The Can Am CONNECTION

WINDSOR-DETROIT

Vol. 22, No. 7 - Newsletter of the Windsor-Detroit MG Club - September, 2002

A Summer's Evening, Winding Roads and Root Beer

About 17 people in some 11 cars, including a good mix of new members , made the drive on a beautiful twisting MG road as we made our way to Browns Root Beer August 7th. From our normal departure point on the west side we proceeded due west to the Whitmore Lake area and then circled back to South Lyon. It was a great night for roadster cruising and believe it or not we kept all the cars caravanned in one group, driving and arriving together. The cruise portion took about 45 minutes of country road driving which built up our appetite for Brown's invariably excellent grub as well as their famous root beer.

While at Brown's we were approached by a gentlemen who was asking how much we thought his mint condition 1976 Triumph Spitfire with 4,000 miles on it, and that has been sitting in his garage for the last 11 years, was worth. I told him I didn't know a thing about Triumphs but was able to refer him to a old friend over at the Triumph club. With a wink to our MG club members I told him, "For reasons we all know well, that's the club that spends most of its time at tech sessions instead of driving cruises like us!"

Our picture shows Philip Wiltshire's MGA, Doug and Aileen Butcher's MGA Coupé, Elvin Davis' MGB and Marshall Coulter's MGB. A good time was had by all.

Dave Doolin

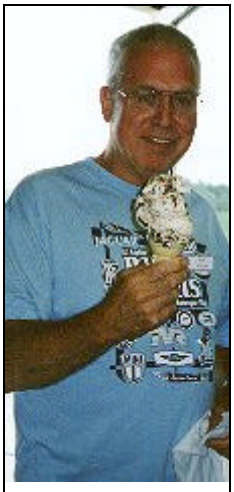
The Other Dream Cruise

No doubt many members decided to brave the crowds and take part in the Dream Cruise on Woodward Avenue, August 17th. The same day, 15 of us in 8 cars chose to take part in our Alternative Dream Cruise, a much more leisurely and — its own way — more spectacular affair. Rich Wagner organized the ride that took us on beautiful winding roads from Commerce to Ortonville where we ate an early dinner at Bullfrogs. Skipping dessert, we then drove the short distance to Cook's Farm Dairy, where they out-and-out delivered on Rich's promise of the "biggest single dip ice cream cone you've ever seen"

Elvin & Janet and Rod & Kathy at Cook's Farm Dairy

The alternative cruisers were: Rich & Adrienne Wagner, Tom & Karen Christie, Elvin & Janet Davis, Gordon & Margo Groth, Fran Lewis, Rod & Kathy Vitovich, Jim Zielinski & son-in-law Mike Smith and Rick & Anne Astley. Joining us at Bullfrogs were David and Joyce Torby and their daughters Alyssa & Michelle.

Summer's coming to an end soon and the Wagner's invite anyone interested to take a final trip north between now and October 6th. They have a 50 mile backroads route to Durrand, Michigan that promises tree covered roads and of course, some place to eat. Call, (248-624-9573) or e-mail them (randawagner@webtv.net) and as soon as they hear from five or more drivers, they'll finalize plans for a weekend day in the country.



Rich enjoys a Cook's Farm Dairy single

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E-mail
wdmgcc@mgcars.org.uk
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 & Dave Bartilson

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.
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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

MG's, the Secret Time Machines?

Sweet Bird of Youth is a 1959 Tennessee Williams play which tells the story of an aging movie star trying to recapture her youth. We humble folk may well consider this plot with a feeling of detachment, but I was recently asked why I choose to own a 30 year old car, and in considering my answer, began to wonder if I many of us, like Williams' character, are also trying to recapture that bird before it flies away.

When most of us joined the club, one of the things we were asked on the application form was our age and that of our companion. Afraid perhaps of a "Mind your own business" response, I have started to eliminate that question from reprints of the form. As for those members who have provided their age, they can be rest assured that we are not about to publish it, although I must say, it is very tempting to write tabloid style columns. How about: *The meeting was opened by Fred (54) who was accompanied by his "companion" lovely blonde Debbie (23).* Not really appropriate for this type of publication is it? The most you can expect in these pages are car ages, as in: *Fred drove away in his 1973 Midget followed by Debbie in her 1967 MGB.*

One thing the age data does give us is some interesting statistics. For those members who provided their age, the average year of birth is 1951 while the data for cars indicates that the average year of manufacturer is 1970; a 19 year difference. Does this mean that we now drive the cars we either owned or aspired to when we were 19 years of age? If so it might well indicate that the real reason we do what we do with our little British cars is to relive our youth or even reinvent it. And what is wrong with that? While others are taking herbal elixirs or getting face-lifts, we are spending about the same amount of money doing it our way, even though extricating our bodies from the tight cockpits of these little machines does get a little tougher every birthday.

