The Can Am MG CONNECTION
WINDSOR-DETROIT

Vol. 23, No. 4 - Newsletter of the Windsor-Detroit MG Club - May, 2003

April 12th And Everything Went Right

by Ed Fleming

We dodged (to put it in automotive terms) an ice ball.

The weekend before our Kimber Birthday Bash we had an ice storm that knocked out power to many members homes. Then the Monday of "Kimber Week" Mother Nature dumped six inches of snow on us. You'd think with that kind of lead in we wouldn't have a soul show up for the ride to Lansing.

But, low and behold, on a bright and sunny (and cold) Saturday morning, nine MGs carrying thirteen club members showed up at the usual Meijer parking lot for the start of our caravan to Lansing.

The Greiners even traveled with the hood stowed. Tom has the sunburned bald spot to prove it. Marcia's famous birthday cake traveled well in the back of Fran Lewis' C-GT where it was well protected against the wind and elements.

The amazing thing about this caravan is that we all stayed together with only an occasional interloping stranger cutting into our line for a few minutes. We made all the lights and stop signs with no problems and motored to the Celebration Cinema with unheard of ease. There was one old codger with his plaid hat with the ear flaps, looking through his steering wheel, "snailing" along in his Buick, but we all passed him with ease and motored on our way.

(Continued on page 6)

Tom and Marcia Greiner going topless, with a wind chill of 30 degrees

Photo by Philip Wiltshire

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

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

President
Philip Wiltshire
248-676-0986

Vice President
Ralph Poupard
519-776-6228

Treasurer
Jeff Zorn
248-489-1855

Secretary
Lise Brown
519-258-5987

Newsletter Editor
Rick Astley
28404 South Harwich Drive
Farmington Hills, MI 48334
248-737-1978
ricka@twmi.rr.com

Newsletter Production:
Dan Sokolowski, Anne Astley

Events Coordinator
Ed Fleming
248-349-3799

Membership
Rick Astley
248-737-1978

Video Librarian
Tom Newton
313-562-2377

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

Advertising Rates

Classified Ads:
$5.00 for 3 months
Free to members

Display Ads:
Bus' Card $6/issue, $50/year
¼ Page $12/issue, $100/year
½ Page. $18/issue, $150/year

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

The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

Can-Am Connection Readers will no doubt remember Rich Wagner's inspiring story published in the July and August, 2002 editions and titled, "Nineteen Days in an MGB". In it Rich chronicles his journey with Adrienne to New Mexico and back. I use the word inspiring because that is exactly what is was for me and my wife Anne; after reading Rich's article we determined to do a marathon run too, in our case choosing Savannah Georgia and Charleston South Carolina as our destinations. As part of our planning we met with Rich and Adrienne to glean extra tips — the New Mexico trip being only one of several long treks they have made, they are the acknowledged experts — and so rode out with them on a number of occasions, at each stop thinking of new questions to ask them. It was after one such trip at the end of last season that my clutch went.

Changing the clutch meant pulling the engine and being concerned about a slight top-end rattle, I decided to change it out for another that someone donated to me and that I was assured was perfect. However, various things conspired to delay its installation including: the club's crane being out on loan and unavailable, my company sending me off to Asia and the cold weather making working in an unheated garage next to impossible (even though Jeff Zorn kindly lent me a kerosene heater that warmed the air very quickly but not the finger sticking metal), the new engine proving to have various quirks, like a back plate that would not mate with my gearbox and head studs that yielded while torquing them up.

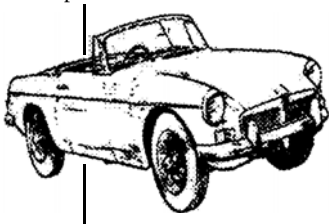
Last weekend the deed was done. The car was oiled and watered and the key turned. A couple of cranks and the engine started, only to produce a rather loud noise that I have yet to get an opinion on. It's not bottom-end knock but is alarming enough that I won't be taking it to the Dixie states in May as we had planned. Currently we are scaling back our plans, perhaps Washington DC, but even that is in jeopardy if, by the end of May, I cannot get the car to a state in which I have confidence and get a few trial trips out with club members who can hold a metaphorical safety net for me.

I hope to be joining other members in some of our events over the next few weeks, but if you see me making sure I am not the one at the back of the string of cars, you will know why!

