The Can Am CONNECTION

WINDSOR-DETROIT

Vol. 22, No. 5 - Newsletter of the Windsor-Detroit MG Club - July, 2002

London Classic Car Show

On June 1st, a beautiful spring morning, Steve Brown, Elvin Davis Jr. (center) and Dale Brown (left) with Scott Turner (right) as a passenger met just on the outskirts of Windsor. After toasting (with coffee) Steve's 50th birthday, we met up with Jim and Rici George at Woodslee.

We drove averaging about 60 mph down smooth country roads and passed through towns with signs such as "The Rhubarb Capitol of Canada." We had no trouble passing all the tractors and farm wagons along the way.

When we pulled into the show field (a nice park adjoining a golf area) there were already lots of cars there including a large contingent from the Detroit Triumph Club.

No sooner had we parked our cars and wiped off the road dust (and a dead bird from a collision with Dale's car) to our surprise none other than Jack Renaud pulled in with his shiny new Yellow B V-8 seen here parked beside Jim and Rici's car.

When it came the awards, our new member Tim Burston and his son Brian took the honors, achieving first place in the Sprite/Midget category. Their mint 58 Austin-Healey Bug Eye Sprite was immaculate inside and out. (See picture Page 5).

Dale Brown

The British Invade Fort Meigs

June 2nd, the very next day following the London Car Show, another small group of our members decided to take in yet another show on the beautiful banks of the Maumee River in Ohio. So, Matt Bade, Fran Lewis and Dale & Lise Brown all convoyed together around Toledo and got off onto the Maumee River Road and through to Perrysburg. What a great ride. The homes, flowers, trees etc. were worth the trip alone.

At the Fort, instead of putting all the cars together by make, they were positioned by years, regardless of make. I found this to be a very fun way of voting on the cars. So our '69, Matt's '72 and Fran's '69 were all together sandwiched between Morgans, Triumphs, Jaguars etc. (None of us won a prize on the popular voting, but it was a lot of fun nonetheless).

Although it was hot, Matt and Dale decided to walk over to the Fort which was under a reconstruction program. To our amazement, we found fellow member Marshall Coulter wandering around as well. He had driven the 50 miles or so from his house on a motorcycle just to spend an hour and look around.

It was a relaxing afternoon and we had time to visit the vendors that included our own Jeff & Jan Zorn, who were also showing their "A". I think he took a 2nd in the voting for his year. Fellow club member Sue Snyder took a first for her LE and some new friends from the Detroit Triumph Club, Dave and Laurie Carslon took home a prize for their red TR-3.

Another thing that made the day pass by in a fun way, was a quiz that had you hunting for clues around cars and asking questions. Does anybody know what SU stands for? Well we found out that it means "Skinners Union" (Go figure!).

Well our own Fran Lewis won 2nd place for that contest answering 35 out of 40 questions correctly. Lise Brown won 3rd with 34 correct answers.

Here's Fran with her red ribbon and her prize. (A quart of oil.)

All in all, it was great day and the ride home was just as enjoyable as the ride there. Plan on taking this one next year.

Dale Brown

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

E-mail
WDMGCC@hotmail.com
Website
www.mgcars.org.uk/wdmgcc/

President
Dales Brown
(519) 258-5987

Vice President
Open

Secretary
Lise Brown
(519) 258-5987

Newsletter
Editor: Rick Astley
(248) 737-1978
ricka@twmi.rr.com
Production: Dan Sokolowski

Treasurer
Jeff Zorn
(248) 489-1855

Events Coordinator
Ed Fleming

Membership
Rick Astley
(248) 737-1978

Video Rep.
Chuck Wiley
(734) 461-9384

Regalia
Canada Roli Sylvestre
(519) 969-2739
U.S. Elvin Davis Jr.
(248) 960-2296

Advertising Rates

Classified Ads:
Free to members,
$5.00 for 3 months for non-members.

Display Ads:
Bus' Card $6/issue, $50/year

¼ Page $12/issue, $100/year

½ Page. $18/issue, $150/year

Fine Print
All contents, except where noted otherwise are copyrighted by the Windsor-Detroit MG Club, Inc. Any reproduction requires express permission, except for our sister clubs, who participate in our newsletter exchange.
Any reproduction requires express permission, except for our sister clubs, who participate in our newsletter exchange.

The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

An LBC enthusiast in the UK with whom I was recently exchanged e-mails described his car as a 20 footer. Naturally, I was curious, a stretched MG perhaps? Well, not exactly, it turns out that the Brits have taken to describing their cars using the distance from which you have stand from them before they look perfect; in fact it's now an accepted judging standard. Not a bad system, providing our Canadian members don't confuse the rest of us with metrication — "Mine's a 6 meterer, aeh?" — it just doesn't ring. Maybe we should ask those advertising cars in our Classified Ads section to use the system. I am always concerned when I see ads like, "Great car, runs good, $1,000". "Where's the catch?", I think. If the advertiser had to add, "80 footer", we would all understand the asking price. If that worked we could perhaps start using some other new measures like how many miles the car has to be from you before you hear it coming, or how many inches of rain have to fall before you feel water dripping in your left shoe, or how many blood vessels to you have to burst trying to get the car started. The possibilities are endless.

Need A Helping Hand?

Club member Harry Mac Lean has been a mechanic for 35 years, and an MG owner for the last 11 of them. He has kindly offered the benefit of his considerable experience to any club member free of charge. Harry says he would just like to help people out who would want to repair their own vehicles.

