The Can Am CONNECTION

Vol. 23, No. 1 - Newsletter of the Windsor-Detroit MG Club - January - February, 2003

# Hibernation Party - Get Your Forms in Early!

Our annual hibernation party is without doubt one of the most popular club events of the year, and for good reason; this is the time for us all to enjoy a fun filled evening with all our club-member friends. There will be a dinner, a cash bar, dancing and as usual there will be door prizes, awards and, with so many members present in one place, we will once again use the occasion to elect new board members.

Each year the party alternates between our two countries, this year being the turn of the USA to host the event. Full details are inside, together with a form.

Our venue is the Italian Epicure, in Novi, Michigan. Formerly called the Country Epicure, this new-to-us place for the hibernation party comes highly recommended. They have years of experience in providing great food and the right environment for events such as ours. To that end we have a choice of just 2 meals – plus accommodation for special dietary needs – which allows them to serve meals hot and rapidly; that way nobody is kept waiting while others are half way through their meals.

We need to receive checks and forms indicating meal choices one week in advance of the event. Unfortunately, this has to be a strict cut-off date so any received late may well have to be returned. Moreover, there is a maximum limit to the number of people that can be accommodated and if and when we reach that ceiling, we will have to refuse further applications. so send those forms in early to avoid disappointment.

# A Polished Tech Session at Tom Shipley's T&W Autobody

In all, 22 members attended our first Tech Session of the winter, kindly hosted by Tom Shipley and his wife.

Tom patiently talked us through two procedures. First he took the boot lid from an MGA that look perfectly finished to most of us and declared the surface unsatisfactory and requiring polishing. This in itself was a demonstration of the performance of modern paints, the almost flawless finish having been achieved simply by his expert pre-paint preparation and spraying of base and clear coats. Such quality doesn't come cheap, however, Tom advised us that his cost for the red paint was over $100 per pint. With all that in mind we all cringed as Tom took glass paper and started taking the surface off. Then finer paper, different grades of cutting compounds and polish were used too, not just bring that shine back, but to produce a perfect finish.

This demonstration was of interest, not just for those who might be completely refinishing a car, but also to those who want to restore their cars' paintwork from the inevitable damage caused by sun and dirt.

Tom's colleague was installing a patch panel on a Silverado, a common body repair method for MG's, so he took the time to show us the correct way to put the panel on so you could neither tell there had been a repair nor have to do it all over again after a few years.

We will have another tech session in January, see inside for details.

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

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¼ Page $12/issue, $100/year

½ Page. $18/issue, $150/year

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# The Windsor-Detroit MG Club
## The International Local Club

Rick Astley - Editor

Having no running MG at the time, I drove my Explorer to Tom Shipley's T & W Auto body hoping to learn a little of his renowned skills in body finishing. There is always some concern when we organize an event as to whether anybody will turn up, so I was relieved when I pulled onto Telegraph Road and saw a yellow rubber bumper MGB just in front of me, evidently on its way there too. I soon recognized it as Jack Renaud's V8 conversion and fell in behind him, as club members always do, just in case there is any problem with a car.

When we got up around Square Lake Road, a young man in a Saab evidently wanted to show Jack what a modern European car can do and I could see a traffic light grand prix was about to ensue. The light went green and Jack promptly disappeared in a cloud of rubber smoke, leaving the Saab driver behind in a pool of ignominy and me wondering what it takes to put V8 power into an MGB. Close to our destination, Jack kindly pulled over and offered me the opportunity to drive his car for the last few miles. The traffic, and the respect one has to give to another's car, didn't allow me to burn any more rubber off Jacks tires, but nevertheless, the impressive acceleration and smoothness was obvious even on my short test drive.

The 1800 cc MGB is no slouch from the lights, its power to weight ratio being better than many new cars, but it gets its power from having low gearing, which results in a high revving engine, and even with overdrive, it seems ill at ease and tiring to drive when asked to sustain highway speeds for long periods. The V8 conversion uses an aluminum block so power is increased without a weight or balance penalty and overall gearing can be made much higher, so the car I drove felt like a modern car in terms of noise and tightness but was every bit an MGB nonetheless. Indeed, I recently had the opportunity to drive a Porche 911 (too noisy and you have to wind up the turbo to get it moving) and a Honda S2000 (fast but with an antiseptic personality) and would prefer to drive Jack's car any day.

Jack has offered to give us all the opportunity to share his experience and knowledge of the V8 conversion by running a technical session for us Jan 11th at his Dearborn home. As a taster, he has also especially written an article for us that you can find in this issue. So even if you have never previously thought of converting an MGB to V8 power, and if you have a couple of hours to spare that Saturday, come along, but beware: the V8 disease is very contagious.

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Our by-laws require that all members receive a membership roster each year. Each time anyone renewed their membership and made even a small change to their details, I updated the Membership Directory immediately and they received the new version as acknowledgement of receipt of payment. We used to have a rule that all members renewed in December, the legacy of which is that over 70 members still renew in that month. The time it takes to print all those rosters, not to mention the wear and tear on my laser printer, means that I cannot continue to do that, Instead, we will get member Tom Schendel's Max Printing company to print a 2003 directory in January, when all the December renewals are in, and use that for the year.

