall of the hanger had bulged out. He entered the storage area and not only saw my car, but noted that the wall of parts had fallen away from the car, not towards it.

At this point, I have a court date scheduled for October 17th and a growing stack of legal bills at $175/hour. While amazed at the cost, I'm not entirely dismayed, since part of the suit includes damages and legal fees, which may be trebled, if the judge wishes.

It does seem an awful shame that Forrest would rather have his hard work go towards paying a lawyer. The longer he delays, the more difficult it will be for him to show any profit for his labors. Why has he shut down communication? Why wouldn't he return the car when it was finished? Was it indeed finished? Is there any skullduggery involved? Or is he simply in a horrific snit?

I have a feeling the the truth will take some sort of bizarre turn. It isn't just procrastination, and it isn't just stubbornness. But what is causing not only the delay, but the refusal to hand over the car will probably only be flushed out during the legal proceedings.

Stay tuned as the action turns to the courts . . .

ROSE CITY OPTICAL, Ltd.

3012 Tecumseh Road East
Windsor, Ontario, N8W 1G7
(519) 944-3881

- **Great Frames**
- **Thin Lenses**
- **All Types of Lenses**
- **Progressive Bifocals**

John T. Pere Optician
J. Julius Pere Optician

Certified Contact Lens Fitter

20% discount for all WDMGC members and their families—just mention this ad!
$1 U.S. averages $1.35 Canadian!

Be famous! Impress your friends! Submit an article to the newsletter today!

A Brief History Lesson

by Philip Wiltshire

The MG name is an abbreviation for "Morris Garages," which was a car sales and repair operation started by William Morris in Oxford, England, in 1911. Morris has best been described as a tinkerer rather than an engineer. His niche marketing, "non-engineer" driven legacy would serve the company well until the end of the sixties, when better engineered, better built sports cars, (primarily the Datsun Roadsters, 240Z, Opel GT, and Porsche 914) would be the beginning of the end for the entire British sports car industry.

Ironically, the prewar MG marketing strategy was similar to its reverse letter American counterpart (GM). From the inexpensive Morris through the luxury Riley, The MG Car Company could provide "trade-up" opportunities as their customer's economic conditions improved. Until the end of WWII, MG's were seldom seen in the US. Spurred by the British governments "Export or Die" trade policies, and returning servicemen's affinity for the rough riding, underpowered sports cars, MG began export operations to the US in 1947. In fact, until 1960, England was the leading exporter of cars to the United States.

The 1945-49 TC was the first popular MG Roadster in this country. It had classic 1930's lines, complete with cutaway doors, 19-inch wire wheels, and a fold down windshield. The 1250cc four cylinder engine produced 54 horsepower (net), with a top speed under 80 mph. This was "updated" in 1949 to the TD, which stayed in production until 1953. Coil spring, independent front suspension was added, along with smaller steel disc wheels. The engine, however, remained the same. This was the first left-hand drive MG. The TF (1953-55) was somewhat streamlined, and a 63 hp (net) 1466 engine was added in 1954.

The sleek MGA series (1955-62) featured a long hood with a rounded front end. Fenders were integrated with the doors and the rest of the body. The outside mounted spare tire was gone. A fixed roof coupe was added with another MG sports car first-roll up windows. Wood framing was replaced with steel. In 1960 the engine was bored to 1.6 liters (80 hp), and front disc brakes were also added. The only twin cam MG was the 1958-62 MGA Twin Cam, which was produced in very small numbers, was difficult to keep running, but did feature four wheel disc brakes.

The 1962-80 MGB was to prove the most popular by far, with over 500,000 being produced, which included approximately 150,000 GT Coupes. The engine was the MGA engine bored out to 1798cc. Horsepower would eventually top out at 95 for the venerable four cylinder. A six cylinder version, the 1967-69 MGC/MGC GT, was largely seen as an unsuccessful attempt to replace the departed Austin-Healey 3000, and to find MG a sports car that could compete with sibling Triumph's six cylinder models. The 1968 MGB was the first with an all synchromesh gearbox, and an automatic transmission was an option, as was overdrive on the manual transmission cars.

Beginning in 1969, MG's got progressively weaker and less aesthetically pleasing, as they struggled to meet US safety and emission standards. Ugly front ends and raised chassis (to meet headlight regulations) were examples of MG's inability or unwillingness to develop a successor to the MGB body style. Even with these problems, a record 34,794 were sold in the US as late as 1977.

