The Can Am CONNECTION

WINDSOR-DETROIT

Vol. 22, No. 8 - Newsletter of the Windsor-Detroit MG Club - October, 2002

It's Been a Hot Summer for our Club

The Windsor-Detroit MG Club canopy has been seen a lot around both the United States and Canada this summer and more and more of our growing membership are getting out to events to enjoy their MG's along with other members and their families.

Our overall membership is up over 10% since January, while that for Canada alone has grown a whopping 25%. Of course, we welcome all new members and strive to make the club an institution they will want to stay with for many years. The fact that several members have had to sell their MGs, yet remain in the club is, we hope, a testament to the enjoyment that they get from it. So keep those suggestions and ideas coming and take part in the events.

The picture below was taken at British Car day, held at Bronte Creek just west of Toronto last month and claimed to be the biggest show of its kind in North America. More on that and other events in Dale Brown's column on page 3.

Jay Parks

It was with great sadness that we learned of the sudden passing September 16th of long time member Jay Parks. Jay attended our meeting only 5 days earlier, when he introduced his niece's husband Jeff Adkins as a new member.

Our sincerest sympathy goes out to his family and many friends.

A Midsummer Night's Dream Cruise

By Ed Fleming

What would we do if we held a ralleye and nobody showed up? I was pondering that thought while waiting at the Meijer parking lot for the first car to arrive for our Midsummer Night's Ralleye . First car out at 7:00, but at 6:30 not an MG in sight. 6:45 no MGs, 7:00 still not an MG to be seen.

Then Vish and Kari Chatterji showed up, fresh from their honeymoon in their super clean MGB. Whew, at least we'll have a first place recipient.

Then Tom and Marcia Greiner arrived, then Elvin and Janet Davis, then Fran Lewis, then Jeff and Janet Zorn. I think that represents a quorum. So off we went.

I actually found several "Shakespearean" clues, despite not going through any towns call "Hamlets" or getting anywhere near Romeo, Michigan.

In keeping with the club's policy of not taxing the brainpower of club members, the clues were easy (too easy, I thought). Despite that we had different winners and losers and a little bit of everything on the ralleye.

At first we thought about forgetting the ralleye and driving down to the Artist Market in Detroit where they were showing the 1950's movie "The Day the Earth Stood Still" on the white wall on a building like an old fashion drive in movie. But the Zorns didn't want to do that, so off we went on the planned original ralleye which ended up at a real drive in movie anyway!

Before the ralleye was half run we lost the Zorns. Seems the water pump on Jeff's B picked that night to give up, just outside the GM Proving Grounds. Had he had a Rover V8 in the B he might have been able to find a pump lying around nearby. Instead he found some water and limped home. One D.N. F.

Tom and Marcia won the ralleye with a perfect score. Zero wrong after I tossed out one clue about the price of Night Crawlers. (Seems there were several people selling worms for different prices along the route.)

Second place with only one wrong answer went to Vish and Kari Chatterji. Third went to Elvin and Janet Davis with two wrong answers. Notice that only two points separated first from third. Fran Lewis ran navigatorless and received an Honorable Mention for participating.

All in all a lovely evening drive. Oh about the movie. There were actually 4 movies at the drive in. Scooby Doo, Kid Spys, Serving Sarah, and K-19, the Russian submarine movie. K-19 was the best movie but was also the late feature (as in ending around 2 a. m.) so no one stayed.

Still every one (except Jeff and Jan) seemed to have fun. We'll try it again next year.

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

For border dwellers such as ourselves, crossing in either direction between our countries has become just a part of our lives and is no big deal. From time to time we come across an immigration officer who has some power complex or is just simply surly and rude, but for the most part the process is easy and we take it for granted, just as we do the liberty we enjoy in our respective countries.

Last month's anniversary of the attacks on the WTC reminded me not to be quite so complacent, those assaults having ironically been made possible by exploitation of the freedoms others envy us for. As a dual Canadian-British citizen living in the USA, I am very proud of the way that these 3 countries have stood shoulder to shoulder for nearly a century to defend those very freedoms on the occasions when others have tried to take them away.