But let's keep this one to ourselves. My answer as to why I own an MG was a series of mutterings about the satisfaction of restoring a vehicle, the feel of the open road and the companionship of belonging to the club. But maybe the real reason is that my car makes me feel young again and perhaps some of that is conscious and some not; the smell, the sound and even the frustrations maybe be subtly evocative of times passed. So perhaps it would have been more appropriate for Michael J. Fox to have driven an MG rather than a DeLorean in the movie *Back to the Future;* the MG is the real time machine.

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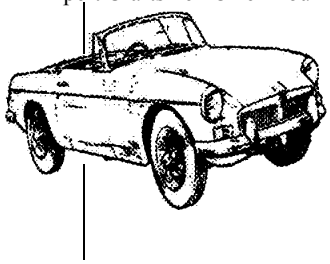

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Presidentially Speaking

By Dale Brown — Club President

The summer has sure been flying by, but not without a lot of activities. I hope you have been able to get out and have as much fun as Lise and I have.

This past August's meeting at the Brass Pointe was wonderful. A great turn out and I'm sure everyone had a great time. It was a treat to see that Ed Fleming was able to make it. With a great ovation, he took to the microphone and said in his usual jovial tone of voice…" I guess the reports of my untimely demise were greatly exaggerated!" Welcome back Ed.

During August, Lise and I were able to tour together with Jeff and Jan Zorn down to the Roadster Factory Summer Party.

We proudly displayed our Club's banner while camping on the grounds and tried to take in as many of the events as we could. We took in one of the premier events, the Time Speed Distance (TSD) Ralleye as well as many other events. Keep posted to the Roadster Factory Web Site. They will be showing a picture of Lise accepting our trophies for taking first place out of 51 cars. It was a thrill. The roads around Pennsylvania are incredible.

And speaking of roads, I was able to drive Woodward Avenue on the day of the Dream Cruise for a total of 4 whole miles. That was amazing as well.

We still have lots in store for the rest of the year, so come on out and enjoy yourself. We will be returning to the Nisbet on September 11, so I hope to see you all there.

So until next time, happy motoring and remember….

Safety MG Fast

Dale

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BUYING AN MG MIDGET

By Richard Ladds

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

Buying An MG Midget

Evolved from the Healey Sprite MK I launched in May 1958, the MG Midget version was announced in June 1961. The MG was distinguishable from its sister car the MK II Sprite only by its MG badges, chrome slatted grill, extra chrome trim strips on body sides and bonnet as well as slightly improved interior.

Production History

Midget MK I

The first Midget had a 948 cc engine, drum brakes all round, a lockable boot lid, detachable Perspex [Plexiglas] side-screens, but no exterior door handles or door locks. In October 1962 the engine was enlarged to 1098 cc and disc front brakes were introduced.

Midget MKII

In March 1964 **a** MK II model was announced, with new doors complete with wind-up windows and quarter-lights, accompanied by a new windscreen frame assembly with a center tie rod, and the rear quarter elliptic springs were replaced by semi-elliptic springs. The engine kept the same bore but the main bearing was enlarged to 2" or 50 mm, making it stronger and more reliable. The dashboard was also changed from a flat panel to a more complex curved steel molding, incorporating an instrument housing and a fiberboard parcel shelf on the passenger side. In August the design of the seating was revised and the handsome bucket seats were replaced by a similar style to the MGB with thicker, flatter backrests.

Midget MKIII

The Midget MKIII was introduced in October 1966 with the 1275 cc engine, along with a revised cockpit featuring a new rear panel incorporating a permanently attached folding hood [top]. In 1967 the vertical radiator was changed to a cross--flow design, which meant the addition of an expansion tank and the necessary relocation of the windscreen washer bottle. In December 1968 the seats were redesigned again, with horizontal fluting and a reclining facility. In September 1969 various cosmetic changes followed, such as the substitution of the chrome slatted grill for a black recessed grill with chrome insert and surround. For a short while, the windscreen frame was also finished in black but soon reverted back to the previous bright finish. It was on this model that the first design of rostyle wheels were fitted in place of the plain steel wheels. The new rostyles had rectangular cut out slots unlike the spoke design of the later wheels which were introduced in October 1971 when the rear wings [fenders] were restyled with round wheel arches. Wire wheels remained an optional extra on all models.

Midget 1500

In 1974 British Leyland felt that they had to revise the Midget to meet emissions and safety regulations of the North American market. The 1275 cc A series engine was considered to be at the end of its development and so the Midget was fitted with the Triumph Spitfire's 1493 cc engine. This required a suitable gearbox, which was developed from the Morris Marina and had synchromesh on all four gears. Externally, the most obvious changes were the fitting of energy absorbing black rubber covered bumpers, at the same time the ride height was increased and the square wheel arches were reinstated to increase body strength for crash testing. The changes in ride height altered the feel of the car and the Midget's agility and predictable handling suffered. The 1500 engine was not as free revving nor as durable as the original A series but soldiered on until the last Midget came off the production line on Dec 7,1979.