T&W auto body
5240 Williams Lake Rd
Waterford MI 48329

ENGLISH CAR SPECIALISTS * RESTORATION * MECHANICAL * PAINTING

Expert Craftsmen Offer You —



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

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

Contact Thomas Shipley

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

Presidentially Speaking

By Philip Wiltshire — Club President

Our 2003 driving season is now with us!! An intrepid group of members headed to Lansing for the Kimber Birthday bash on Saturday April 12th. Please read Ed Fleming's trip report elsewhere in this issue. The pictures show just how intrepid some of our members are – both car and heads going topless in 30-degree wind chills!

As a relative newcomer to the U.S and Michigan in particular, this Winter dismayed me with its low temperatures and duration, then once again, surprised me with a sudden mid week turnaround from freezing temperatures and several inches of snow to upper forties temperatures and melted snow for the Kimber Bash. I think this sharp turnaround may have caught some of us off guard as we had a small convoy of MG's travelling to Lansing, but an even smaller turn out for the Lansing area club who hosted the event!. They were glad to see us; otherwise there would have been three guys watching the movie and one of them owned the tape.

The organizer Jai Deagan told me that the cinema has upped the cost of theatre and projector rental by 500% and therefore, the Lansing MG Club may not sponsor the Birthday Bash next year. So, everyone, now is our chance to think about what the WDMGC might do next April 2004 to celebrate Cecil Kimber's birthday. Get your thinking hats on please.

As I mentioned last month, the Kimber Birthday Bash is an early driving season get together for all of the MG clubs from the southern area of our State. So when we arrived at the restaurant for lunch and birthday cake, we were greeted by a crowd of Rowdies (The Michigan Chapter of the North American MGA Register) and Old Speckled Hens. Let's dream up a Birthday Bash Event and be able to invite those folks over to our neck of the woods.

My wife Jan has been on her travels again. This time she has been working in the interior of Mexico. She tells me that she saw an advert for MGF's for sale. She is returning to Mexico this week and I've asked her to get the advertisement details as I thought that MGF's were only available in every part of the World (both right-hand and left-hand drive) except the Americas. As the MGF is the best selling sportscar manufactured in high volume in the UK, I have never understood why a strategy for exporting the model to the U.S. was never pursued aggressively back in the early 90's.

The production and sales numbers of MGA's and MGB's are well known, but it's good to remember them sometimes; especially as those numbers would look respectable by European production standards for some marques today. Further supporting evidence of the United States' love of small, quaint English Sportcars. MGA's were building at a rate of 23,000 per year in 1959 and 1960. Just to put this annual number in perspective, this exceeded the entire pre-war production of all MG's from 1923 to 1939 inclusive!

As for MGB's, their golden production years were in the late 60's, just before America's very own Ralph Nader successfully campaigned for strict new safety laws that forced MG into many export vehicle changes concerning padded interiors, special controls and steering, dual braking systems and low emission exhaust systems. MGB production numbers were over 50,000 for 1971 and this was the best-ever export year to the U.S.

At April's meeting at the Brass Pointe in Farmington Hills, a good-sized group turned out for motoring conversations, discussion of 2003 events, welcome new members and think positively about the weather for the then, forthcoming Kimber Birthday Bash. Jeff Zorn described a very successful recent trip he and his wife had arranged for a motoring theme visit to England. I mentioned that I would like to return to England next year attend the June Silverstone MG event, generally accepted as the largest MG event on the Planet. We could combine the visit to this 4-day event with a tour of some of England's historic sites, and not just motoring ones. We could also decide to either take a tour bus, or rent some conventional modern cars or classics. So over the course of the next few months, please let me know either via e-mail or when we meet, your possible interest in such a tour in 2004. I intend to go to Silverstone next year, so l would be happy to expand the trip to accommodate WDMGC members.

Finally, did you know that the battery(s) in an MGB are almost the most neglected part of the car? They sit hidden away behind the front seats and beg not be disturbed. But do so! Get that cover off and check the fluid level and top off with distilled water until the plates are covered. Don't endorse the Lucas reliability record by becoming part of the problem!