Almost exactly a year after the attacks, I had a personal experience that made me wake up and be grateful for what we have. I was crossing the border from El Paso to Juarez, Mexico to visit a manufacturing plant my company has there. Because my purpose was a commercial one, I was required to go into the Mexican immigration offices to have my passport stamped, a process that I expected to be routine. I soon realized that was not to be the case. Amazingly, none of the Mexican immigration people on the border with the world's largest English speaking nation spoke English, or at least they chose not to. However, although the only Spanish I ever bothered to learn was to order margaritas at a beachside bar, I eventual gathered that I was in trouble for apparently not having an exit stamp in my passport from my last trip there. Looking at my passport the problem was obvious. I had entered Mexico only once on February 15, 2001 but there were two entry stamps and no exit stamp; evidently they had "inadvertently" used an entry stamp as I left Mexico last time. It turns out that there is a fine of $4.40 a day for every day I had illegally exited Mexico. Because it was about 500 days since my last trip there I was being fined some $2,200 or possibly twice that because I apparently did it twice on the same day.

I was taken to a back room and left alone with my cell phone to decide how I was going to raise this much cash — American Express was not welcome here. They obviously thought they could intimidate me with some references to what my next place of confinement might be if I failed to do so — and they were right. Goodness knows what I would have done if I was on vacation. Perhaps the immigration people would have settled for a "gift" of the $200 I had in my wallet. As it happens, I called the HR department at our Juarez plant and they arrived extremely rapidly with a lawyer. After some fairly heated and unintelligible exchanges I, and my passport, were released into the custody of the lawyer while my company appeals the fine. The lawyer had no physical way to detain me so I simply returned to the USA.

At the time of writing, I still don't have my Canadian passport back but am able to travel to and fro across "our" border using my Canadian citizenship card and my US Green Card. When I do, should any bored customs officer grunt at me, he or she will perhaps be surprised when I smile and say. "Thank you", and I shall mean it — sincerely.

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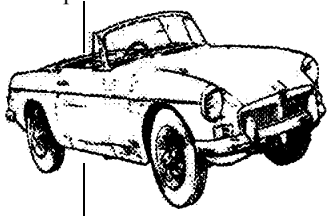

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Presidentially Speaking

By Dale Brown — Club President

This month certainly has been a busy one. We had a great meeting at the Nisbet, as well as a few car shows and driving events. Do I sound hurried? I'm writing this article while packing to leave at 4 a.m. for a trip to Stowe Vermont with 4 other cars from our club. "Ok, take a deep breath Dale, concentrate on the last few great car experiences..."

Lise and I and many others from our club attended two great shows. The first was Battle of the Brits, hosted by our friends from the Detroit Triumph Club. What at

fantastic hosts! We were able to set up our club canopy in a very favorable spot. Lyn Turner and Lise greeted many guests and thanks to Elvin and Janet Davis – providers of needed application forms and "fun stuff" – we signed up prospective new members and sold some of our Club regalia. Although it was extremely hot (what else is new) we all had a fun day. We counted 6 members of our club that won awards that day. Congratulations!

The following week, a group of us left the Windsor area bright and early on Saturday morning and made our way down the back roads toward Burlington, Ontario where the Toronto Triumph Club was hosting British Car Day. We had a great drive up, stopping along the way to enjoy the "Jumbo the Elephant" monument in St. Thomas; In 1885, Jumbo, a feature of the Barnum & Bailey Circus, met his untimely death there when hit by the engine of the "Grand Trunk Railroad". Lucky for us, it was a great place to stop for brunch.

After arriving at our hotel in Burlington, we were able to

hook up with the Toronto Triumph Club that invited us to a nice barbecue and private car show on one of the member's property. Great hospitality, food and friendship were enjoyed by all.

The BIG car show, held the next day, was a little down in attendance due to a possibility of inclement weather, which held off, thank goodness. Nevertheless, there were close to 700 cars on the show field, an impressive number given the circumstances. Once again, we were able to set up our canopy and banner in a prime location and had an enjoyable afternoon with club members and guests. Elvin Davis, Lyn Turner and Lise promoted our club well through regalia sales, distribution of membership information, and general "schmoozing".