What To Look For

The most important consideration when viewing a Midget to buy is the condition of the body-work. The Midget's tight dimensions make it quite difficult to restore. Repair panels are readily available and relative cheap to buy which is a boon to the professional but an encouragement to the botcher. It is therefore important to check any prospective purchase very carefully.

First of all, look over the car as a whole, check that all the panels line up and that the gaps are even and look out for dents, ripples or creases in the bodywork. Areas of the paintwork that appear to be a different shade may be covering up repairs made with glass-fiber and filler. If the soft top is in poor condition then it is possible that the floor of the car may be corroded.

Front Apron

Often neglected front valences suffer from considerable stone damage and are frequently the first casualty in minor accidents. Examine the seams where the front wings [fenders] join the apron and the inside of leading edge. Look behind the bumper mountings for any sign of collision damage. Check the condition of the bumpers themselves, rubber bumpers are expensive to replace and the supporting armatures are susceptible to rust.

Front Wings [Fenders]

These panels tend to rust along the bottom seam where the lower part of the wing meets the top of the sill [rocker panel], because this area often becomes a trap for dirt and moisture. Corrosion can also occur around the headlamp. There is a drain hole at the bottom of the lip on the front wing, if this is allowed to remain blocked, dirt and sludge can build up and corrode the panel.

Doors

Check that the doors fit correctly with even gaps all round. If the doors are a tight fit at the top and prone to stick at the

top, then they are being pinched in by a folding body tub or the tub has been repaired unsupported. Examine door seals and make sure the window winders work smoothly. Check the drain holes and look for signs of corrosion along the door bottoms.

Hinge Pillar Or 'A' Post

Corrosion can strike here and when it does it is difficult and expensive to repair. Check this out very carefully.

Sills [Rocker Panels]

These panels are the most likely site of corrosion and when it strikes here they must be replaced because they provide vital structural support for the body. Surface corrosion on the outside of the sill panel usually betrays much more damage beneath. To examine them thoroughly lay down on an old coat or similar and shine a torch [flashlight] along the underside. There may be drain holes in the sills (not always) but there should not be any corrosion holes. The sill jacking points, or two jacking points on the 1500 Midget, allow some access to the inside of the sill to check for corrosion.

Replacement of the sills is a complex job and requires the complete removal of the corroded panels and the precise refitting of the new inner and outer sills. During this process it is essential to support the body correctly to avoid distortion

Bonnet

The leading edge of the bonnet is double skinned and water can become trapped and rust through the panel. Repair sections are available but require some skill to fit. Dents in this area can also be extremely difficult to repair because of the double skin and it is often cheaper and easier to replace the whole panel.

Rear Wing [Fender]

The top of the wheel arch inner and outer panels can corrode, the square wheel arch models seem particularly prone to this. The lower rear wing immediately behind the door where it joins the sill is another area liable to rust. Check these areas and rear quarter wing for corrosion or body filler.

Boot space is largely taken by the spare wheel

Boot

Open the lid and examine the lip of the lid for corrosion. Examine the boot floor for rust or tell tale signs of dampness. While you are in the boot check the condition of the spare wheel and that the original jack and wheel-brace are present.

Floor Pan

Although the floor pan is a flat panel it is still vulnerable to corrosion. Lift the carpets and examine the floor, particularly the area behind the seats where the spring hangers for the rear springs are mounted. This area is susceptible to considerable stress and is also vulnerable to the build up of deposits of mud and road salt.

Underside

If possible jack up the car and support it on purpose built axle stands, never crawl under an unsupported vehicle. Use a powerful torch [flashlight] to examine the underside of the car, pay particular attention to the cross members, rear suspension mountings, as well as the fuel tank and its fittings. Beware of patch repairs and any corrosion in the floor areas adjacent to the suspension mounting points.

Engine Bay Inspection

Lift the bonnet and examine the engine for oil leaks, especially around the filter housing, at oil cooler unions (if fitted) and around the gaskets. Look out for tracks of anti-freeze or rust stains on the block indicating water leaks.

Listen to the engine running, check for blowing around manifolds and between the manifold and down pipe. Tappets are noisy on A series engines, particularly the 1275 unit, but you should not hear the timing chain tinkling or deep rumbles from the bottom end. A 1500 cc engine that knocks or rumbles is probably due for major repair work.

Examine the clutch and brake master cylinder and surrounding paint-work for signs of fluid leaks or spillage.

The battery is located right at the back of the engine bay and it extremely difficult to check the levels of the distilled water, some owners have resorted to using a small hand mirror to ease this task. The battery should be correctly secured, examine the area around the battery as occasionally acid corrosion can attack the surrounding body work.

Interior

Despite being small on the outside the interior of the Midget provides ample space and comfortable seating for two. The rear bench provides extra luggage space and the boot will hold a few squashy bags, if extra carrying capacity is needed a smart chrome rack can be fitted to the boot lid.