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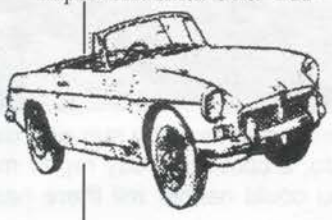

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Phone 248-673-3677 * E - Mail TWAUTO@AOL.COM

# Presidentially Speaking

*By Dale Brown — Club President*

**Semi-Hibernation?**

The driving season is all but over but from our experience seeing you at all our monthly meetings and the numerous events, it's seems that it has been quite a wonderful year. So with regret most of us have put our cars away for the next few months. For Lise and I, we will just go into semi-hibernation. After spending most of my free time in our garage in the last few months, I was able to get 80% of our restoration completed on our 72 B, found storage for our 71 GT and moved our 73 GT to a body shop to begin its restoration. Now we have room to get our 69 B in and out of the garage as well as finish up the 72. So, when there's no salt on the roads, we'll be driving again throughout the winter.

(Those factory hard tops sure help in keeping the car warm!)

But speaking of driving, we are already making plans to enjoy many outings next year. MG 2003 takes place in mid June in St. Louis. We have relatives there so we plan on attending. Another event that everyone should take note of is a University Summer Party reunion being organized by John Twist in Grand Rapids. We had such an enjoyable time at the Roadster Factory Summer Party that we may do that one again as well. As you can see, it doesn't take long to fill up a calendar. So plan on taking in events such as this as they are a great way of seeing old friends and meeting new ones while at the same time seeing great parts of our two countries and enjoying our hobby to the fullest.

In closing, I wish to thank all of you for making my second term as the club president an enjoyable one and look forward to serving you in the future in some capacity.

*Safety MG Fast*

Dale

# Thanks Dale, We'll Miss You

Dale Brown, who has done such an excellent job as Club President, is sadly forced to resign his post in February because of term limits dictated by our by-laws.

Over the last 3 years, Dale's devotion to the club has directly resulted in a significant increase in new members, most of whom indicate they have joined as a result of a recommendation from another member. This is no goodbye, however, Dale's passion remains for MGs and our club and we already know that he will find some way to continue contributing his time and efforts for the benefit of us all.

Dale's departure means we will have an election at the Hibernation Party when we expect to have the largest single gathering of members than at any other event during the year. As our secretary, Lise Brown, reported last month:

In accordance with club by-laws, elections must be held for the following elected positions: President, Vice-President, Secretary and Treasurer. Anyone considering the position of Treasurer will need a computer but the required software will be provided. Because of the term limit, new people are needed for the positions of President and Treasurer. A new person is also needed for the position of Vice-President, as that position is currently vacant. Seconded nominations received to date include:

| | |
|---|---|
| President: | Philip Wiltshire [but see below] |
| Vice-President: | Ralph Poupard |
| Secretary: | Lise Brown (incumbent) |
| Treasurer: | **Open** |

If you would like to participate in some other capacity, remember that volunteers are always needed for new and existing committees, offices or duties. Any help you can provide will be welcomed and much appreciated.

Sadly, since that time, Philip has bowed out because he does not feel he can give the job 100% this year due to other commitments. Should there be no volunteers for the posts of President, Treasurer, or indeed any other elected office, then we may have to have a vote to change the by-laws such that there is no term limit and that the current incumbent may be re-elected to serve an additional term.

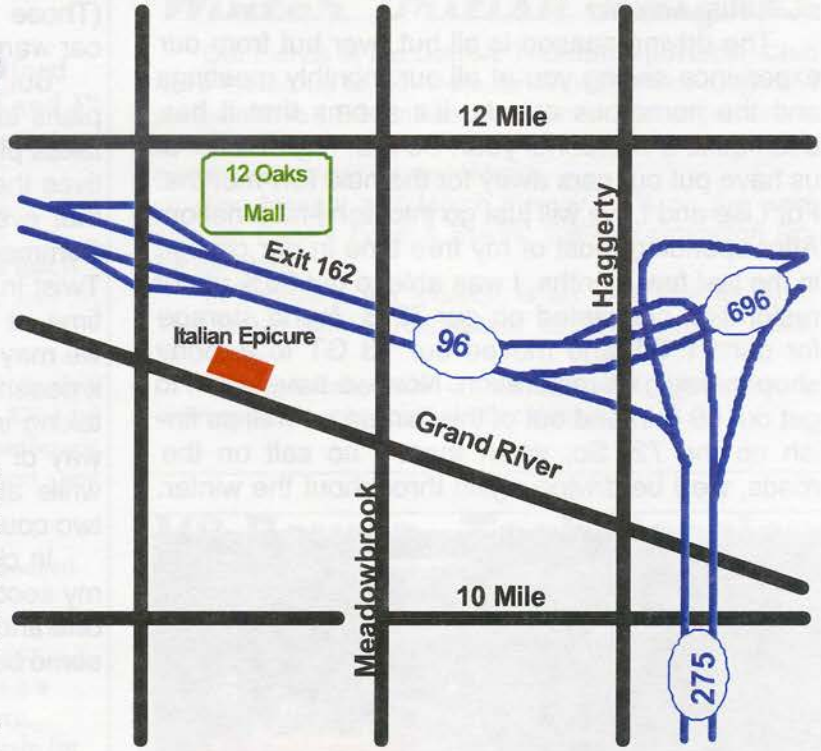
Jeff Zorn has already generously offered to continue being Treasurer if another candidate does not come forward, and we may be twisting Dale's arm to stay on too, so perhaps this farewell note is premature.