If you have a problem you can take advantage of Harry's offer by calling him at 248-641-5011 or by Email at: HMac483017@aol.com

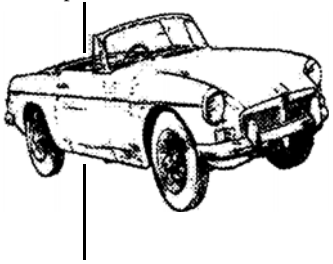
Editors Note: Coincidentally I have been an Electrical Engineer for 35 years and have also owned an MG for the past 11 years. I run a web site called MG Electrical Systems at www.mgcars.org.uk/electrical/. If I can give a hand with any purely electrical issue, like Harry, I will be glad to help too. To contact me see details in sidebar on left.

T&W auto body

5240 Williams Lake Rd
Waterford MI 48329

ENGLISH CAR SPECIALISTS * RESTORATION * MECHANICAL * PAINTING

Expert Craftsmen Offer You —



*Complete Refinishing
*Collision Repairs
*Mechanical Repairs
*Interior Installations
*Electrical Repairs
*Fiberglass Repairs
*Prompt Service

*Insurance Work
*Rust Repairs
*Sandblasting
*Restoration Work
*Polishing & Waxing
*Welding
*Free Estimates

Contact Thomas Shipley

Phone 248-673-3677 * E - Mail TWAUTO@AOL.COM

Presidentially Speaking

By Dale Brown — Club President

On Wednesday June 12, we had a long awaited meeting on the U.S. side of the border and it was a smashing success. We met at the Brass Pointe in Farmington and although the skies were threatening, it turned out to be wonderful weather. There was a huge gathering in the private room that was provided for us and the parking lot camaraderie continued long after the official meeting and dining. We will certainly look forward to meeting there again in August. (For July we will be back in the gardens of the Nisbet Inn in Windsor).

Those of us that made the trip to Stratford send a big "Thank You" to Philip Wiltshire who nursed his string of 27 cars from The Rowdies, T-Club, NAMGAR and of course Windsor-Detroit MG Club to yet another splendid weekend at the Festival. If anyone thought it was the weather that was the attraction, this year proved them wrong. Nevertheless, we had a great time in spite of the clouds and rain. enjoying a wonderful dinner at the Westover — just look at the desert the chef prepared for us — and a world class performance of My Fair Lady at the Festival Theatre. You can see more pictures on the web site.

Just a reminder concerning our July 27th Summer Picnic on Pelee Island. Alice Ginter has planned a great day on the Island. Bring picnic lunches and refreshments if you want. If not, there are plenty of places to eat, or purchase snacks. We will be taking some time to visit the Pelee Island Winery as well. It will need to be an early morning for most. The ship sails from Leamington at 9:00 am. So we need to be there early. Getting to the Pelee Island ferry is very easy, even for US members. After crossing the Ambassador Bridge you are on Huron Church Road, which becomes Highway 3 and goes directly to Leamington, but be careful to bare right at the clearly marked Leamington/Highway 3 sign where the 401 starts. Allow at least 40 minutes to get from Windsor to Leamington.

So until next time, happy motoring and remember….

Safety MG Fast

Dale

The Ultimate Authority for MG Service, Restoration, And Technical Support.

Call, write, or
EMail for our
all new Services
Catalogue

6940 East Fulton Street
Ada, MI 49301-9006

Phone (616) 682-0800

Fax (616) 682-0801

EMail:
johntwist@universitymotorsltd.com

www.universitymotorsltd.com

UNIVERSITY MOTORS

Offering
Exceptional
Service
Since 1975

NINETEEN DAYS IN AN MGB

—— (On the road with Adrienne and Rich) ——

by Rich Wagner

Since buying our first MGB in 1991, we've done road trips to Cape Cod, Asheville, New Orleans and Florida. Driving mostly on State Routes, we've also driven down both the Blue Ridge and Natchez Trace Parkways.

This time, our travels took us south and west through Ohio, Kentucky, Tennessee, Arkansas, Oklahoma and Texas on a nineteen day "driving" vacation to Albuquerque, New Mexico. We had done some "on-line" research and began making plans last January. The first decision was to decide when? We knew that we did not want to be driving day after day during July. We had done that with the "MG Indy 96" event when we continued on to New Orleans in 1996 and that wasn't just "warm", it was Hot!

Planning a full week in New Mexico, we scheduled a three week vacation beginning May 4th to avoid the heat. I had planned to head straight south into warmer weather before heading west and my friends at work were quick to point out that I would be driving through "Tornado Alley" at the worst possible time. Choosing to ignore their warnings, I planed an eight day drive, considering that we could loose a day to weather or mechanical problems. Having eight days would allow both flexibility as well as time to visit friends along the way. The second item was packing for the trip. The trunk was my responsibility and I've had lots of practice. In

addition to all of my spare parts (they're useless at home), I pack a small propane grill, cooler, large red bag of picnic supplies as well as a camera bag and another case for video equipment. This left just enough room for our toiletry bags. Everything else, Adrienne packs carefully into one suitcase and our shoes go behind the seat in a gym bag.

—— The Trip ——

It turned out to be a beautiful spring day as we traveled down US-23 through Toledo where it soon changed into a two lane road. Switching to Rte-315 near Columbus, we discovered our first really pretty drive that took us to Grove City and dinner with friends. Up early on day two, we headed out in early morning fog to meet another friend for breakfast. The weather really turned nice, so we lowered the top, said our good-byes, buckled up and turned the key. NOTHING HAPPENED!!