There was also the MG Midget (1961-79), which was a virtual clone-under-the-skin of the Austin Healey Sprite, and later, the Triumph Spitfire. This was considered a learner's, or entry level sports car by most. Of even lessor impact was the 1967-68 MG 1100 Sports Sedan, which also used the Midget/Sprite 1275cc engine.

The withdrawal of MG in 1980, and Triumph a year later, left what remained of the affordable, open top roadster market to Fiat and Alfa Romeo. With the recent success of the Mazda Miata, rumors have popped up that MG might reenter the US market with a V8 powered sports car. Whether it would be affordable or not is quite another question!

Fall Colour Tour

(from page 1)

must have had too much coffee before the start and realized he wouldn't make it to the first scheduled stop. He pulled halfway off the road, leaving his car halfway out in traffic and only made it about halfway to the trees where he proceeded to heed nature's call in full view of passing traffic. Those Triumph guys are so sophisticated.

The route took us out to Dexter, west of Ann Arbor, and Jenny's Farm Market, where pumpkins, pies, apples, donuts, and cider could be purchased.

From Jenny's we started the "driving" portion of the trip. This took us down Huron River Drive, a twisty road used by the gang at Automobile and Car & Driver for road tests. Then down Country Club Drive, an even twistier, narrower road with elevation changes added into the driving experience.

These roads took us back to Northville and Forman's Cider Mill where we stocked up on cider and donuts again. The owner's father was called when all the British cars showed up, as he's been looking for an MG-TF. Bill Larson drove his B rather than his TF for this event, but phone numbers were exchanged. There's another reason to come to our events, they attract attention to that car you're selling.

Of the 32 cars, how many had their tops down, you ask. Only 6, and these hardy souls should be highlighted. **Tom & Marcia Greiner, Jim Clifford** (in his TC) and **Edna and myself** (naturally) in MGs. **Dave Murphy & Brian Irwin** in a Triumph, and **Gary & Paulette Lownesdale** in their Healey and son **Charlie Lownesdale** in his Sprite.

Everyone seemed to enjoy the tour. Seemed just long enough and interesting enough. **Gary Howe,** our British Council Rep. has volunteered us to put this event on again next year. Next year be sure to mark your calendars, so you don't miss it.

Safety Fast

(From page 2)

area and other clubs I belong to and can tell you this is one of the finest newsletters around, month after month. *(Editor's note: Blush!)*

Dan's wife **Marla Zebarah** has worked many, many hours each month welcoming new members to the club, keeping our books, as well as taking care of a zillion little details that make the running of this club go smoother. She truly has been this club's Den Mother. Finding out who has the club banner and canopy and making sure they get to the Summer Party, getting the ribbons for prizes at our events, making sure we have food at the Luau, picnic and summer party, etc. Etc, **ETC.!!!**

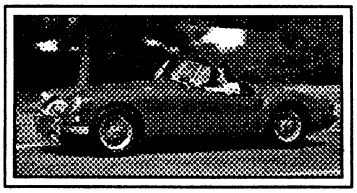
When you see one of these people (or some of the people I know I've missed) be sure to thank them for providing you with so much fun.

NEW LOCATION! NEW LOCATION! NEW LOCATION!

T&W auto body

5240 Williams Lake Road
Waterford, Michigan, 48329
(810) 673-3677

ENGLISH CAR SPECIALISTS • RESTORATION • BUMPING • PAINTING • MECHANICAL



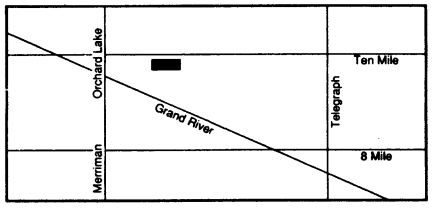
FALL SPECIALS:

- Tune-up / Brakes / Shocks
- Oil Change / Lube / Filter
- Polishing & Waxing
- Paint Touch-up
- Sandblasting
- Interior Replacements

Best prices in town on all work for WDMGC members!