# The W-DMGC Hibernation Party 2003

7:00 pm February 1st

Italian Epicure
Pizza. Pasta. Wine!
Lunch. Dinner. Banquets

45050 Grand River Avenue
Novi, Michigan, 48375
Phone 248-349-777

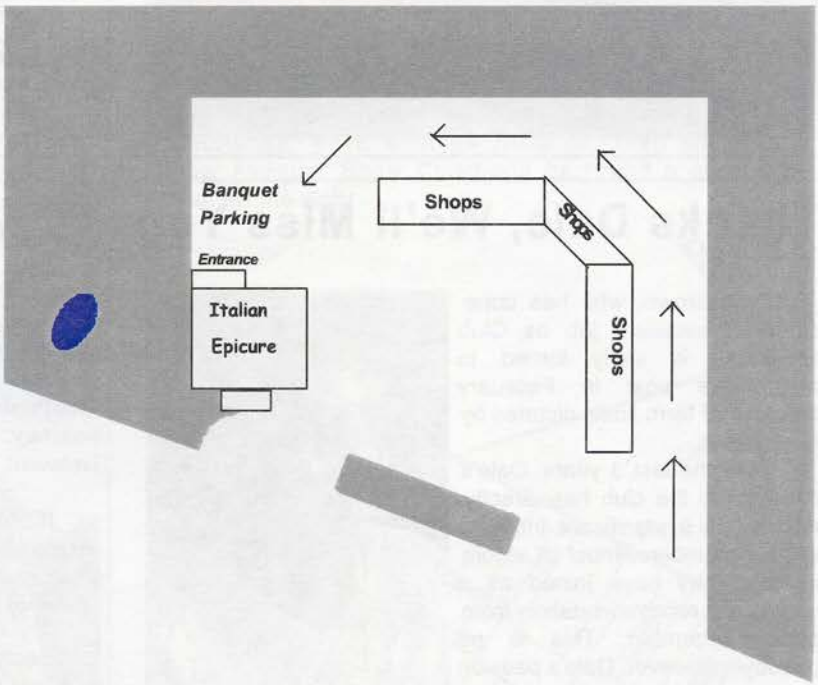



## How To Get There

If coming from the east on I-696, be sure to keep to the left 2 lanes when approaching the I-96 / I-275 split. The Italian Epicure will usually be approached from I-96 Exit 162. Turn south onto Novi Road. After 0.6 miles (1 km) turn left onto Grand River Avenue. The Restaurant and Banquet facility will be found on the left beside a small strip mall after 0.4 miles (0.6 km).

When entering the parking lot, go behind the shops to the rear lot where the entrance to our banquet room is conveniently situated.

A handicap ramp is located at this entrance




## Dress code

Anything from smart casual to tuxedos.

## Food Choices

There are 2 choices for the entrée Sliced Tenderloin of Beef Madagascar or Chicken Parmesan. For those with special dietary needs, the Italian Epicure will accommodate us by providing a 3rd choice.

In addition there will be Martha's Vineyard Salad to start and Strawberry Chocolate Torte for dessert with tea of coffee to finish.

A cash bar will be available for those requiring cocktails, beer or wine.

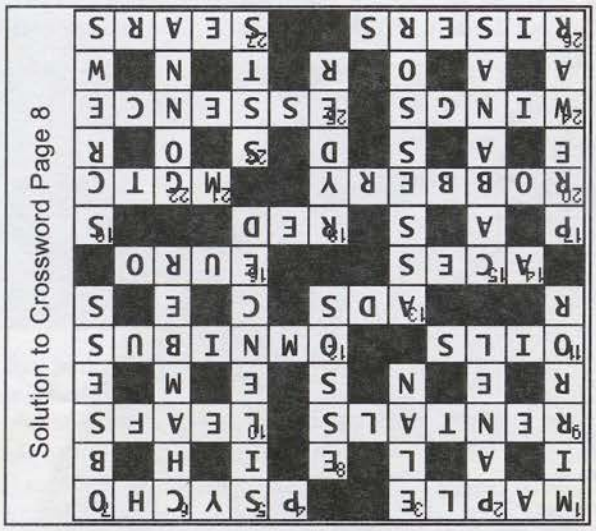
## Entertainment

The entertainment was still being confirmed as we went to print, but you can be sure there will be good music and plenty of opportunities to show off your dancing skills.

## Door Prizes

The donation of door prizes from members is always appreciated. If you can help, please contact Dale Brown or Ed Fleming or indeed any board member. Telephone numbers are on page 2.

Solution to Crossword Page 8



## PLEASE WELCOME OUR NEWEST MEMBERS

- **Justin Broome** - Canton, Michigan
  1977 MGB V8 Burgundy
- **Peter Fotenakes** - Bloomfield Hills, Michigan
  1967 Midget Red
  1989 Bentley Mulsanne Black
- **Jim MacArthur** - Troy, Michigan
  1963 Morgan Red
- **Thomas Rollisson** - Sylvan Lake, Michigan
  1969 MGB-GT Cream
- **Sandy Kuivenhoven** - West Bloomfield, Michigan
  1951 MGTD Red
- **Nicholas Cipparrone** - Tecumseh, Ontario
  1954 MGTF Old Eng White
- **Mike Moder** - Troy, Michigan
  1962 MGA Old English White
- **Bob Krzewinski** - Ypsilanti, Michigan
  1979 MGB Red

# W-DMGC Annual Hibernation Party, February 1st, 2003, 7:00 pm

Please use the form below (hand or photo copies are fine if you don't want to spoil your Newsletter) to reserve your place at the party.