By the time you read this, you will have been at the Lucas Night Rally organized by Ed Fleming. Meanwhile, Lise, other club members (to be named later☺), and myself will be in the Adirondacks for the annual "British Invasion". We will be thinking of you all.

Safety MG Fast

Dale

The MG Badge

By Jonathan Wood. Reproduced, with permission, from *Enjoying MG*, June 1997

MG's famous octagonal badge has been around since 1924. But who designed it? I confess that I had always imagined Cecil Kimber, with his strong artistic sensibilities, and creator of the famous MG radiator, was also responsible for the eight sided motif.

However, back in 1981 I interviewed for Classic Cars the individual who claimed to have been responsible for the badge and, after hearing his story, I have no reason to doubt it.

Edmund (Ted) John Frank Lee was born in Oxford and in 1915 entered the city's High School. He did well there, excelled at math and was also placed top in the art class. His aptitude with figures suggested a financial career and he decided on cost accounting. As it happened he knew Cecil Kimber and "he offered me a job with Morris Garages and agreed to pay half my tuition fees."

For his part Kimber had joined that business as sales manager in 1921 but took over as general manager following the death of Edward Armstead in March 1922.

Ted Lee wasted little time in responding to Kimber's offer, he continued his studies and was soon established at the Morris Garages offices that he remembered were located "over some fifty shilling tailors" in Queen Street, Oxford. "I was very keen on American cost accounting methods and this was the system I introduced."

As is well known, in 1923 Kimber introduced the Morris Garages Chummy that, in retrospect, can be seen as the first link in a chain of events that lead to the creation of the MG marque.

This special open two seater version of the Morris Cowley, with coachwork by Carbodies, had an occasional rear seat with lowered back and was finished in a choice of cheerful colours.

Ted remembered the Chummy well. "This was because, whenever Kimber and I went out in one, he used to drive like the devil and frighten me to death. But I used to criticize him because the Chummy's proportions were on the small side. You see Kimber was rather short himself and I suggested that, if you altered the seating arrangement, he could sell to taller people! And he took notice, we were quite friendly."

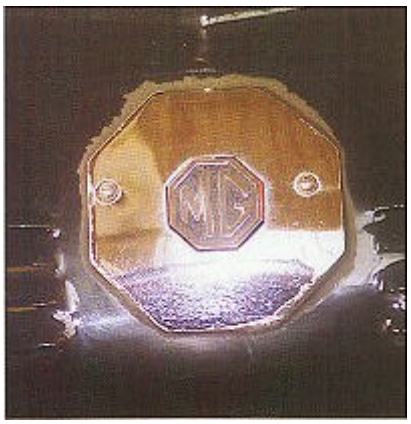
In 1924 Cecil Kimber had ordered six open two seater Raworth bodies for the 11.9 hp Cowley chassis and followed this with a 13.9 Oxford-based "M.G. vee-front saloon." With the appearance of the M.G. name, Kimber was clearly intent on creating a make that, diplomatically, did not distance itself from its Morris roots.

The use of initials provided the answer and he may have been inspired by the precedent of AC, a firm with which he was familiar, having worked for the Thames Ditton company between 1916 and 1918.

Later the May 1924 issue of the Morris Owner carried a full page illustrated advertisement of one of the Raworth-bodied cars that was described is the MG [for Morris Garages] Super Sports Morris. The stylized initials were presented, for the first time, within an octagonal outline that had been designed for Cecil Kimber by Ted Lee, who again takes up the story.

After the general manager had explained his plans to Ted, "he cleared off to his office and I stopped in mine. Then I drew out this badge with a little ruler I'd brought from High School. I was good at art and have painted for years. Kimber saw it and said 'that's just the thing'." I was interested to know why Lee had opted for the eight sided shape and he said there was no particular reason for choosing it. But it should be remembered that such angular designs were very popular in the nineteen twenties and they are what we know today as Art Deco style.

It was important that William Morris approved of the badge and Ted recalls that when he saw it he said that "it was the best thing that has come into the company" 'adding, "and it will never go out of it."