IMPORT AUTO SUPPLY

- *Quality Service*
- *Imported Parts*



31151 Ten Mile Road, Farmington Hills, MI 48336•(810) 474-7744

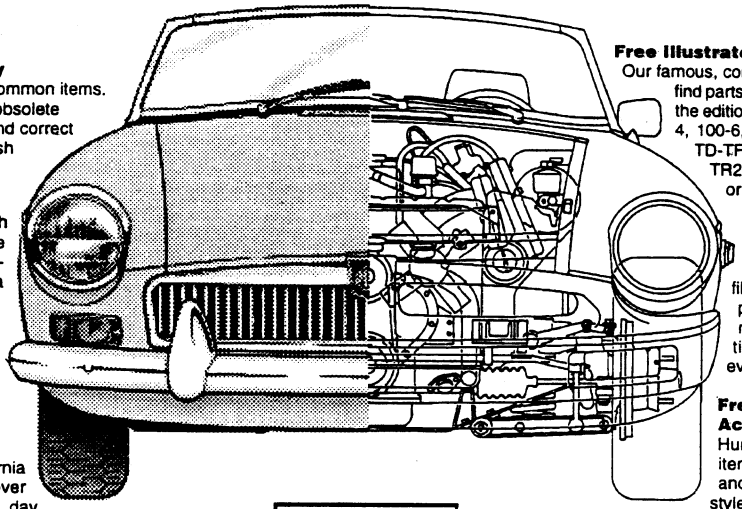
We Know MGs Inside & Out

World's Largest, Most Extensive Inventory
We stock obscure as well as common items. Our commitment to re-tooling obsolete spares insures the complete and correct restoration of your classic British sports car.

No Risk Shopping!
We want you to be happy with your purchases. We have the best returns policy in the business, and always go the extra mile to keep you satisfied.

Open 7 Days A Week!
Phone us Monday through Friday from 6 am to 7 pm Pacific Time and 7 am to 4 pm Saturday and Sunday.

Fastest Service!
We have warehouses in California and New Jersey, and ship over 90% of our orders the same day. Order by 2 pm, your local time, for same day shipping.



Free Illustrated Catalogs!
Our famous, comprehensive catalogs help you find parts quickly and easily. Just specify the edition you need: Austin-Healey 100-4, 100-6, 3000, Sprite/Midget, MG TC-TD-TF, MGA, MGB Triumph TR2-3-4, TR250-6, TR7, Spitfire MkIV-1500, or Jaguar XK120-140-150.

Free Quarterly Newspaper!
Each issue of *Moss Motoring* is filled with hundreds of specially priced sale items, new product releases, tech tips, feature articles, British car news and events.

Free British Sports Car Accessories Catalog
Hundreds of great items for your car and on-the-go life style.

Toll-Free USA and Canada
1-800-MOSS-USA

moss

Moss Motors, Ltd.
7200 Hollister Avenue
P.O. Box 847 • Goleta, CA 93116
805-968-1041 • 24 Hr. Fax 805-968-6910

MG • AUSTIN-HEALEY • TRIUMPH • JAGUAR

Classified Ads

Classified ads will be run for three (3) consecutive issues unless notified otherwise. Deadlines are the 15th of the month prior to publication. Information may be sent to: Dan Zebarah, 1327 Austin, Lincoln Park, MI 48146-2002.

FOR SALE: British Car Brochures and Ads. Jay Kollin (313) 455-6949 (ufn)

FOR SALE: 1937 MG-TA. Original—in show condition. Red. Must see. Best offer around $25,000. Paul Thomas, (810) 725-0725. (2/3)

FOR SALE: 1974 1/2 MGB, complete car, engine runs, suspension good, would consider parting out but prefer to sell complete. $650 obo. David Burley, (810) 685-2591. (2/3)

FOR SALE: 1977 MGB V8. 3.5 Rover engine, SDI gearbox, leather interior, Factory hardtop. 49,000 miles, excellent condition. $12,500. Tom Hoagland, (517) 486-2268 (1/3)

FOR SALE: 1971 Midget, immaculate condition. Completely restored, dual carbs, Viper Red paint, new interior, brakes & front end. 34,000 miles. $4500. Jeff Leonard, (810) 332-0028. (2/3)

FOR SALE: 1968 MGB, completely stripped down undergoing restoration. Body sandblasted, primed with new rear fenders, sills, radiator panel. Front suspension blasted and painted with new bushings. Many extra parts including door skins, front fender, valance, seals, headlight rims and more. $1200 obo, may consider selling some parts. David Burley, (810) 685-2591 (2/3)