Please make sure that your form and payment reach us by January 25th. Unfortunately, forms and checks received after this date may be returned. Forms will be dated upon receipt and in the event that the party becomes over-subscribed, they will be handled on a first-come, first-served basis.

To assist the servers in getting the right meal to everyone we will have place cards made with names and the corresponding meal marked on them that you can pick up at the door and put on your table. For that reason we request that you give us the name of each person attending.

| | | | |
|---|---|---|---|
| Prices: | Member and partner (or guest) | Beef Madagascar US$25 / Cdn$40 | Chicken Parmesan US$20 / Cdn31 |
| | Additional guests | Beef Madagascar US$30 / Cdn$47 | Chicken Parmesan US$25 / Cdn40 |

If a special meal — such as vegetarian — is required, please indicate "Special" in the meal column and enter price as per Parmesan Chicken. Please also add a note regarding the nature of the meal required.

Name: _____ Phone: _____

Address: _____

Please return forms to:

Anne Astley
28404 South Harwich Drive,
Farmington Hills, MI 48334-4281

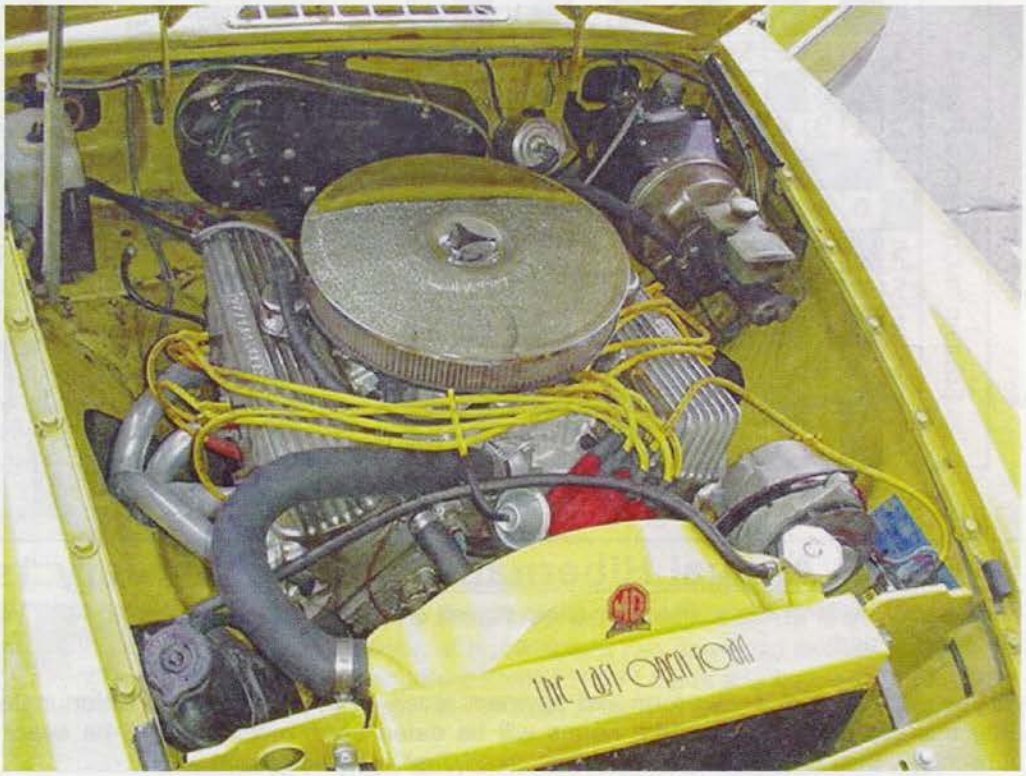
or

Lise Brown
1970 Loraine Ave.
Windsor, Ontario N8W 1P4

| | Name | Meal Beef [B] or Chicken [C] | Price (see above) |
|---|---|---|---|
| Member | | | $ |
| Partner | | | $ |
| Guest 1 | | | $ |
| Guest 2 | | | $ |
| | Total value of check enclosed | | $ |

# So You Want to Build An MGB V8

*by Jack Renaud*



The first requirement is to have an MGB that has a very sound body structurally to handle the increase in horsepower. Your steering, suspension and braking system has to be in top condition. The good news is that with the following swap, your MGB should weigh about 80 lb. less!

There are 2 ways to convert your MGB - the **easy way** and the **hard way**. We'll try **easy** first.

All parts are available to put together an MGB V8. It just costs money. You will have to buy new or very good used parts. To avoid body & steering rework, it is best to use a rubber bumper MGB.

The chrome bumper MGBs require the radiator to be moved forward and a rubber bumper MGB steering column is required to clear the exhaust headers.