Safety MG Fast

Philip Wiltshire

KILLED BY A LIE

By Tony Baker

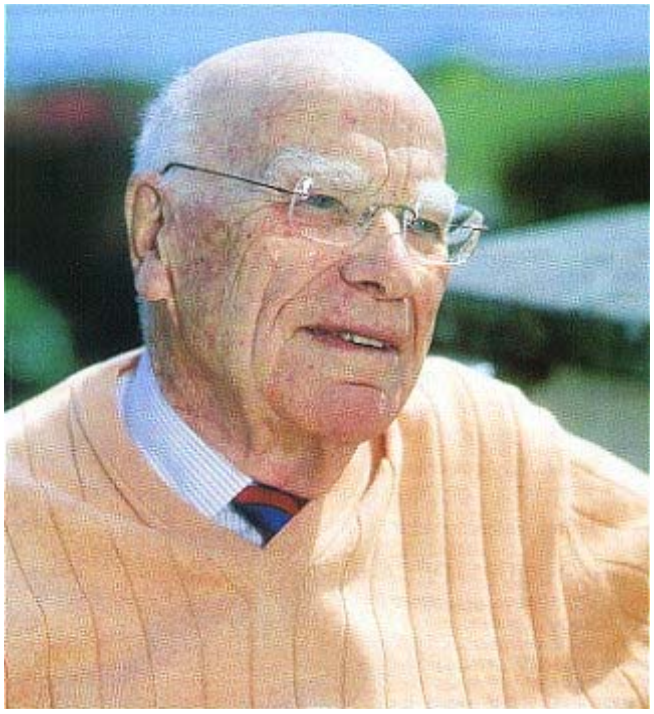
Reprinted, with permission, from *Enjoying MG*, January 2003

This article is based on an interview first published in Classic & Sports Car magazine. Portrait of Lord Stokes by Tony Baker, for Classic and Sports Car. It describes how MG was — unfairly it seems — dropped in favor of Triumph as British Leyland's sports car brand.

In any MG demonology Lord Stokes effortlessly comes top of the pile. As boss of British Leyland was he not, after all, the guy who signed, sealed and ultimately delivered the death warrant for Abingdon?

As a motoring writer I've interviewed countless BMC and BL engineers over the years, and I've yet to meet one who has a good word to say about his lordship, so I was particularly pleased to be able to interview Donald Stokes last year, to hear his side of the story. Eighty-seven years old, he was spry, smiling, surprisingly self-effacing, but also impressively brisk and businesslike. In fact, he was quite charming.

It was a fascinating interview, in the course of which he made clear that he inherited a potently poisoned chalice in taking over BMC — the company was in a desperate mess. Worse, the Leyland side of the operation wasn't really much better. The chances of making a success of the merger were always going to be slim. "It was a can of worms," he admitted to me. "The trouble was that we didn't have enough can openers".



A recent picture of Lord Stokes

Inevitably the conversation eventually turned to MG. Stokes conceded that "MGs are gorgeous little cars" but was unmoved by the specialness of Abingdon and its apparent efficiency. "It was a bloody awful factory," he told me. "it was efficient so long as you forgot all the transfer costs [of components arriving at Abingdon from other parts of BL] - and all those figures were fiddled. Anything to do with BMC in particular was fiddled. I don't blame them. They fiddled things to make it seem advantageous for them to carry on with their marques. Triumph did the same."

Nor was Abingdon helped, according to Stokes, by it being the base for BMC's renowned Competitions Department: as is well known, he soon closed down the department. He has no regrets: "We were spending so much money on it that it was absurd. it was a completely bottomless pit".

But what of the decision to build BL's sports car future around Triumph - and, in particular, around the TR7? The issue was straightforward, Stokes said: the company couldn't afford to support two sports car brands.

That might seem hard to swallow, given the prestige both MG and Triumph enjoyed in the 1960s.

However, popular-priced sports cars have generally tended to be fairly marginal financially, with their profitability dependent on their sharing as many components as possible with run-of-the-mill saloons [sedans] produced in large numbers. So Stokes could well have been right — although it's tempting to think that both marques could have been retained had MG concentrated on a small Midget-size model and Triumph on a bigger and beefier TR-sized vehicle.

Cash constraints were a real problem, Stokes said - no surprise, really, given BL's pressing need to launch a whole raft of mainstream models during the first half of the 1970s. "Our ability to produce new cars was limited - we didn't have the money,' he told me. "And in any case the US market at the time was in free-fall. MG always had a good name in America, I must admit. But if I remember correctly, we were outselling the MG consistently with the TR".

"You have to look at the hard facts. We hadn't got any emotional feeling about either. To be quite frank, I wasn't worried whether we did one or the other. All I wanted to do was make something that would make money".