FOR SALE: 1958 MGA Roadster, Drivable. Needs restoration. 64,000 miles. Body fair, fiberglass doors and fender. New wiring harness, batteries, and Allison ignition. $7500 obo. Mark Hoddinott (810) 625-0957. (3/3)

FOR SALE: Gas tank for 1972 MGB, boiled out and slushed, $60 Canadian obo. Joyce Cherwak, (519) 256-6165. (2/3)

FOR SALE: '77 MGB rebuilt head, $225. '72 Midget 1275cc rebuilt head, $150. '70 MGB rebuilt head, $150. '72 MGB short block, runs, $150. Wire wheel changeover, $300. Chuck Wiley, (313) 586-2500 (2/3)

FOR SALE: 1978 MGB, 8000 miles on rebuilt motor. Extra parts included. Harry MacLean, (810) 689-0851. (2/3)

FOR SALE: Engine stand, (4) 5.5 x 14 chrome bolt-on wire wheels. Best/first offer. Rich Wroblewski, (810) 669-9507. (3/3)

FOR SALE: MGB, Midget body panels, made in England. Britannia Enterprises, James Savage, (810) 689-7259 (1/3)

WANTED: 1976 MGB parts. Undamaged trunk lid at a reasonable price, 165SR14 tire, and RH mirror. Jim Trest (810) 471-1298 (3/3)

WANTED: Steering wheel for 1966 MGB. Basil Palombo, (519) 735-7547. (2/3)

WANTED: Two wire wheels for MGB. Jim Zielinski, (810) 689-8567 (2/3)

WANTED: Midget parts. Darren Murphy, (313) 522-5622. (2/3)

WANTED: 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 (ufn)

WANTED: Emission control equipment; gulp valves, air pumps, Strombergs, etc. Dan Zebarah, (313) 382-6715 (ufn)

LOCAL CAR HAULING, reasonable rates, USA & Canada, Frank Lucente (519) 966-9146 (ufn)

INSIDE STORAGE SPACE in Carlton, MI. $30/month. Chuck Wiley, (313) 586-2500. (2/3)

SECURE, DRY STORAGE in Adrian, MI. $25/month. Tom Hoagland, (517) 486-2268

Looking for something? Selling something? Remember, these ads are FREE to all members! Contact the newsletter editor at (313) 382-6715 for details.

1945–1980

SU/STROMBERG CARBURETTER RESTORATION

Another UML Bench Service

TC–TD–TF–MGA (H4)	$350/pr
MGB - MIDGET (HS)	$325/pr
MGB (HIF)	$350/pr
REBUSH ONLY	$ 75/pr
AUTOMATIC STROMBERGS	$250/ea

RESTORATION INCLUDES: Aluminium parts glass beaded, threads chased, mating flanges surfaced, bodies rebushed, suction chambers highly polished, air pistons matched, brass linkages buffed, steel parts replated. New: Shafts / Jets / Needles / Grose Jet / Gaskets.

SHIPPING INSTRUCTIONS: Drain gasoline, wrap, pack securely and double box. Include letter with name, address, shipping address, home phone, work phone, special instructions or requirements and MasterCard/VISA number. Call, write, fax or Email for further info on all our services.

OTHER BENCH SERVICES: Engines / Short Blocks / Heads / Carburetters / Distributors / Gearboxes / Overdrives / Driveshafts / Differential Gear Conversions / Brake Cylinders and Calipers / Rack & Pinions / Kingpins / Shocks / Emission Controls / Air Pumps / Starters / Dynamos / Alternators / Control Boxes

offering exceptional sportscar service since 1975

LINE · BENCH · RESTORATION SERVICES

UNIVERSITY MOTORS LTD
6490 East Fulton Street
Ada, Michigan 49301-9006
Phone (616) 682-0800
Fax (616) 682-0801
EMAIL VRHS43A@Prodigy.Com

Video Library

The following videos are available to club members. Contact our Video Librarian, Brett Altman at (313) 326-0764.

***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.

***Winning** with Paul Newman. Fictional story of Indy car racing. The movie that got Newman interested in racing.

***The Italian Job** Michael Cain stars with several Minis in a big bank robbery.

***Drive to Win** with Mario Andretti

***Battle of the Bs.** Club racing MGBs in England.

***Le Mans.** Steve McQueen actually entered and raced a 917 Porsche while filming this classic. One of Car & Driver's 10 Best car films. Also includes Le Mans '87 and '88 races on same tape.