Fortunately, I kept a clear head and quickly remembered that the headlamps had been turned on because of the fog. Imagine how foolish I could have looked if I had tried to find another reason without first checking the battery? As soon as we could, we were on our way. It was a great top-down day and heading down US-62, we discovered more scenic countryside and our first photo opportunity. Right out in the middle of nowhere, was a classic diner, one of those stainless beauties

you've seen on postcards. After enjoying a quick Root Beer float, we continued on to US-50 which took us through Cincinnati, across the Ohio River to Florence, Kentucky. Total drive: a modest 150 miles. 350 miles over two days while visiting friends was right on our schedule, but it was time to pick up the pace. Taking US-127 straight south to Jamestown (WWI hero Sgt. York's home town) before heading west, first on Rte.-52, 85 and Rte-53 finishing with 30 miles on I-40 to Lebanon, Tennessee, for a scenic 300 mile day.

Day 4. Driving US-231 to Murfreesboro then heading west on Rte-96, we were just a little southwest of Nashville when we stopped under the Natchez Trace Parkway Bridge. Like two McDonald's Arches stretched end to end, it spans

the valley and Rte 96. Autos and motorcycles travel across it, more than 155 feet up in the air. Since we had traveled over this when we returned from New Orleans, it was another photo opportunity for us. Connecting with Rte.100, we traveled into Sumerville on US-64 and took a break.

It was early afternoon as we approached Memphis to take I-240 across the Mississippi into Arkansas. We reasoned that traffic should not be a problem (since we were driving toward the city), so we continued on. Our guess was right, and we drove the speed limit through town to cross into West Memphis Arkansas. Lucky us, because traffic going the other way looked just like Oakland County at rush hour.

—— The First Mistake ——–

Leaving West Memphis, we drove just four miles on I-40 before switching to US-70 (a great alternate route). Things were going so good that I decided to avoid Little Rock and go north on Rte-31 picking up US-64 to take us to Oklahoma. Right on schedule, we made our turn onto US-64 only to find that the road soon turned into US-67 and US-167. After about 10 miles, we found ourselves driving into Little Rock. After stopping at a Shopping Mall for lunch and to figure things out, we drove to Perryville and continued north on Rte-9 to get back to US-64. Later, when US-64 began to switchback across I-40, we decided to make up some lost time by driving the freeway. It may have been a new highway, but the cement on I-40 gave us a very bumpy ride. Never the less, we continued on it into Oklahoma `before getting back onto US-64, stopping in Sallisaw. Because of a wrong turn, we must have wasted nearly 100 of the 400 miles we drove that day.

Day six. Everything was going great until Rte-9 suddenly turned north. Not wanting another wrong turn, we quickly turned around only to find ourselves heading south. Knowing that I needed help, I swallowed my pride, stopped at an office and had Adrienne ask for directions while I used the men's room.

With a 65mph speed limit on Rte-9, we drove west until we had no choice but to get back on I-40. Since the interstate was now the only road, the scenic tree covered backroads became a deserted highway and what was rolling hills and curves was now straight and flat. The day's drive ended at the Irish Inn in Shamrock, Texas where accommodations included an indoor pool and hot tub as well as a lounge. What made this so unusual was that Shamrock is a "Dry County" and no alcohol is allowed! Somehow, it becomes legal to drink, provided, you are a registered guest and charge the drinks to your room. Sounds a little like Michigan's Fireworks where it's legal to sell ‘em but you can't use ‘em.

Just two days remaining and ahead of schedule, we began looking for places to stop. First up was "Big Texan Steak

Ranch", a big Restaurant/Gift Shop that offered a "Free" 72 oz. Steak to anyone who could eat it in 60 minutes. Sorry, 10am was a little early to try, but we spent almost that long taking pictures and video before heading to Adrian, Texas. This would be our first chance to see Route 66 and "The Midpoint Café".

Next month: Tucumcari, and the "Truth" about Route-66. Rich Wagner continues his story about New Mexico, the ride home and enjoying the drive in a classic British car.

Austin Healey

Celebrates its 50th Year

This year the U.K. marks, not only Queen Elizabeth's Golden Jubilee year, but also that of the Austin-Healey. From July 28th to August 2nd there will be a big party in England with A-H's coming from all over, some even shipping themselves and their cars all the way from South Africa. For those who cannot travel to England, parties will be held in all the many countries in which the A-H remains a popular car.

The original Healey 100 was the brainchild of Donald Healey, already a successful race driver and accomplished automotive engineer, having worked for Invicta and Triumph. He recognized the need for a 100 mph sports car to fill the gap between the Jaguar XK120 and the MG-TD, but needed a low cost, powerful engine and so presented his idea for the car to the board of the Austin Motor Company, in the hope of them supplying him the engine used in the Austin Atlantic. They were so impressed with the design that they offered to build it at their Longbridge plant, and so the 2.2. liter Austin-Healey 100 was born. 1952 was the same year in which the British Motor Corporation (BMC) was formed, a conglomerate of companies combining a number of marques, not unlike the structure of GM. The long rivalry between A-H and MG began, not because they were from competing companies, rather it was because they were sisters and the parent, BMC, decided to put-off the development of the TF, because it did not want to dilute sales of the A-H 100. The rivalry continued for many years, MG priding itself in manufacturing cars like the MGA that could compete, and often beat, A-H cars with nearly twice the engine capacity.