Later when MG moved from Oxford to Abingdon, Ted Lee also made the move but subsequently returned to the city to become group chief accountant for Morris's other companies and remained at what became the British Motor Corporation until his retirement in the 1960s. His badge had, in the meantime, become one of the motoring world's most memorable trademarks although Kimber initially applied it sparingly to the Morris Garages cars. A representation was painted on the nearside scuttle of "Old Number One," the famous Hotchkiss engined open two seater with Carbodies coachwork that he ran in the 1925 Lands End Trial and for which he was awarded a Gold Medal.

The two seaters and saloon had been joined later in 1924 by a handsome aluminium bodied open four seater that was marketed as the 14/28 M.G. Super Sports Model. In 1925 a closed two door car, named the Salonette, joined the range. By then the octagonal badge was appearing on the cars' sills plates although its arrival on the radiator was a more

protracted process.

In September 1926 the bullnose Morrises on which these early MG's were based was replaced by the flat radiatored Cowley and Oxford 14/28. The MG version of the latter, that appeared in 1927, initially perpetuated the 14/28 designation and evolved into the 14/40 Mark IV. It retained the Morris badge on its radiator that was complemented by a German silver MG octagon mounted on the honeycomb

Some cars had also featured a miniature version in the centre of the Morris Oxford radiator badge.

But at the 1927 Motor Show the 1928 season models were distinguished by the octagonal badge positioned in its rightful place on the flat nosed radiator shell. The now familiar chocolate hued initials were set against a cream background, surely not a coincidence that this colour combination this made famous from 1922 on the carriages of the Great Western Railway trains that served Oxford?

MG demonstrably emerged as a make in its own right with the arrival, in 1928, of the 18/80 which sported the now familiar subtly tapering oblong radiator with distinctive central rib, designed by Kimber himself with advice from Radiator Branch's Ron Goddard. From thereon the octagon and the MG became inseparable. Drivers read from eight sided instruments and that included the Calormeter water temperature indicator. The shape was even applied to the outlines of scuttle ventilators.

Once the MG company was established, in Abingdon, octagonal clocks appeared, along with eight sided table napkin rings in the boardroom whilst the firm's typewriters were fitted with a special "octagonal" key.

For its part, the badge remained essentially unchanged until the arrival of the TC model for which the original colours were replaced by black and white livery. Other backgrounds, namely red, golden for the 1975 "centenary year" cars and even blue followed and it was not until the appearance, in 1993, of the MGB-based RV8 that the original chocolate and cream combination made a welcome reappearance. This is perpetuated on the current MGF

So William Morris's prophecy to Ted Lee back in 1924 that the badge would never leave the company has proved to be an accurate one. But although MG, along with Rover, is one of the handful of the industry's marques to survive into the 21st century, the Morris make that made possible its creation is no more.

Jonathan Wood

MG WINDSOR • DETROIT MG CAR CLUB

Ted Lee could never have imagined how prolific his creation would be, nor in how many ways it would be used. Our own club logo has recently been beautifully transformed to not only include the MG Octagon and Ambassador Bridge, but to also the flags of our two countries and a hint of the Union Jack.

Full Moon Brightens Lucas Ralleye

by Ed Fleming

It was a beautiful warm evening. Perfect for an evening drive with the top down. A starry sky with the additional advantage of a full moon made for a great evening for our Lucas Night Ralleye.

Eleven members showed up for a night of wandering around Northville looking for devious (or so I thought) clues. Tom and Marcia Greiner, Steve and Nancy Brown, Ralph and Kathi Poupard, Rich and Adrienne Wagner, Al Gaiefsky, Ann St. John and Fran Lewis all showed up at the usual Meijer parking lot just as the sun was going down, with flashlights in hand ready to defy the laws of Lucas electrics and look for devious clues.

First we zigzagged into downtown Northville, parked the cars and walked around looking for clues. About a third of the clues were found here and about half the time on the ralleye (maybe two thirds for the Greiners and they live in Northville) was spent in town. Although I thought I had a couple of sneaky clues here, everyone got them right. Rats.

Then we were off to the first of two cemeteries (Lucas is dead after all). Again I tried to be sneaky by switching the order of the clues so members would look for the clue at the second cemetery at the first one. That worked for about half the contestants.