***SU Carb Rebuild**

***'66 and '69 Le Mans Races**

***Formula One 1979, 1980, 1982**

***Gran Turismo Jaguar.**

***The MGB Film Library**

***The MGB Video.** "Short but good"

***MGB Experience.**

***The Roadster Factory Summer Party 1993**

***The Roadster Factory Summer Party 1994**

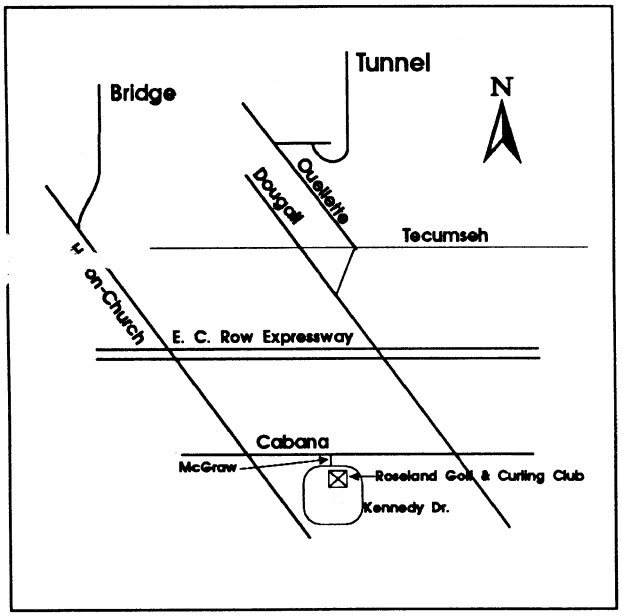
***Behind the Wheel with Jackie Stewart.** Stewart shows you how to drive with finesse.

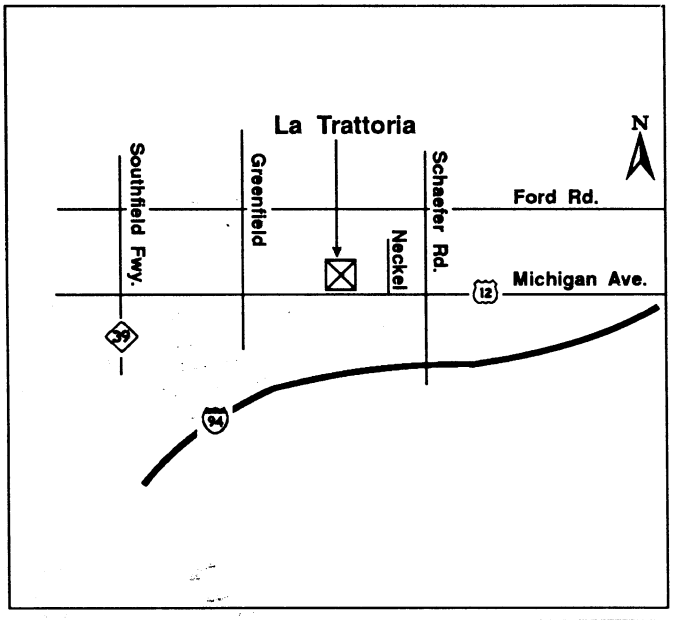
***Rendezvous.** A ride through the streets of Paris at 100 MPH plus. Short but great! A cult classic and one of Car & Driver's top 5 car films.

***History of the Indy 500** The story of the 500 from 1911 to 1989. Great footage of earlier races.

More titles being added all the time!

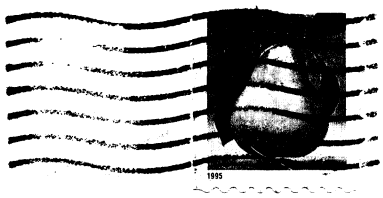
The Windsor-Detroit MG Club meets the second Wednesday of each month at 7 p.m.: Even months at the La Trattoria Restaurant, 13736 Michigan Avenue in Dearborn, west of Schaefer, and in odd months at the Roseland Golf and Curling Club in Windsor.





Find out the latest information on club meetings and events this month! Call the Windsor-Detroit MG Club Hotline at (810) 305-9364.

The Windsor-Detroit MG Club
1327 Austin
Lincoln Park, MI 48146-2002
U.S.A.



1980 MG WINDSOR-DETROIT 1995
15th Anniversary

First Class Mail