Wear on the carpets and seat coverings is not uncommon but there is a wide choice of replacement trim panels available. It is possible to upgrade the specification of carpet and seat covering, leather faced covers are a popular choice for the later models. The car featured has excellent dark blue leather seats which are both comfortable and attractive.

Originality can become an important issue on early models, so check that instruments and trim are correct. If the owner has fitted a non-standard steering wheel or other accessories, it is worthwhile to ask them if they still have the original parts. Some items such as steering wheels and bucket seats are now only available second hand.

Driving impressions

The 1275 cc Midget with its hood down is a delightful little car to drive. The simple suspension provides deft and safe handling with little roll, only poor quality surfaces upset the car and throw it off line. The tiny dimensions of the body in combination with very high geared steering lend the little MG a great feeling of maneuverability. It can also seem twitchy on first acquaintance but one quickly gets used to the sharp and responsive steering. The monocoque body is tight and rattle free, if the car wallows and pitches then it is usually the shock absorbers that need replacing.

Continued on Page 6 ➔

Buying an MG Midget *(continued from Page 5)*

Handling And Performance

The sure-footed handling makes the very best of the performance from the little A series unit. The gear change is excellent although the lack of synchromesh on first gear can occasionally catch you out until you become used to the box. The gearing is well spaced and provides good acceleration but top seems too low geared for comfortable motorway [highway] cruising. Acceleration is brisk with a top speed of 94 mph but the Midget is not ideal for high speed cruising; it is much more about fun than high performance. Around town the Midget is absolutely ideal as it will sprint away from the lights swiftly and make the best of any gaps in the traffic. Parking is delightfully easy with this little car.

Weather Equipment

When the hood [top] is up the cockpit is cozy and draught free. The Midget is fitted with a crude but effective heater with a complex operating system. The heater copes well with demisting the tiny windscreen, the blower fan is operating by twisting the pull out control. In hot weather you can opt to turn off the heater supply in the engine compartment and there are fresh air vents in the foot-wells

Soft tops seldom leak unless damaged but it is not unusual for water to find its way into the foot-wells during heavy rainfall. It is important to fold and store the hood carefully when packing it away under the tonneau cover. Rough handling will damage the hood fabric and folding the clear plastic windows can result in them becoming cracked or split. As far as possible avoid scratching the windows as visibility will be greatly reduced. If you use the car throughout the year a hardtop can make winter motoring in a Midget much more comfortable and some hardtops will have the considerable benefit of a glass rear window which is much easier to keep clear on frosty days.

What To Pay?

The cost of your MG Midget will depend as much on its condition as its age. A top condition MK I from 1961 can fetch as much as £6,000 [USD$9,400 or CAD$14,900] whereas the same model requiring full restoration may be bought for just a few hundred pounds. It is worth noting that if you undertake a restoration project the total cost will invariably be greater than the vehicle will fetch when the car is completed, therefore only restore if you enjoy the work.

Currently the most prolific Midget in the For Sale columns is the 1500 model and prices start at around £1,500 [US $2,250 or CAD$3,700] and can rise to or as much as £4,500 to £5,000 [USD$7,000 to USD$7,850 or CAD$11,200 to CAD $12,400] for a car in first class condition. Slightly, rarer are the earlier chrome bumper Midgets such as the car featured in this article but again, prices peak at around £5,000 to £6000 [USD $7,850 to USD$9,400 or CAD$12,400 to CAD$14,900]. However, a good drive-away example can be bought for £2,500 to £4000 [USD$3,900 to $6,300 or CAD$6,200 to CAD$9,900]. The older cars are becoming increasingly rare and this can add to their value, but to be worth the money, it is essential that they are completely sound and original.

Conclusion

Overall the MG Midget has got be the best value sports car ever built. The Midget provides all the fun and thrills of open sports car motoring for a relatively modest outlay in purchase and very reasonable running costs.

Richard Ladds

MG SPARES

In his excellent MG travel story , “Nineteen Days In A MG”, *(Can-Am Connection July & August, 2002)* Rich Wagner referred to “packing his trunk”, starting with the “spares“. This prompted me to put together a list of tools, spare parts, and supplies that I like to carry when I travel in a MG or any old car. Even if you can not fix your own car on the road yourself, you will be able to hand the parts to a mechanic to install instead of towing the car home or waiting for days for the parts to arrive. Another benefit of traveling with all of this stuff in your trunk is that you can share it with other MG drivers that you are traveling with. Start with a set good basic tools and then add.....

RAIN GEAR
FLASH LIGHT
COVERALLS
HAND CLEANER
TIMING LIGHT
ONE HALF GALLON OF WATER
QUART OF OIL
ASSORTED NUTS AND BOLTS

You never know what parts you may need, so I like to carry them all.