Also, at that first cemetery, Rich and Adrienne came upon a weird group of people digging up a grave (at 8:00 at night!). The full moon wasn't quite up yet so it was REALLY dark in the cemetery. They wisely waited until a few more members of our group showed up before looking for clues.

After that we had a good fast run for 5 or 6 miles. Better to get the cobwebs out of the cars and get away from whatever was going on back at the gravesite.

A few more clues, another cemetery and a restaurant in the eastern time zone as we like to say. The end point being a combination Tim Horton's / Wendy's in honor of this being an international club, where the award's were handed out.

Winners with only one wrong answer were Tom and Marcia Greiner. Second, driving solo, was Al Gaiefsky (with 2 wrong!) and third went to Steve and Nancy Brown (with 4 wrong).

All in all a lovely evening drive where the only problems were with the clues and not the electrical systems.

MGs ON POSTAGE STAMPS

By Rick Astley

Stamps have been often called miniature “Works of Art”, and since we all think our MGs equally merit that description too, what better collection could there be than of MGs on postage stamps. Collecting all of those shown here is an easy and relatively inexpensive task. For all we know, however, there may be much rarer and hard to find examples out there; if you find them, let us know. Expanding your interest past just MGs is a much more challenging task, literally hundreds of British cars have been featured on stamps and thousands of cars in general. Collecting, storing and displaying them is part of the fun.

I have purchased most of all the stamps here from www.Stamp-Search.com/. I like their prices, service and the fact that you can see what you are buying on their site.
Happy collecting.

While the primary interest is in the cars, some of the countries from which the stamps are issued are intriguing too, some being just atolls that probably never saw an MG. Many of the countries that are prolific in the production of stamps are those that may have little or no other income, so very often, far more stamps go to collectors than are actually used for ordinary mailing purposes. The Caribbean islands Grenadines of St Vincent and the islands of St Kitts and Nevis at least have tourism but the Pacific island of Tuvalu supports itself largely by the sale of stamps and more recently selling web domain names that have the cherished dot tv suffix. About 1% the size of Washington DC, it has the unenviable reputation of being the first nation that will disappear should sea levels rise above its 17 ft (5m) maximum elevation. Seen here are on the top row are MG types: M, K3, TC and MGA. At left is an MGB-GT.

Below: from Grenada is another K3, a TA from the Indian Ocean islands of Comoros and another from the English Channel British Crown Dependency of the “Bailiwick of Guernsey” and a TF from the land locked enclave of South Africa, the Kingdom of Lesotho.

Bottom Row: An MGB stamp issued by the West African Republic of Liberia, a Midget from the former USSR of Turkmenistan, a TF from Somalia, and an MGA with Mickey and Minnie Mouse from the Caribbean island of Redonda.

Jeff Zorn's 1958 ZB Magnette

True to Jeff's love of MGs for the past several years, he has always wanted a Magnette. Luckily the opportunity arose a couple of years ago when he was able to acquire the "Maggie" pictured below from a NAMGAR member in Iowa. Jeff and a friend drove down leaving at 5 am on a Friday morning and returned home to Detroit with the Magnette about 5 am on Saturday morning. It was a great trouble free drive...though he did run out of gas on the freeway outside of Gary, IN.

Maggie has an early MGB 1800 engine (with Weber) and a 3.90:1 rear end which makes it a very good cruising car. As you can see by the photos below, she is his winter daily driver.

The Magnette revived the model name originally carried by a 1933 K3 racing car and at the time caused a little controversy among purists who objected to its use on a sedan, even though the original Magnette was itself derived from one. In the 1930s Morris and MG liked names beginning with M so there were the original Minor then the Magna and the Magnette, a name indicating a small Magna.

The Magnette ZA (pronounced Zed-A of course in Britain and Canada) was launched in 1953 and was designed to provide British competition for the sports sedans coming out of Italy in the early 1950s. While in styling terms the Magnette was one of the most advanced British sedans on the market, and it had ride and road holding calculated to appeal to sporting motorists, even at that time it was considered a little short on power. It used an early version of the BMC B series engine, but its 1500 cc, 60 bhp just did not provide the power required to propel a nearly 2,500 lb, 4 seater the way many would have liked. Its final gear ratio of 4.3:1 helped provide reasonable torque but limited top speed; not so important in Britain where there were few high speed roads, but certainly a sales limiter in some export markets.