When A-H decided to make a small sports car, the Mark 1 Sprite, to the chagrin of MG, BMC decided to build it at their plant, so the "Frog Eye", is really an Abingdon product. When the Mk II Sprite and the almost identical MG Midget were launched within a month of one another in the Spring of 1961, the rivalry was effectively over.

Today of course enthusiasts of British sports car respect one another's cars and often own a number of different marques. Among our membership we have several MG owners who also have Triumphs, Jaguars and Austin-Healeys as well as other British cars. **Happy 50th Birthday Austin-Healey!**

W-DMGC member Tim Burston's immaculate MKI Sprite seems to give a birthday smile for the camera. Also know as the Frog or Bug Eye, this Austin-Healey model was built by MG in Abingdon.

BUYING AN MGB

By Richard Ladds

Reprinted, with permission, from *Enjoying MG*, January 1997

There are always a great many MGBs available to choose from, but it is important to ensure that you are fully aware of the condition of the car you want to buy.

Inspecting the car

Once you have found an MGB you like, you must decide if it is worth the asking price. Adopt a consistent methodical approach when inspecting all prospective cars.

Useful items of inspection equipment are; a powerful torch [flashlight] a magnet, something to lie on, overalls, a good quality jack and a pair of axle stands.

Torch [Flashlight]

This will enable you to examine the underside clearly and look up inside the wings [fenders] to seek out signs of rust, poor repair work or incorrectly fitted panels. Also check around the rear spring mounting points, the castle rails beneath the sills [rocker panels], and along the underbody seams.

Magnet

Place this gently against the body panels to detect the presence of plastic body filler. A steel panel will attract the magnet and you will feel it pulling towards the sound metal beneath the paint. Areas of plastic filler will not draw the magnet and it will slip off.

Jack and axle stands.

To make full inspection, take a good quality jack, a block of wood to rest it on and a pair of axle stands. Never crawl under a car which is only supported by a jack. If you are buying from a dealer he should be happy to put the car up on an inspection ramp to assist you.

Overview

Before making a detailed close inspection, stand back and look over the car as a whole. Look for any strange ripples in the body sides. Scan along all seams and trim lines to see if they are all aligned. Panel gaps should be even all the way around and doors should fit flush with the rest of the body.

This initial overall visual inspection is most important and can tell you a great deal about the condition of the car. An ill fitting door is often a clue to a misaligned sill.

Good example of even gaps and straight panels

Condition of bodywork

Unless you are a skilled welder, bodywork repair will be expensive in terms of labour costs. Unitary construction gives the MGB its structural rigidity and good handling, but the combined body chassis unit is vulnerable to rust damage.

Checking for corrosion and poor repairs

It is unlikely that you will find a car that has not suffered from corrosion or had some repair work, but do ensure that any repair panels have been fitted correctly.

Work through the following list of check points.

1. Front valance

Look under the front valance for corrosion and signs of accident damage. Rubber bumper support armatures on later models are prone to rust; also look for bends or creases which may be the result of collision damage.

2. Front wings [fenders]

Check inside the wings at the area behind the headlight. Mud can build up around the bowl and corrode the wing along the top and side. Using the torch [flashlight], look carefully inside the front wing, above the suspension and right along the seam to the back of the wing. Examine the wing reinforcement panel, especially the top shelf where mud can build up and hold moisture until corrosion attacks the inside.

At the rear of the inner wing is a removable splash panel, bolted to the wing reinforcement and lined on its outside edge with a rubber seal. If the seller is claiming the car has had a full restoration, both these splash panels should be present, complete with all bolts and seals.

If the car has been fitted with plastic inner wing shields, you will be unable to judge the condition of these concealed panels.

Rust damage to lower bolt-on splash panel, corrosion may have also spread to the sill sections.

3. Doors

Rust can break out along the bottom edge of the door and also beneath the chrome trim a split may develop in the door, which begins at the quarterlight and creeps down the panel. Look for signs of a poor repair in this area.

On a roadster, sticking doors can be an indication that the sills are weakened by rust and the car is beginning to fold in the middle. If the sills have been replaced but the fit of the door is still suspect, then it is probable that a repair has been made without supporting the body correctly.

4. Sills [rocker panels]

The most important structural components of the MGB are the sill sections. These panels act as a main support for the monocoque body and their condition is vital. Rust invariably attacks from the inside and it is rare for an MGB not to have had at least one set of replacement panels fitted. Each sill section is a combination of three panels; outer sill, inner sill and castle section. Examine the outer sill and the castle section beneath. If there is any sign of surface corrosion, then there will be more serious rust inside. Large corrosion holes in the sills will result in an MoT [Ministry of Transport annual safety test] failure.

Stainless steel covers can hide corroded sills.

The necessary repair panels cost around £50 [$75] a side, but fitting requires the removal of the front wing and cutting off the lower section of the rear wing. After removing wings, it is

possible that further corrosion may be discovered in the inner wings or in the cross member around the jacking points. Rusted sections must be completely cut off and ground back cleanly. While the sills are being replaced, the body must be supported to prevent distortion. Repair panels require very careful and accurate re-assembly to ensure that all gaps line up and that the body is not distorted.

5. Bonnet [Hood]

Bonnets are often poorly aligned, check for even panel gaps and signs of repair. As the panel is double skinned, dents can be difficult to repair.