The most basic parts are: Radiator & hoses, 3.5L Rover/ Buick V8 engine, possible new front engine cover, fan & crankshaft pulleys, distributor, V8 exhaust headers (block hugger or thru the fender apron) & the y-pipes into a single muffler & tail pipe, Edelbrock 500 cfm (or other) carburetor & manifold, air cleaner, throttle linkage, special oil filter adapter to allow for a filter on the 3.5L engine or install a remote oil filter, adapter to relocate heater control to the rear of the carburetor manifold, an engine flywheel (can be lightened- stock is 32# and light is 22#), a clutch housing (there are a couple styles available), clutch & pressure plate ( 9.5 or 10.4 inch), hydraulic throwout bearing & hose to clutch master cylinder, Chevy or Ford T5 trans (Ford requires .75 inch spacer) with .63 overdrive ratio (check the British V8 Newsletter for correct years & input/output spline & what constitutes a World Class T5 transmission) if you are going to use the MGB 3.9 ratio std rear axle; Rover 5 spd transmissions are also available but require more work for installation, revised Camaro shift lever, special speedometer cable, tach must be reworked from 4 cyl to 8 cyl signal, Delco alternator nice), reduction starter, V8 engine mounts, transmission crossmember (reworked or from vendor), driveshaft (to go from a T5 Camaro or Ford transmission to match up to the std MGB rear axle. Also, the MGB wiring has to be revised to accommodate the 3.5L V8 engine. Additional heat insulation is recommended. Don't let all this scare you. With the right parts, it is just a bolt in situation.

Note: This article is just hitting the high points. Almost every MGB conversion I have seen is in some way different than all the others. Soooooo . . . You pay your money and take your choice. The good news is that there are many members with V8 conversions or have one under construction so there is a wealth of knowledge right here in our WDMGC !

The **hard way** is to install a larger 4.6L to 5.0L Rover engine or a Ford 5.0L engine. Most of these engines are set back in to the firewall and require modification of the firewall and the transmission tunnel. A lot of the larger engines have air conditioning added and most of them have further modified the firewall and the instrument panel. Most of them run aftermarket (hot rod) instruments such as VDO or Auto Meter.

At present no one sells exhaust headers for the Ford installation, the engine crossmember has to be significantly modified to clear the engine and the engine mounts have to be built up. The company, Fast Cars, in the Grand Rapids area is, in my opinion, the leader in the Ford V8 installations. The good news is that there are many Ford V8 engine/T5 or auto-transmissions available new or used. A 302 Ford Crate engine sells for between $2500-$4000 depending on equipment and most have a 12 month warranty. Much of the 3.5L ancillary equipment revisions also apply to the Ford installations. I would highly recommend a Ford 8.0 / 8.8 or 9.0 inch rear axle with a lower numerical ratio, 3.07 to 3.45 although other makes & ratios are available and will fit.

The larger Rover 4.0 / 4.6L engines have 4 bolt mains. These are the latest Rover engines produced. All of the 3.5L engine information pretty much applies to these engines. Through the fender headers are recommended to help remove the heat from the engine compartment You would most likely want dual exhaust with these larger engines. This is possible. Some builders run the 2 pipes side by side along the side of

the fuel tank. Others relocate the fuel tank to the center of the vehicle and run a pipe down both sides of the fuel tank.

On all these larger engines, additional body modifications should be made. Traction bars should be added and a longitudinal member (hat section) should be added between the rear spring front hangers and the jacking point cross-member. The holes cut into the fender aprons for the exhaust should have annular reinforcements. The suspension should be lowered to the chrome bumper MGB ride height. Stiffer stabilizer bars should be added, front & rear as required for improved handling. Tubular rear shock absorbers and a Panhard Rod are highly recommended. Some converters have installed more modern front and rear suspensions for better handling. Many people upgrade the brakes by using larger pads on the standard front disks or installing aftermarket Wilwood disk brakes. Many V8's have rear disk brakes as well. A true roll bar is a good option, too. The best tires for your style of driving will help insure that you can use the V8's power advantage for cornering and acceleration.

This article only touches the surface of the V8 swap. There are many shops that sell the required parts and there are many books written about how to do it. There is also a British V8 Newsletter that I feel is required reading for this type of modification. Please subscribe to it if you want to keep up with the latest V8 information, new available parts, how-to-do-it's, subscribers cars, and the upcoming V8 meet locations. The 2003 British V8 Meet will be held in the Knoxville, TN vicinity, actually Townsend, May 1 through 3. There is a early registration & get together around the pool on April 30. This is the place to really find out about the V8 & V6 installations! V6's are becoming more plentiful. You will be able to ride in & possibly drive a V8. There is also a road down there called "Tail of the Dragon". It has 318 turns in 11 miles! People come from all over just to drive it. It is not far from the V8 meet & would make a nice side trip. Also, Gatlinburg, TN & the Great Smoky Mountains are in the area.

You can find more information on the following site:
**British V8 web site** (includes 2003 V8 meet information and **how to subscribe**) :
**http://www.britishv8.org/index2.htm**
**Tail of the Dragon**
**http://www.tailofthedragon.com**

*Vendors:*
**D & D Fabrications** (specialists in Buick / Rover engines. They have a complete installation package or you can buy the pieces that you require. They are located about 6 miles south of I 69 in Almont & about 4 blocks east of M 53 Van Dyke. Call for directions.)
8005 Tiffany Drive, Almont, MI
Ph. 810.798.2491

**Fast Cars, Inc.** ( They are Ford V8 installation and suspension experts. Its a great shop. The 2002 British V8 meet visited their shop near Grand Rapids. Tell them Jack sent you.)
845 East Superior, Wayland, MI
Ph. 810.798.2491

**TS Imported Automotive** (They have new & used parts available. Also, they have an excellent web site.) : www.tsimportedautomotive.com
108 South Jefferson St., Pandora, Ohio 45877
Ph.800.543.6648

**Towery Foreign Cars** ( They are the old timers in the business with MGB V8's that have gone 300K miles. They are very knowledgeble and helpful. They have the unique shift parts required for the Rover 5 spd trans in an MGB.
P.O. Box 354, Cheswold, DE 19936
Ph.302.734.1243

There are many more vendors available. You can find some on the British V8 web site.