The ZA was gradually improved, in 1956 switching to the engine used in the MGA that provided 68 bhp and with a new 4.55:1 final gearing, cruising speed was improved without sacrificing the neck breaking 0-60 mph acceleration time of 18.5 seconds. It wasn't until 1958, however, that the marketing department made recognition of the change by introducing the car as a new model, the Magnette ZB. Curiously the only external change made that distinguished one model from the other was the substitution of the heavy chrome side strip of the ZA for a much thinner, and doubtless cheaper, more muted one on the ZB.

The basic MGB 94 bhp engine, improved carburetion and even higher ratio final drive on Jeff's ZB certainly make the car more practical for modern day motoring while at the same time maintaining the car's MG spirit. Indeed, before acquiring a Range Rover, Jeff regularly used Maggie to tow his Little British Car Co trailer around the country, although the gearbox did loudly complain at one point about the additional load.

Each month we like to feature a member's car. Please send us pictures of your MG and some anecdotal information and we will try to include it in an upcoming edition. All photos and other submitted material will be returned.

Solution to Crossword Page 8

	E	K	A	R	B		E	T	I	L	E	
N		I		A		E		I		E		B
E	G	D	O	D		D	E	T	I	M	I	L
O		D		I		S		A		O		A
N	O	I	T	I	D	E		N	O	N	A	C
K				E	L	D		E	I			
	Y	S	I	O	N		E	C	A	R	T	
I	N				T	A		E				S
N	I	E	O	C	A	D	E		S	A	C	Y
U		L		A		S		H		T		R
D	O	E	R	O	L		A	D	E	O	N	A
E		E		I		A		A		R		P
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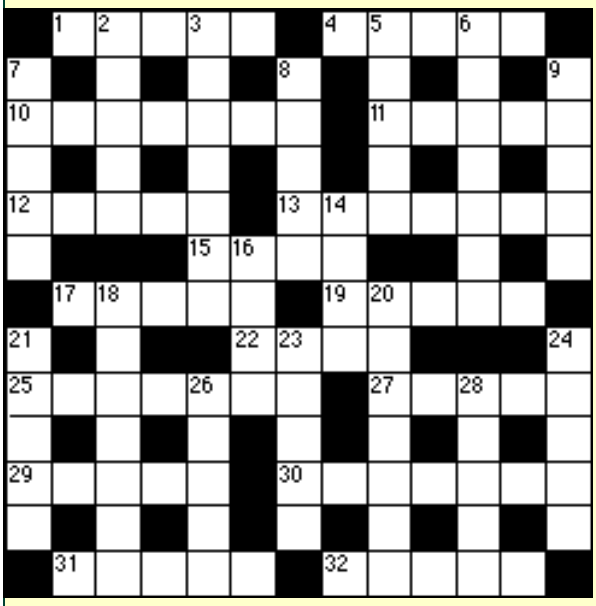
The Windsor - Detroit MG Club Crossword



Across

1 Upper crust Lotus
4 Car stopper
10 & 13 1980 MGB
11 Chrysler avoidance maneuver?
12 Secularly legal Japanese camera
13 See 10 across
15 Run in neutral
17 Wire stripe
19 Description of a broken exhaust
22 Military posture (abbreviation)
25 Waterfall
27 Steering parameter (3-2)
29 A battery terminal
30 Jeeps
31 Dogs and ignitions use them
32 Hinged entry devices