ALTERNATOR
FUEL PUMP
CHOKE CABLE
THROTTLE CABLE
COIL - IGNITION
POINTS - IF NEEDED
DISTRIBUTOR CAP & ROTER
FAN BELT
HEATER CONTROL VALVE
RADIATOR HOSE - UPPER
RADIATOR HOSE - LOWER
THERMOSTAT
U-JOINTS
WATER PUMP
WHEEL BEARINGS - FRONT
BRAKE FLUID
SPARK PLUGS

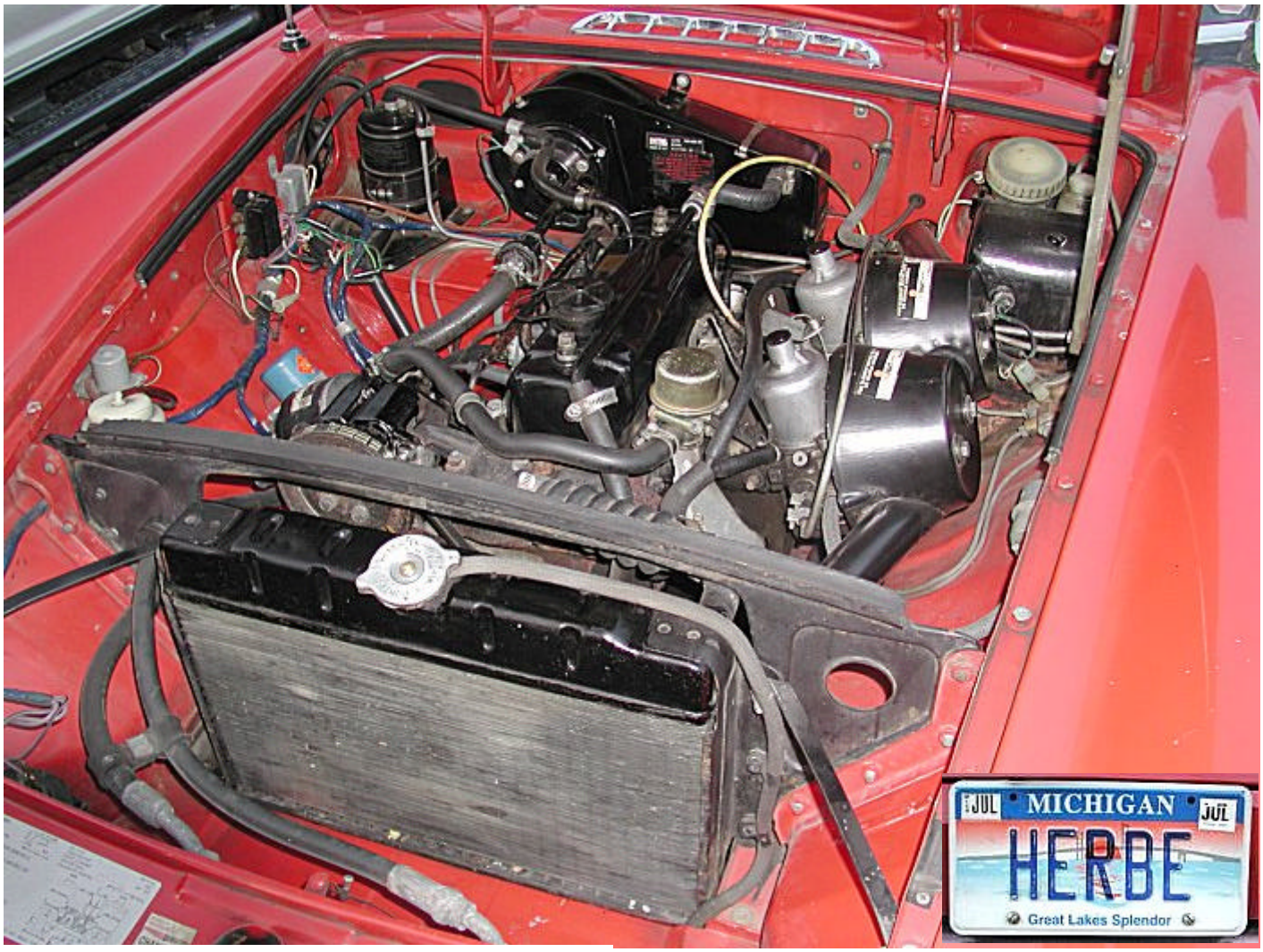
Rebuild kits for

MASTER CYLINDER
FRONT WHEEL CYLINDER
REAR WHEEL CYLINDER
CLUTCH MASTER CYLINDER
CLUTCH SLAVE CYLINDER

You do not need starting related items, starter, starter relay, battery cables, because you can push the MG to get it started. Unless you have a rare automatic transmission.