6. Rear wing

The seam at the top of the rear wings is prone to rust; look for evidence of repair. Run your fingers around the inside lip of the rear wing, feel for any lumps of filler or repair patches. If lower wing repair panels have been fitted check that they are secure and smoothly joined.

7. Rear valance

These can rot if not washed regularly and mud has been allowed to build up.

Look at the fuel tank, which is prone to rust at the top, and will then leak when full. Stains on the sides of the tank and a strong smell of petrol indicate corrosion around the top of the tank.

8. Floor pan

Lift carpets and check the floor pan, particularly the driver's side and behind the seats. Look for damp and signs of rust. Damp may be caused by a leaking soft top but GTs are not immune to water leaks.

9. Interior

If the seller is asking top price then originality is important and all fittings and trim should be appropriate for the year. A worn or shabby interior can be retrimmed, but the cost of replacing all carpets and trim can be quite high.

The colour of the paintwork and specification of the engine should also be correct for the year. Certain good quality trim changes, such as leather upholstery and walnut dashboards, may be considered desirable by prospective buyers.

10. Engine bay inspection

Open the bonnet and inspect the engine bay, there are a number of things you can check visually.

A clean engine suggests careful ownership. Oil leaks will show up more clearly on a clean engine. If the engine is dirty look for any traces of fresh oil tracking across the surface.

Pull out the dipstick and look at the oil, see if it has been kept at the correct level. If the car has been recently serviced, the oil will be clean and clear.

Remove the oil filler cap and look at the inside for oil sludge deposits, a lot of sludge indicates that the car has been mostly used for short trips. A creamy mayonnaise effect in the oil indicates water contamination and that the engine has head gasket problems.

Remove the tops of the carburettor dashpots; see if they are correctly filled with oil.

Examine all rubber hoses and look for leaks, antifreeze leaves tell-tale stains on the block, check around the hose joints and the heater tap.

Check that the coolant in the radiator is topped up to the correct level.

Look around for new components or any signs of recent work, such as paint flaked off by recent spanner [wrench] contact, ask the seller to explain what has been done.

Start the engine

Listen carefully to the sound of the engine. Clatter from the tappets at the top of the engine is not unusual, but they should not be too noisy. Rumbling noises, knocking and clonkings are all potential causes for concern.

Oil pressure

As the engine warms up the reading on the oil pressure gauge should read 10-25 lbs/sq" idling and 60 lbs/sq" when running.

Water temperature

Should read N for normal, once the engine has warmed up and may rise slightly above this when stuck in congested traffic. A reading of H for hot indicates cooling problems such as low coolant, loose fan belt, faulty thermostat, faulty temperature sender (later cars) or faulty electric cooling fans (later cars).

Shock Absorbers

To check the performance of the shock absorbers, push down firmly at each corner of the car. The car should spring back up to its correct ride height and stop, if it continues to bounce, then the shock absorbers need replacing.

Road testing

Make sure that you have appropriate and adequate insurance cover before driving any vehicle.

There is no need to thrash an engine to determine its condition, drive gently but listen out for suspect noises. Gear changes should be precise and easy to select without crunches, although early models had no synchromesh on first gear. Difficulty in selecting gear could be caused by worn synchromesh or problems with the clutch or its hydraulic operating system.

Steering should be sharp and precise although heavy at parking speed; it should lighten up when on the move. Vibration through the steering could indicate wheels out of balance or wear in the front suspension.

At 30 mph listen for axle whine, change to 3rd gear and apply power and then lift off the throttle. Listen for any clonks from the transmission, prop [drive] shaft splines or universal joints.

Drive at 50 mph, lift off for about 50 yards and then accelerate again, look for excessive smoke from the exhaust.

Smoking can be an indication of worn valve guides or even more serious engine wear.

If the car is fitted with overdrive take the opportunity to try it out. The overdrive is operated by a switch on the right hand side of the dash on early models; by a combination wipers/washers/overdrive stalk on the steering column on early rubber bumper cars and a switch on file top of file gear lever for the last of the series. Overdrive should engage and disengage promptly and smoothly.

Wind noise from the hood [top], or even around the windows on the GT is not unusual but could indicate missing hood clips, worn door seals or a badly fitting sunroof.

Some owners will not be prepared to let you drive their car but they ought to take you for a short test run. In this situation you can still get a good impression from the passenger seat and you can ask the seller to perform some of the above manoeuvres while you listen and observe.

Restoration

If you want to restore an MGB yourself there are many worthwhile projects available and the spares situation is excel-

Continued on Page 9 ➔

Mike Derderian's 1960 MGA 1600

Mike bought this award winning car sight unseen from a guy in Tulsa Oklahoma in 1992 and drove it back to Michigan with his brother. The car barely ran, but made it back without any major mishaps. He spent 4 years doing a nut and bolt restoration doing all the work himself except for the final paint.

Below: Mike & Kathy Derderian with one of their awards

CARS WANTED

AN ABSOLUTELY SERIOUS BUYER wants any MG, Jaguar, Austin-Healey, Morgan, Triumph, 356,190SL, Alpha Romeo, Riley, Land-Rover, Singer, also Pre-war and other interesting European cars.

IN ANY CONDITION, ANY LOCATION.

Please call

STEVE'S BRITISH CONNECTION

[630] 553-9023 OR FAX [815] 786-3372

Sorry: No Loonies, No Toonies

Sadly, our America bankers don't recognize our international status as a club, and are refusing to take Canadian money in the form of coin. Unfortunately, that makes it difficult for our Canadian members when regalia and perhaps other payments are not priced in multiples of $5 Canadian.