*Reference Books:*
"**How to Give Your MGB V8 Power**" by Roger Williams, SpeedPro Series. (Get the "Updated & Revised Edition. This book is mainly for England.)

"**Tuning Rover V8 Engines**" by David Hardcastle, Haynes.

"**Metal Fabricators Handbook**" by Ron Fournier, HP Books ( Ron also has metal working classes.)

"**Sheet Metal Handbook**" by Ron Fournier
Note: Amazon.com presently has a special on the purchase of these books together.
Fournier Enterprises, 13326 Wet Star Drive, Shelby Twp., MI
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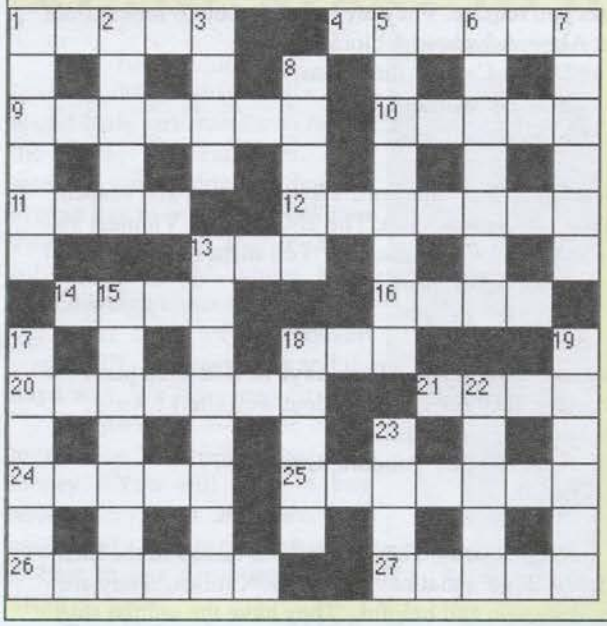
# The Windsor - Detroit MG Club Crossword

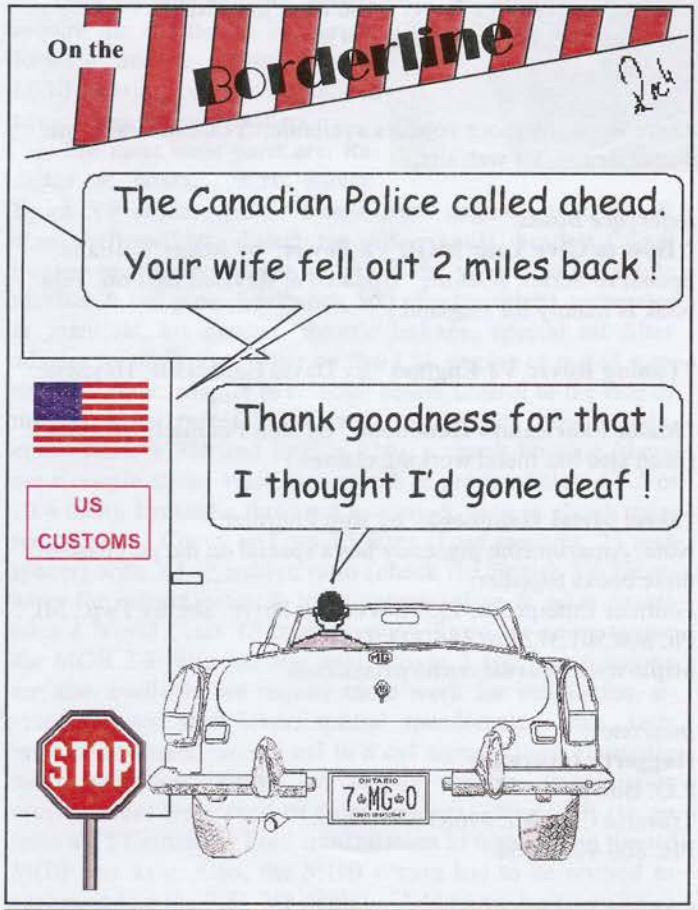


**Across**

1 & 10 Ontario hockey team
4 Hitchcock movie
9 Avis and Hertz cars
10 See 1 across
11 Multigrades?
12 Long passenger vehicle
13 They can be classified
14 One spot playing cards
16 New old-world currency
18 & 24 Michigan hockey team
20 Larceny
21 40's Abingdon product
24 See 18 across
25 Québec petrol
26 Vertical parts of stairs
27 Craftsman tool store

**Down**

1 Car's rear viewer
2 Instrument follower
3 Lotus model
5 Muffled?
6 Combustion place
7 What many do over their cars
8 They changed to Exxons
13 Insurance judge
15 Beach shelters
17 MG-TA era *(3-3)*
18 U-Haul competitor
19 Small bolts
22 Be going to *(Slang)*
23 Concordes




## Did you know?

The city of Novi (pronounced Nove – eye), where we will be holding our hibernation party, is said to get its name because it was the 6th terminal stop on the plank road from Detroit, and as such was sign-posted No. VI.