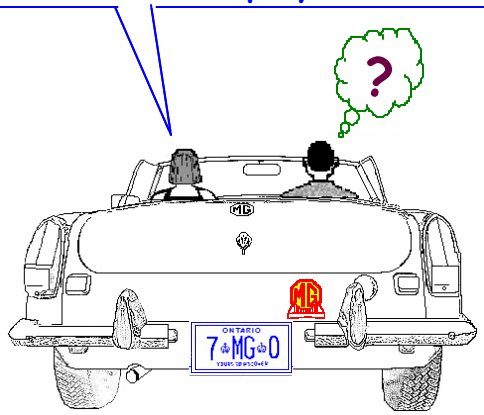
Down

2 Unsatisfactory car
3 Big but not unsinkable
5 Half diameters
6 Tots
7 Colour of 10 & 13 across
8 Ford mistake
9 Gas cars?
14 Depressing bodywork damage
16 Part of T.D.C
18 Bring car back to original condition
20 Windsor's province
21 Break car down for parts
23 T.V. (Brit.)
24 Busy
26 In front
28 An older person

On the Borderline

Since the invention of the internal combustion engine, man has struggled to describe pinging….

What do you mean you can't hear that strange engine noise? It sounds just like bobby pins rattling against a hair-spray can!



☺ The only 2 tools you will ever need are WD-40 and Duct Tape. If it moves and it shouldn't, use the duct tape. If it doesn't move and it should, use the WD-40.

This Month's New Members

- **George Washburn** - Royal Oak, Michigan
  1976 Brooklands Green MGB
- **Kim Cedar -** Windsor, Ontario
  1980 Burgundy MGB
- **Barry Tippett -** Livonia, Michigan
  1952 work-in-progress TD Mk II
  1959 Red Austin-Healey 100-6
  1978 Red/White Mini
- **Pat & Jeff Turk** - Dearborn, Michigan
  1980 MGB
- **Jeff Adkins** - Pontiac, Michigan
  1978 Red MGB
- **Tom Price** - Brownstown Twp., Michigan
  Yellow 1969 MGB

Welcome All!

Belated 40th Birthday Greetings MGB

Sorry we forgot to mention your birthday last month MGB; inexcusable of course when you represent over 60% of the cars owned by W-DMGC members.

Your birth was announced September 20th, 1962 at the Earls Court Motor Show in London. You weighed in at about 1,900 pounds but you gained some 430 pounds by 1980.

We will ask your owners to give you a little fresh oil and a good polish to celebrate.

Classified Advertisements

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 Bumper 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
MGC Parts. Engine block, non-O/D gearbox, rear axle, wire wheels.
MGB Engine and non-O/D gearbox
Fran Lewis (248) 681-8420

Wanted. Rear Axle for a 1970 wire wheel MGB.
Jeff Branch 586-779-0663

Nordic Track . $300. Hardly Used. Call Chubby

Please let us know if for any reason you don't want your classified ad to run in future issues. Please also let us know if your ad has been running for 3 months and you want it to continue to appear, as it may otherwise be removed to make room for later entries.

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Murder Mystery G's

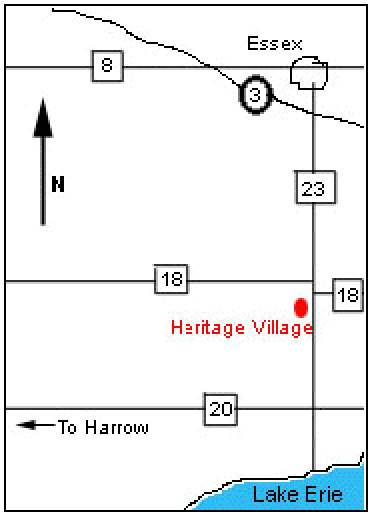
For the 3rd year running Ralph Poupard has arranged for us to take part in this increasingly popular fall event.

Held at Heritage Village about 30 minutes drive south-east of Windsor, this 19th century setting is the perfect place for an evening of intrigue and sleuthing. For those who have not previously taken part in one of these events, on entering the village you are given a leaflet describing the synopsis of a murder and a list of characters, each of whom may have had a motive to be the murderer. There is a short description of each person and their relationship to the deceased, but the fun is going around the village and interviewing all the suspects who are dressed in the period for their particular profession.

This year the event is on **Saturday October 26th**. We meet at the **Kildare House at 3:30—4:00 pm**. This is a British style pub at the corner of Kildare and Wyandotte Street

just on the East side of Windsor near Walker Road. In the map above, the tunnel exit is by the ★ and the Kildare House by the ★. We will have food and/or drinks until 6:00 pm sharp and then caravan to Heritage Village. For those who cannot join us earlier, so long as you are there by 6:00, that will work fine. Alternatively, meet us at Heritage Village around 6:45 pm .