Please understand, this is not the club's choice, but from now on, any Canadian payments will have to be in the form of a check or in bills.

NEW & USED AUTO PARTS

MICHIGAN IMPORTED CARS, INC.

FOREIGN CAR PARTS

REPAIRABLE WRECKS

313 –729-1010

350 S. NEWBURGH ROAD
WESTLAND, MICHIGAN 48185

English Motors, Inc.

ENGLISH CAR REPAIR

Don Ensley
(586) 786-1187
51200 Milane Dr.
Suite D
Macomb Twp., MI 48042

OTHER FOREIGN CARS WELCOME

HOURS
MON - FRI
8 - 5:30

Buying an MGB *(continued from Page 7)*

lent. Before you buy a car for restoration make a realistic list of the cost of any specialist work, such as welding and spraying that you may need to commission. Only take on a restoration project if you really enjoy the type of work involved and you want to keep the car to drive yourself. It is very unlikely that you will be able to buy a car, restore it properly and then sell it on at a profit. If you do undertake a restoration yourself always keep all paperwork and make a photographic record.

Conclusion

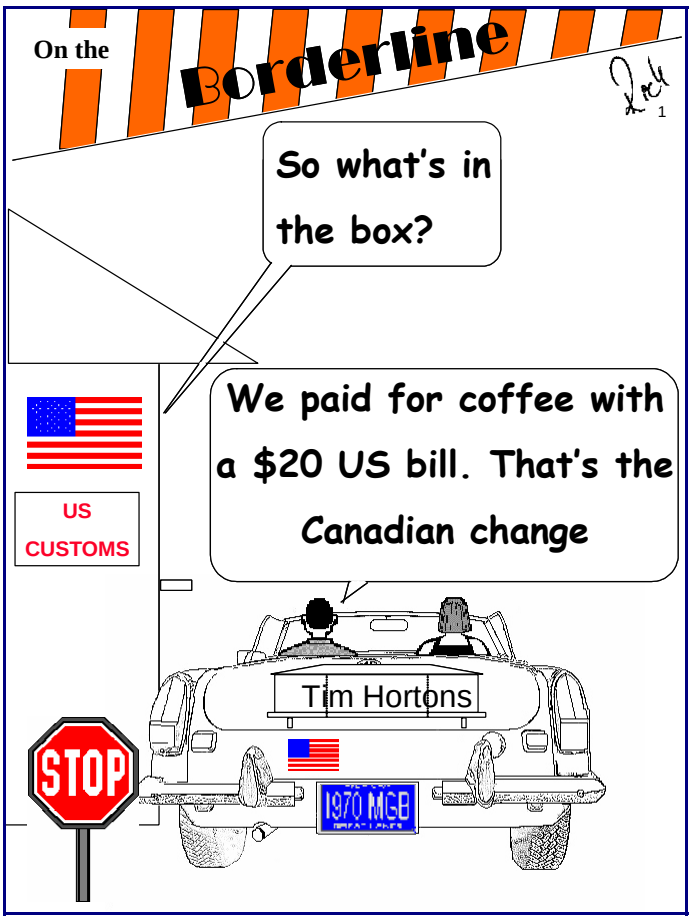
When viewing any MGB it is necessary to keep a sense of proportion. It is unlikely that you will find one in perfect condition; bear this in mind when looking around. What is important is that you are aware of any significant faults and how much it will cost to rectify them, then you can negotiate a realistic price that takes these factors into consideration.

The best buy would be a structurally sound car with some evidence of good care, such as receipts for parts and work done, along with copies of past MoTs to support the mileage claimed.

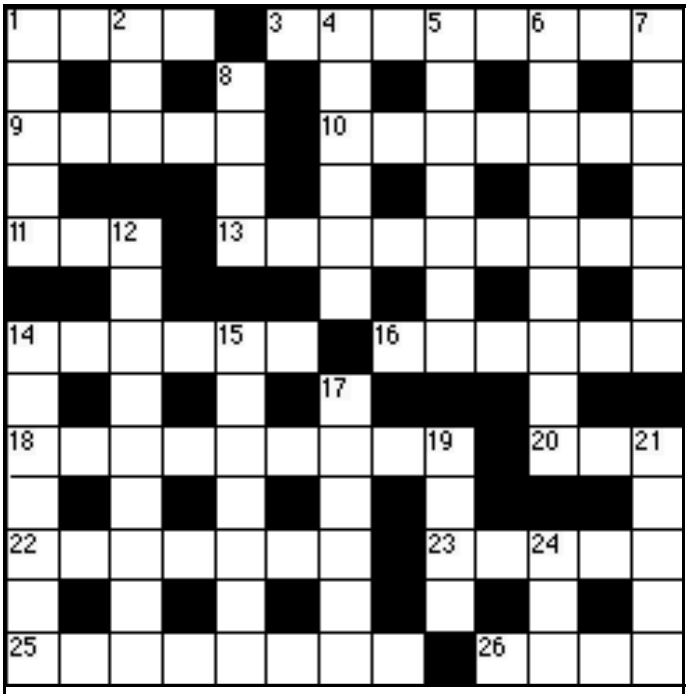
A good original or a well restored MGB will give you great satisfaction, pride in ownership and reward you with many years of driving pleasure.

Richard Ladds

Richard Ladds has written a series of buying-tips articles for *Enjoying MG*. As space permits, over the next few months we will reproduce his "Buying" articles for MGA, post 1958 Midget and for the TF.