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**1977 MGB.** Primrose yellow. Aluminum rims. 37,000 original miles. New Weber carbs. CD radio. Tonneau cover. New carpet. New top. $7,000
Terry 313-382-2140

**Wanted Weber Down Draft Carb + Intake** in good condition for 1975 M G Midget 1500. Also the letters Midget on both sides of the sills & an original ashtray
Wade e-mail at briscoe@nrtco.net.

**Wanted: Chrome Bumper MGB.** I am looking for a low original mileage, near new condition car, as close to "all original" as practically possible. Some mechanical flaws are acceptable, but the body must be "rust free" original metal, or professionally restored (no body filler, fiberglass etc., patch panels or new whole panels only) please contact.
Tom Price tprice99@comcast.net

**1960 MG Magnette** for sale. Car is complete. Floor pan is rusted and partly gone. Glass and chrome ok. Body shell is fair. Cheap to good home. Call eves. 517-655-6536 or
e-mail to: mdstrickland1040@aol.com

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

**'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

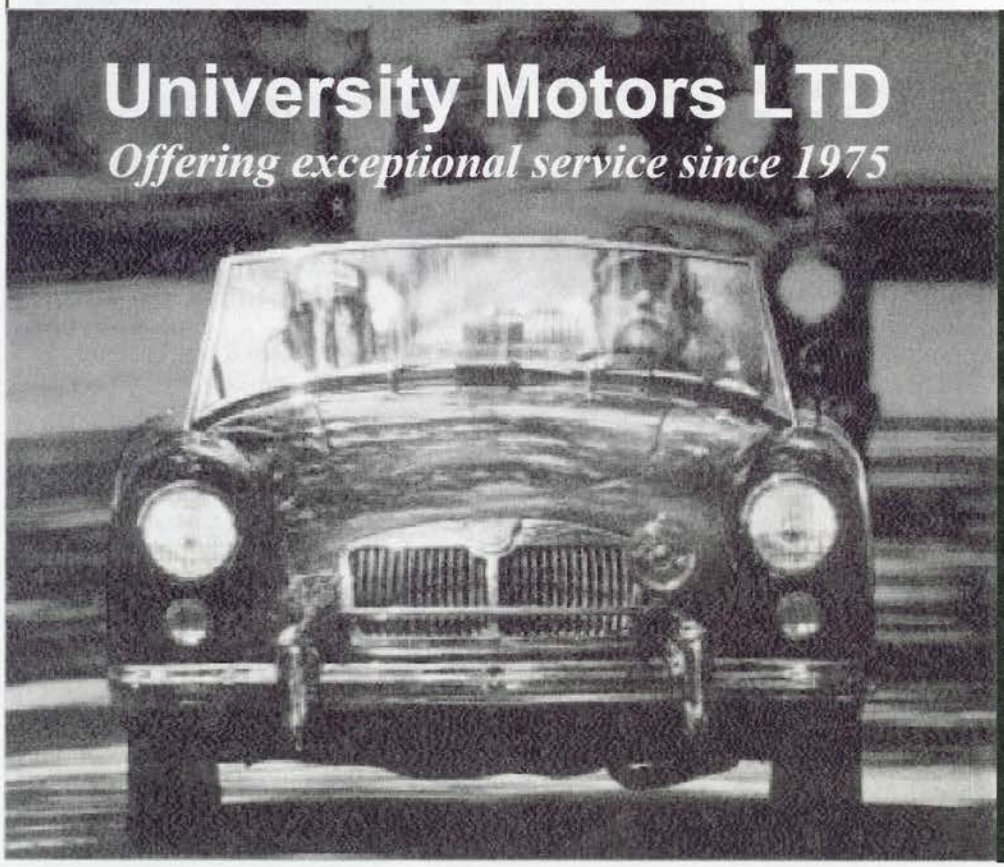
**Snow Blower.** Bargain, only used on snowy days.

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

**My heart is set on a MGB roadster** after restoring my MGB-GT, and taking it on a nice long holiday. I am looking for a car that needs some (or a lot) of TLC.
The car should be equivalently priced. Do you have a car that you would like to see having a second youth?
Email me at: j_gazendam@yahoo.com.

**1975 Midget 4 sale** , There in many numerous parts that are new on it , $6000.00 to date spent. If your 40'ish & always wanted one this a great opportunity to own one of these "TOPLESS BEAUTIES" . Don't be one of those people who wishes he or she did , Act now & be fulfilled with the dreams of owning a true sports car, MG all the way . Just bring a small bag of money with $6500.00 in it , Turn the key & go home.
Wade W Briscoe 613-735 4614 e-mail jbriscoe@nrtco.net

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.
Contact the editor if you wish to respond to an e-mail-only contact, but have no access yourself.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# Stop Press!!

**Next Year's Trip to Stratford will be to see: "The King and I" By Rodgers and Hammerstein June 14th, 2003**

This musical is another classic that is as entertaining as any we have seen over the past 10 years!

The story is about Anna Leonowens, widow of a British army officer, who becomes tutor to the children of the King of Siam. Gradually the outspoken teacher and the autocratic monarch come to regard each other with mutual respect - and even with love.....

We have booked the whole Westover Inn hotel (built in 1867 and residing in it's own 19 acre garden) again for both Saturday night accommodation and dinner at nearby St. Mary's.

Already 11 out of the 22 rooms are booked by us, so please call them and make your reservation under "MG Tours" at 519-284-2977.