The evening wraps up around 9:30 pm when we each put our vote for who we think is the murderer in a ballot box. For those who select the correct character, a random draw from the winning box may mean a prize and 2 minutes of fame.



Afterward, for those interested, we can retire to The Tin Whistle, a pub under the same management as The Kildare House.

Much of the evening will be spent outdoors, so please check the forecast so as to select the most appropriate attire. A flashlight, notepad and something to write with will be useful. There is a $5 per person entry charge and refreshments and snacks are available, so Americans may find it advantageous to be armed with Canadian cash.

Fall Color Tour

What with the "iffy" weather we've been having, our normal color tour could be black and white. So this year we're going to concentrate on the food.

Sort of a Pub Crawl and Wine Tasting Party with Cider and Donuts. A note to our British members: We're talking apple cider here, not hard cider. If you order a pint you'll be disappointed.

First, we'll have a gourmet chef explain the finer points of cider and donut tasting. What to look, smell and taste for in fine cider and donuts.

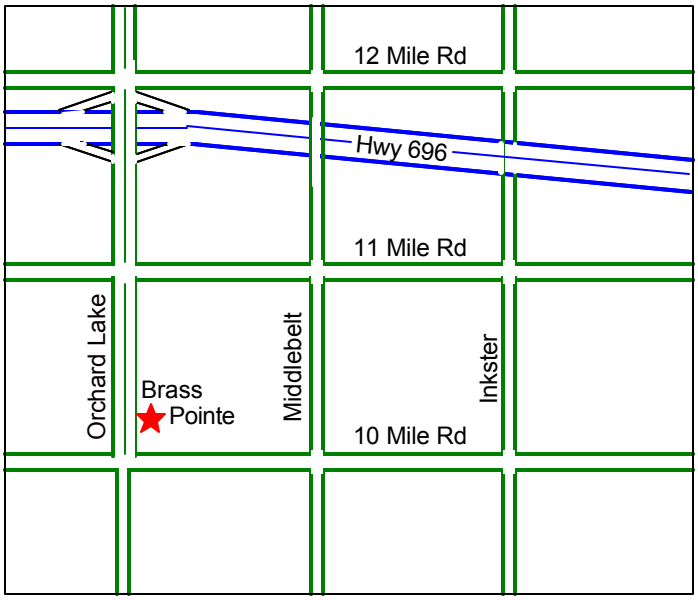
Then we'll visit a half dozen or so cider mills, beginning with one started by a relative of WDMGC member Ed Fleming and ending at one owned by a relative of WDMGC member Ann St. John.

The Club will buy the cider and donuts at each stop and you'll be given a ballot to record your findings. At the end we'll total up the scores to determine the best donuts and cider.

Where: Starts at the usual Meijer parking lot at 8 mile and Haggerty Rd. just west of I-275
When: Sunday, October 13th, 1 p.m.
What to bring: Something to write with, a healthy appetite, and a sense of adventure. Also a full tank of gas and room in your trunk for additional cider and donuts.

October Meeting

The October 9th meeting will be held at The Brass Pointe Restaurant, 24234 Orchard Lake Road, Farmington Hills, Michigan. Tel: (248) 476-1377. The restaurant is located on the NE corner of 10 Mile Road and Orchard Lake Road.



Calendar of Events

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

October	
Wed. 9th	**Monthly Meeting - Brass Pointe**
Sun. 13th	**Fall Color Tour** **See opposite page.**
Sat. 26th	**Murder Mystery - Heritage Park, ON** **See opposite page.**
November	
Wed. 13th	**Monthly Meeting - Nisbet Inn**
Sat. 16th	**Tech Session - T&W Auto body** **Waterford, MI**
December	
Wed 11th	**Monthly Meeting - Brass Pointe** **Gift Exchange Night**
January	
Wed 8th	**Monthly Meeting - Nisbet Inn**
TBA	**Hibernation Party**

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