W-DMGC Crossword



Solution on Page 10

Across

1 A car's chair (4)
3 MG's call it home (8)
9 Britain's Mr. John (5)
10 CN Tower city (7)
11 Heel & - (rally driving technique) (3)
13 It's A — Life (Movie) (9)
14 Carburetor fuel regulator sometimes (6)
16 Taupin writes these for 9 across (6)
18 Attractive sounding MG's (9)
20 Adam's Mrs. (3)
22 Moses' river (3-4)
23 Fun roads for bowling along? (5)
25 What dynamos do (8)
28 Dole out (4)

Down

1 Mix of rain and 8 down (5)
2 Her rear end (3)
4 Gas gotten from gas (6)
5 Room for babies (7)
6 Where lions get up to no good? (3-2-4)
7 Spaghetti heads? (7)
8 White stuff (4)
12 Perennially fresh (9)
14 Make sure you wear it at our meetings (4-3)
15 More distrustful (7)
17 Public road (5)
19 On — (marked down) (4)
21 Ford's famous loser (5)
24 Formerly known as (3)

☺ Heard on NPR's *Car Talk* —
"Where there's smoke, there's Saab"

A BIG Welcome to our New Members

Don Dougall - Grosse Pointe Park, Michigan
1970 Garnet Red MGB Roadster

Elizabeth Dean - Bloomfield Hills, Michigan
1979 MGB Orange Roadster

Doug & Ailene Butcher - Milford, Michigan
1959 MGA Chariot Red Coupé

New Members **Steve & Cathy Holliday** - Oakland, Michigan pictured with their 1958 Red MGA Roadster. They also have a 1972 Orange MGB-GT.

Reminder! 6 PM July 17th

Join the Detroit Triumph Sports Car for the fourth in their series of British-only British Summer Knights cruise-ins at the WEST SIDE location - Local Color Brewing Company, 42705 Grand River between Meadowbrook Rd. and Novi Rd. in Novi.

Solution to Page 9 Crossword

FROG

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

FROG FOREIGN AUTOMOTIVE SUPPLY

1905 W. Warren ● Detroit, MI 48228

FOREIGN CAR PARTS ARE OUR ONLY BUSINESS

BECK/ARNLEY Warehouse/Distributor

WORLDPARTS

Phone 271-3160

Classified Advertisements

'78 MGB, White, rubber bumper roadster with overdrive, wire wheels, black interior with no tears, new top.
Engine completely rebuilt but not put back in car. Couldn't wait and bought a driver and never finished this one! It's up on blocks so bottom is easy to see. Asking $2,500. Also, hard top that needs some attention $150.
DaveBartilson@Comcast.Net for pictures or call 248-354-4447

1974 MGB For Sale. Complete Rebuilt Engine @ 7,000 miles, New Paint Job , Primrose Yellow, Electronic Ignition, Recorded Radiator & new thermostat, Electronic Fan w/ thermostat control, New Alternator, Rebuilt Starter, Gas shocks all 4 corners, New exhaust, New Tires (approx. 5,000 miles), New Rack & Pinion Asm., New Front King Pin & Axle Asm., New Fuel Pump & regulator, New Weber Carb Kit, New Battery, Rebuilt Brakes all 4 corners. Always stored in Garage. $7,000
Dave 734-254-7954

British Car Brochures & Ads
Jay Kollin 734-455-6949

'73 Midget. Chrome Bumper, round wheel arch, 1275 cc. Rare Black Tulip Color. Won a couple of 3rd place awards at Twist and Battle of the Brits. $2,900 or offer.
Ed Fleming 248-349-3799.

Ceramic Models. business card holders, mugs etc. Hand made and personalized. We've actually won prizes for these things and our stuff is on display at the Morgan factory, Kimber House in Abingdon, the Detroit institute of arts and the Pewabic Pottery
Call Marcia Greiner 248-348-1473

WANTED - 1967-1972 MGB GT in good to excellent condition inside and out and engine bay; no hint of rust; improvements as V8 bushings and Spax shocks welcome, although prefer close to stock as possible. Overdrive only. Color not important. Will travel for the right car.
Roger King 248-765-0705 or sailing419@comcast.net.

'**80 MGB Roadster.** White with black top. One owner, virtually original, a must see with only 33K. $9500.
Doug Balsis 248-474-0470

1977 MGB For Sale Brooklands Green w/ Autumn Leaf interior. Beautiful Condition/well maintained. One of the best "Daily Driver" cars you'll find. 56,000 miles. Just completed tune-up, new front brakes, and a bumper-to bumper inspection by Guy St. John (WDMGC member). Weber DGV Carb. $8,500
Eric Blauwaert (248) 616-5706.

MGB Tonneau Covers. New with headrest pockets $120, used $70. Brand new top cover $90, used $40.
Elvin Davis Jr. (248) 960-2296

1975 MGB. Less than 6,000 miles since John Twist rebuilt motor. Asking $8,000 for this very reliable Driver that has just returned from a 4,000 mile trip. See photos in web site Gallery.
Rich Wagner. 248-624-9573

For Sale. 1980 MGB Limited Edition Black with black cloth top, carpets, and black leather interior. No rust. Overdrive transmission, stainless steel exhaust, 5 new LE wheels and Michelin tires. NEW - clutch, cam and lifters, fuel tank, battery, front shocks, and Spax adjustable rear shocks. A great driving car. See photo on Club Web Site. $8,500
Otto Pope 248-437-7386.