Otto Pope

Nancy Zajac's 1972 MGB



Nancy Zajac's MGB is a beautiful example of a 1973, yet it doesn't appear from the outside to be in any way unique. Lift the bonnet, however, and it immediately becomes obvious why this is a remarkable car. Unlike the vast majority of its contemporaries, Nancy's car still has all the original emissions equipment intact and working. This would certainly make a good example to follow for anyone wishing to return a similar car to its original state.

Husband John can often be found at meetings using Nancy's car, but just in case anyone thinks its his car, they only need look at the license plate, which we show above, to know that this is not "HISBE".

Just one thing Nancy, can you change that Bosch coil for a Lucas? Better still, get John to do it, he owes you for all the times he has borrowed your classic car.

Solution to Crossword Page 8

1 E	R	I	2 E	3 F		4 S		5 R	O	T	6 A
L			7 T	R	I	U	M	P	H		V
K			R		N		U		E		O
8 S	9 T	E	E	R	I	N	G	10 O	P	11 E	N
	A				S			S		N	
12 A	R	C	13 H		14 H	E	15 R	I	T	A	G	E
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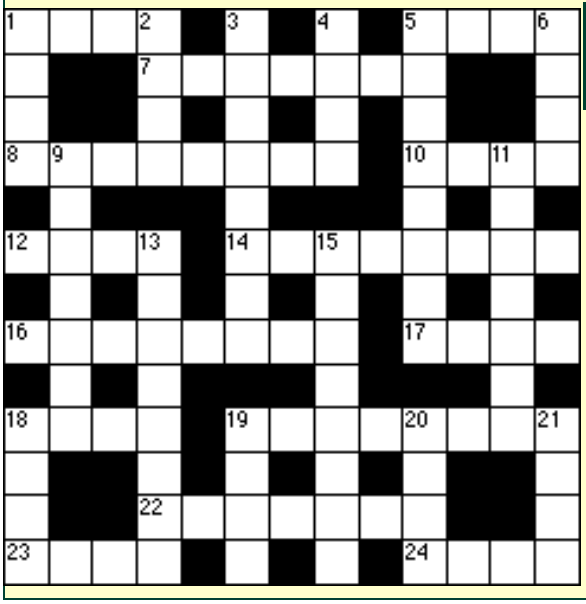
16 C	A	S	T	I	R	O	N	17 T	E	A	S
	N		W				A			N	
18 A	S	I	A		19 R	E	B	U	20 I	L	D	21 S
L			T		A		O		C			N
E			22 E			N	R	O	U	T		A
23 C	H	E	R		E		T		24 S	T	E	P

The Windsor - Detroit MG Club Crossword



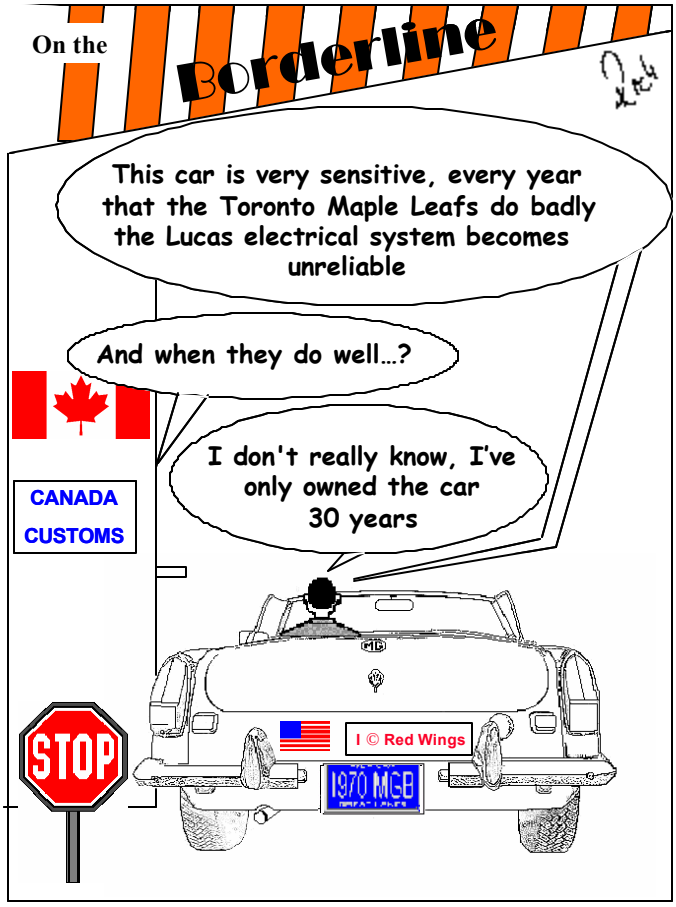
Especially devised for the W-DMGC, these puzzles require a knowledge of MG's, cars in general, Ontario, Michigan and all things British.