I will also need a check from you for tickets, so please call me when you've made your reservation and then send a check for $45 per ticket in U.S. Funds to me, Philip Wiltshire at:
3105, Exeter Drive, Milford, Michigan, 48380.
(Phone 248-676-0986)

*Philip Wiltshire*

## Winter British Knights

Our friends at the **Detroit Triumph Sportscar Club** have invited us to join them for Winter British Knights, a series of five LBC Enthusiasts' Dinner Get-togethers to be held from 6:30 pm on the 3rd Wednesday of the month, November through March.

For January and March the venue is on the west side at: Page's Food & Spirits, 23621 Farmington Rd. Farmington.

In February, the location is an east side location: The Bravo Italian Restaurant at 29047 Utica Road, Roseville.

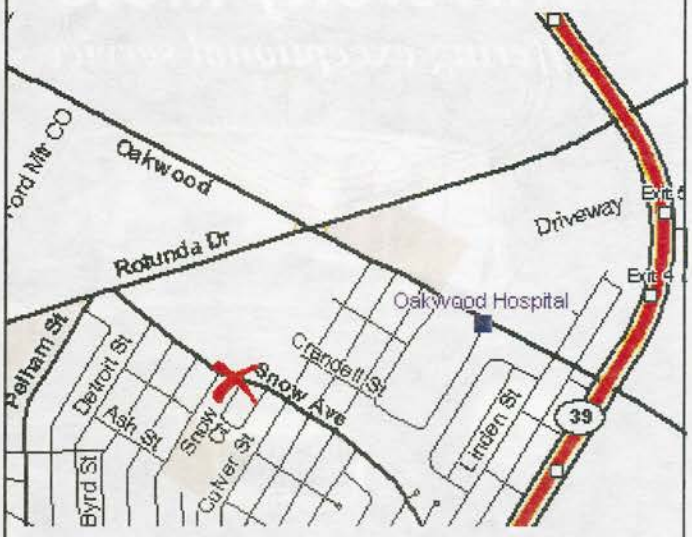
Driving a British Car of course is NOT mandatory, or even sensible, especially in this season.

## V8 Power - Tech Session

Jan 11th, 11:00 am to 2:00 pm.

As a follow-up to his article on pages 6 & 7 of this issue, Jack Renaud has invited us to visit his workshop to see his running MGB V8 conversion and another in progress. Jack will be happy to let us all know how we can join that growing faction you see at our meetings that sit close to one another and talk about 8 pistons instead of 4.

Jack lives at 2 Snow Court, Dearborn, Michigan From the Southfield Freeway (39) take either Oakwood or Rotunda. Turn west on Rotunda, then south onto Snow Avenue. Snow Court will be found a short way down on the right.




Jack and Isabelle will organize some lunch and refreshment, so a call to them at 313-336-7403, to let them at least a day ahead know you're coming, would be appreciated as it will help them plan.

# Calendar of Events

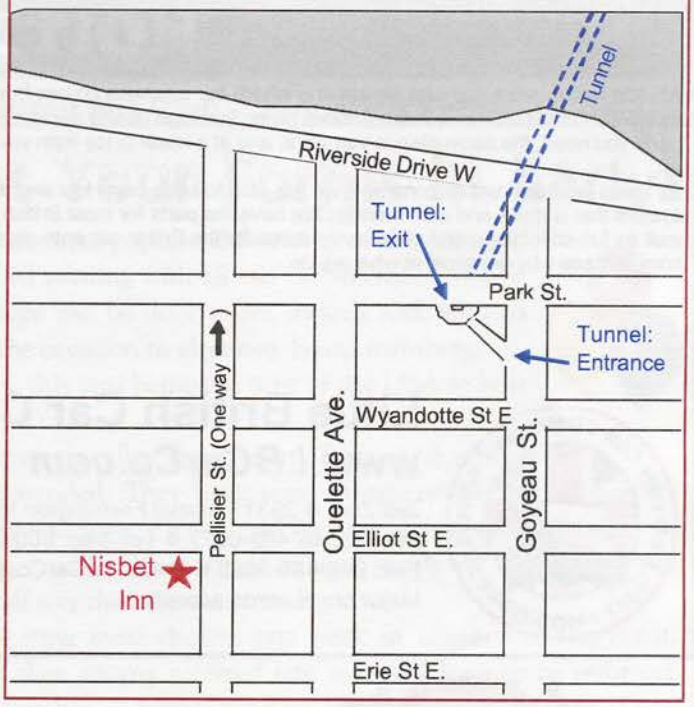
Bold Text Indicates Windsor-Detroit MG Club Events.

| | |
|---|---|
| **January** | |
| **Wed. 8th** | **Monthly Meeting - Nisbet Inn** |
| **Sat. 11th** | **Tech Session - Dearborn, MI See Page 10** |
| Wed. 15th | Winter British Knights. See page 10. Page's, Farmington, MI |
| **February** | |
| **Sat. 1st** | **Hibernation Party Italian Epicure, Novi, MI** |
| **Wed. 12th** | **Monthly Meeting - Brass Pointe** |
| Wed. 19th | Winter British Knights. See page 10. Bravo, Roseville, MI |
| **March** | |
| **Wed. 12th** | **Monthly Meeting - Nisbet Inn** |
| Wed. 19th | Winter British Knights. See page 10. Page's, Farmington, MI |
| **April** | |
| **Wed. 9th** | **Monthly Meeting - Brass Pointe** |
| **Sat. 12th** | **Kimber Birthday Bash - Lansing, MI** |

# 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.

**January 8th Meeting - Nisbet Inn, Windsor**





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