Calendar of Events

Bold Text Indicates W-DMGC Events. TBD = To be Determined

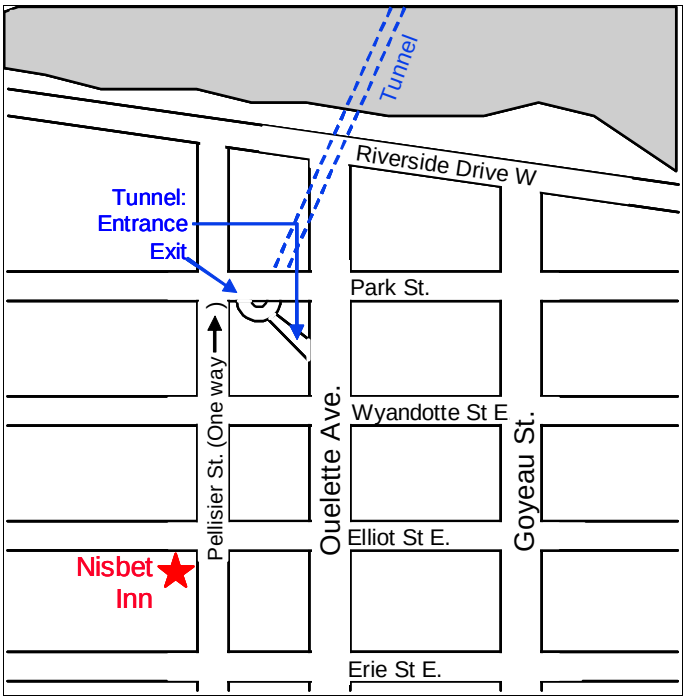
July	
Sun. 7th	Mad Dogs & Englishmen - Hickory Corners, Kalamazoo, MI
Wed. 10th	**Monthly Meeting - Nisbet Inn**
Sun. 21st	Brits in the Park - Lindsay, ON
Sun. 21st	Classic Pontiac Car Show - Waterford, MI Contact Fran Lewis 248-681-8420
Sat. 27th	**Summer Picnic - Pelee Island, ON** See Presidentially Speaking Page 3
August	
Fri. 2nd	Concours in the Park - Meadow Brook, Rochester, MI
Sat. 3rd	British Car Day - Dayton, OH
Fri. 9th - Sun. 11th	The Roadster Factory Summer Party - Indiana, PA
Sat. 10th	**A Midsummer-Night's Rally**
Wed. 14th	**Monthly Meeting - Brass Pointe**
Thurs. 15th - Sun. 18th	**Abingdon Summer Party - Abingdon, IL**
Sat. 17th	**Alternative Dream Cruise—Walled Lake Country drive instead of Woodward crawl**
Thurs. 22nd	**Summer Evening Run - Michigan**
September	
Sun. 8th	**Battle of the Brits - Freedom Hill Park, Sterling Heights, MI**
Wed. 11th	**Monthly Meeting - Nisbet Inn**
Sat. 14th - Sun. 15th	**Trip to Put-In Bay - Lake Erie, OH**
Thurs. 19th Sun. 22nd	British Invasion - Stowe, VT. Contact Dale Brown for possible caravanning
Fri. 20th - Sun. 22nd	Indy British Motor Days - Indianapolis, IN
Sat. 21st	**Lucas Night Rally**
October	
Wed. 9th	**Monthly Meeting - TBD**
Sun. 13th	**Fall Color Tour**
Sat. 26th	**Murder Mystery - Heritage Park, ON**

Monthly Meetings

Meetings usually start around 7:00 PM, but the earlier you arrive the more likely you are to eat comfortably at a table. Please help the Nisbet out by obeying Ontario law and not taking alcoholic beverages outside the building.

The Nisbet Inn from The Windsor - Detroit Tunnel
Exit Canada Customs and turn left onto Park St.
Turn left at the first light onto Ouellette Avenue.
After about 0.5 miles (0.8 km) turn right into Erie St.
Turn immediately right into Pelissier St.
The Nisbet Inn and parking lot are on the left, at the junction with Elliott St.

The Nisbet Inn from The Ambassador Bridge
Exit Canada Customs and go straight onto Huron Church Road.
Take the second major left turn onto Wyandotte St. West.
Follow Wyandotte for 1.7 miles (2.8 km) then turn right onto Ouellette Avenue.
After about 0.4 miles (0.6 km) turn right into Erie St.
Turn immediately right into Pelissier St.
The Nisbet Inn and parking lot are on the left, at the junction with Elliott St.



GUY'S GARAGE

Service and Repair for British Motor cars

Hours By Appointment

Northville, MI (248) 349-3649

*OUR **SERVICE** PUTS US **A-PART** FROM THE REST.*

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service, We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company. we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast, Log on to www.LBCarCo.com and see why we excel at what we do.

Authorized Distributor for

Pertronix Electric Ignitions and Coils

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

Halogen Bulbs for Most British and American Cars

Plus Many Others!

Little British Car Company

www.LBCarCo.com

Jeff Zorn ● 29311 Aranel Farmington Hills, MI 48334
Phone: 248-489-0022 ● Toll-free: 800-637-9640
Fax: 248-489-9665 ● Email: LBCarCo@LBCarCo.com
Major credit cards accepted

Windsor-Detroit MG Club
28404 South Harwich Drive
Farmington Hills, MI 48334 USA

FIRST CLASS MAIL