Across

1 Great Lake
5 Roster (Brit)
7 LBC or Motorcycle
8 Maneuvering mechanism
10 The best position for the top
12 Paris has one for 7 across
14 British — , Museum, Gaydon
16 Guarantee in the engine block?
17 4 PM British libations
18 Miata's continent
19 Totally overhauls
22 On the way
23 Female Singer
24 Stage in a process

Down

1 Wapitis
2 To be in Montreal
3 He gives the final polish
4 The way to feel in an MG
5 Dash lamp dimming device
6 Stratford's river
9 Scottish textile patterns
11 MG home country
13 Trouble in the radiator?
15 An LBC for one
18 Mini designer Issigonis
19 Like steaks and early MG's
20 Summer desserts
21 Top fastener



☺ **Q. Why are MG owners' bathroom habits different from everyone else's.**

A. Because they have to wash their hands BEFORE they go.

A BIG Welcome to our New Members

- **Mary & Eric Marshall -** New Hudson, MI
  Red 1974 MGB Roadster
- **Richard & Sherry Dittman** (returning) - Tecumseh, ON
  Blue 1960 MGA Roadster
  Blue 1961 MGA Roadster
  1978 Midget + 2 Bonds, a V12 Jag and a TR4
- **Glenn Reinhackel & Diana Ehrstin** - Canton, MI
  Black 1980 MGB-LE Roadster

Classified Advertisements

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 $7,000 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

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: Chrome Bumber MGB or Midget Preferably no major body flaws or technical problems.
Jack. Email at jbren45@excite.com

1968 MGB-GT. Primrose yellow. Wire wheels, re-chrome, Weber carb. Original owner. $4,000. Farmington.
Bud Miller 248-474-6489.

1967 MGB Parts Car. Body in bad shape but drive train and all other components in good order. Leather seats, mahogany steering wheel, knock-off wheel nuts.
Jerry del Giudice. 773-531-1939

1976 MGB Roadster, Great project or parts car. Will consider any serious offer.
Wayne Gray 248-547-4908 (H) 586-574-5465(W)

4-synchro tranny from a 1973 MGB roadster. Completely rebuilt at University Motors (John Twist) Transmission Rebuild Seminar this past February. All the typical wear items were replaced (synchros, shafts, etc.) as well as laygear, reverse idler and 3rd & 4th sliding hub. Asking $500.00 USD or $750.00 CAN.
Call Andrew Turner @ (519) 562-6810. Please leave a message.

1971 MG Midget . Restored 6 years ago. New Biscuit interior; "Viper" red exterior knock-off wheels, new top and racing tonneau. Not currently running-- needs water pump, generator and standard electrical bits, but car is complete. Baby due in October, no time to fix, must sell quickly and know I will regret it. - $3,300.
Call Steve (248) 853-3286 or e-mail atogmileo@aol.com.

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

1974 MG Midget. Removable hard top with various miscellaneous parts. Red with Black top. $500 for all. Located in Flint.
Ken at (810) 239-1624 or E-Mail at Ruthie12966@aol.com.

'61 MGA Mark II Coupé. Ready for restoration. In pieces. $4,000
Fran Lewis (248) 681-8420

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MGB Engine and non-O/D gearbox
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Calling all WDMGC members...

If you haven't been to the ***Battle of the Brits*** for the past few years, you are in for quite a pleasant surprise and you have missed quite a bit of change.

The Battle of the Brits has evolved into one of the finest British car and motorcycle shows in the region, if not the continent. There have been many changes and improvements since the mid-Nineties. The 2001 event drew 320 cars and 150 motorcycles, as well as over 1500 spectators, and that was in the rain!

2002 participants will enjoy a day with other British car enthusiasts, DJ Ken Chaplin, many vendors (KDC Motor Accessories and LBCarCO will also be there,) and food concessions. There will be a plethora of door prizes from our sponsors as well as a minimum of 153 awards. The MG classes include:

1. MGB from 1962 - 1968
2. MGB from 1969 - 1974
3. MGB from 1974 1/2 - 1977
4. MGB from 1978 - 1980
5. MGA
6. MG Midget
7. MG T-series
8. MGB GT / MGC / MGC GT / MG-V8 / Other MG (*may be split depending upon early registration numbers)

Here's the chance to show off your little British beauty. Come on out and join the fun. I guarantee you will be glad you did.
Hope to see you there.
Sue Snyder, Chairman
Battle of the Brits

Who Turned Out the Lights?

The nights are getting longer and the days shorter. About the time of our Lucas rally, night and day will be about equal. So make sure your battery is fully charged, double check your generator or alternator, and head out to our annual Lucas Night Rally.

Get the answers to those questions and experience the pleasures of a top-down evening drive, the aroma of burning electrical devices and the excitement of having no headlights at 50 mph. Or, in other words, just a normal night time drive in your MG. Actually everything usually works out just fine on our Lucas Night Rally.

This year the event is on the US side of the border. We will start at the usual **Meijer's parking lot on 8 mile and Haggerty at 7 pm, Saturday, 21st September** and we'll go from there.

Make sure your headlights work, and anticipate a fun filled evening drive in your MG.
We recommend you bring along:

- Clipboard.
- Flashlight.
- Something to write with and on.
- A sense of adventure.

See you there. *Ed Fleming*

Sat 21st is the Lucas Night Rally, so How About Some Lucas Jokes

- Lucas denies having invented darkness. But they still claim the patent for "sudden, unexpected darkness"
- Lucas is the patent holder for the short-circuit.
- Lucas - Inventor of the first intermittent wiper.
- Lucas - Inventor of the self-dimming headlamp.
- The three position Lucas switch - Dim, Flicker and Off. The other three switch settings - Smoke, Smolder and Burn.
- The Original Anti-Theft Device - Lucas Electrics.
- "I have had a Lucas pacemaker for years and have never had any trou..."
- If Lucas made guns, there would be no more wars.
- Did you hear about the Lucas powered torpedo - It sank!
- It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
- Did you hear the one about the guy that peeked into an MG and asked the owner "How can you tell one switch from another at night, as they all look the same ?" "The owner replied, "Who cares? Nothing happens anyway!"
- Back in the 70's, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.
- Alexander Graham Bell invented the Telephone, Thomas Edison invented the Light Bulb, Joseph Lucas invented the Short Circuit.
- Recommended procedure before taking on a repair of Lucas equipment: Check the position of the stars, kill a chicken and walk three times sunwise around your car chanting: " Oh mighty Prince of Darkness protect your unworthy servant."
- Lucas systems actually uses AC current; it just has a random frequency that's all.
- And of course: Do you know why the British drink warm beer?
  Because Lucas made all the refrigerators.
  . *British editor's gratuitous defensive note: Actually Lucas never made refrigerators and the British drink their beer at a not-so-warm 50°F (10°C) because it's worth tasting. That is unlike the average North American chemical brew, that requires the tongue to be frozen into numbness before drinking.*

Thanks to various members for these contributions.

A Mid-Summer Night's Rally

By the time you read this we will have already enjoyed the August 24th Mid Summer Night's Rally.

Unfortunately, this months copy date meant that we could not include a report on the event in this issue. So please bear with us, we will include all the details in the October edition of *Can-Am Connection*.

Calendar of Events

Bold Text Indicates Windsor-Detroit MG Club Events.
TBD = To be Determined

September	
Sun. 8th	Battle of the Brits - Freedom Hill Park, Sterling Heights, MI See facing page
Wed. 11th	**Monthly Meeting - Nisbet Inn**
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** **See facing page**
October	
Wed. 9th	**Monthly Meeting - Brass Pointe**
Sun. 13th	**Fall Color Tour**
Sat. 26th	**Murder Mystery - Heritage Park, ON**
November	
Wed. 13th	**Monthly Meeting - Nisbet Inn**
December	
Wed 11th	**Monthly Meeting - Brass Pointe** **Gift Exchange Night**
January	
Wed 8th	**Monthly Meeting - Nisbet Inn**
TBA	**Hibernation Party**

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STEVE'S BRITISH CONNECTION

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

Monthly Meetings

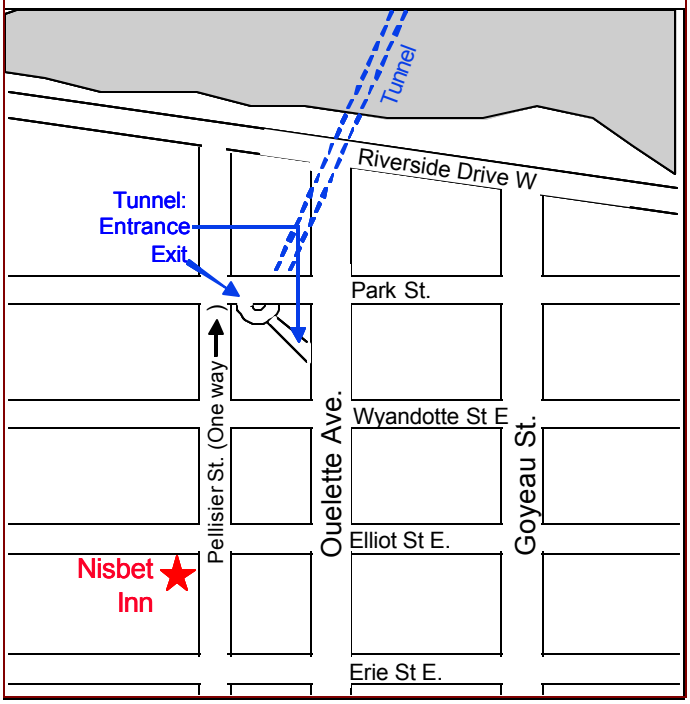
Meetings usually start around 7:00 PM, but the earlier you arrive the more likely you are to eat comfortably at a table. Please help the Nisbet out by obeying Ontario law and not taking alcoholic beverages outside the building.

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.



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