Fair enough, but the sting came in what I was told next. "We weren't selling the numbers of MGs and Triumphs we wanted to," Stokes explained. "Then we had this argument about whether to make MGs or Triumphs. We sent a team to America to try finally to come to a conclusion. They recommended that we should do the Triumph, as the Triumph was selling more, and making more money, in America. They produced a report that on balance seemed at the time that we were right to keep the TR and then they told us what sort of TR we should build, and we produced the

TR7".

This set my alarm bells ringing, and back home I pulled a book from the shelves. It's a fairly dry work called At the End of the Road - The Rise and Fall of Austin-Healey, MG and Triumph Sports Cars. The author, American academic Timothy R Whisler, studies in depth how we lost the US sports-car market, and devotes a lot of his analysis to the economics of making sports cars. Amongst his many statistical tables are some that gave US sales figures and figures for exports to the States. Now you might find the idea of ploughing through a load of statistics pretty dull, but it's amazing how often a little bit of number-crunching comes up with a completely different story from the one you've been told.

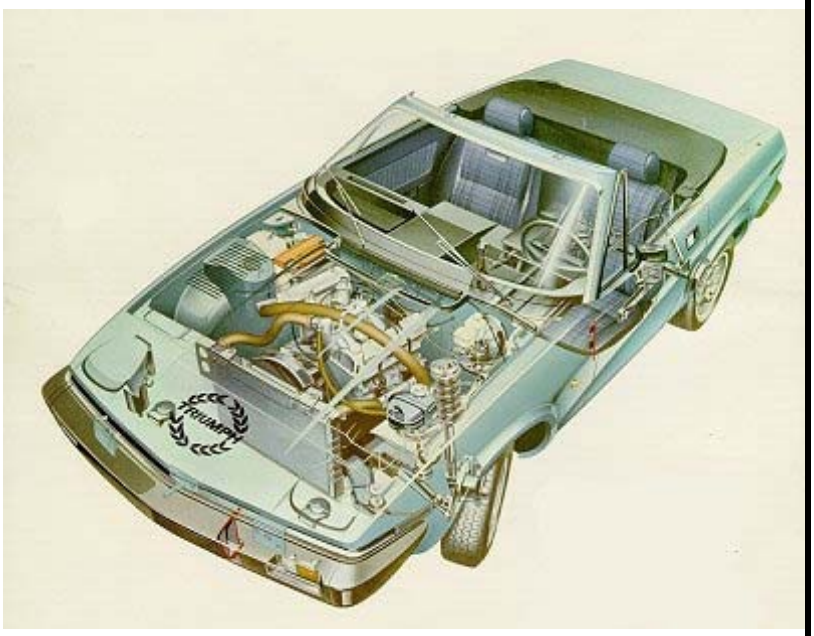
And so it proved. My instinct was right. Exports of MGBs to the States in the period 1964-68 were comfortably above those of the TR for every year but 1968, when TR exports - the figures by then including the GT6 - were slightly ahead. Indeed, in 1966 exports of the MGB to the States were more than double TR exports.

Now, exports don't necessarily equal sales: Renault, for example, could quote impressive figures for Dauphine exports to the States in the late 1950s, but the figures are totally meaningless, as huge numbers of the cars rusted away in storage pounds as nobody bought the wretched things. But

(Continued on page 6)

TR7 Anatomy of a Disaster

Whisler's book makes the extent of the TR7 fiasco abundantly clear. 'The TR7 always seemed to be the sports car of the future without ever really having a present,' he scathingly writes. 'Its history . reflects that of [BL] as a whole: low sales, poor image, over-capacity, high variable costs, frantic short-term corrective measures, and unfulfilled promises of increased sales and profitability. British Leyland's withdrawal from the [sports car] niche that the British created lies in the determination to make the TR7 the corporate sports car and in the inability of the firm to execute its decision.'



Heady stuff. But it's all there in the figures. Stokes geared up the refitted Triumph works at Speke [near Liverpool] for annual production in 1975-76 of 64,417 TR7s - and 19,820 of a fastback Lynx derivative that never made it to market. Combined US sales of Midget, Spitfire, MGB and TR7 reached a peak for the two marques of 64,052 units in 1977, so the thought of the TR7 alone exceeding this figure - and as a hardtop alone – seems preposterously unrealistic.

In the end, 1976 output of the TR7 was a wretched 32,743 units, hardly much of an improvement on the 29,558 MGBs produced that year - and that was the most BL ever achieved. The following year, production at the strike-wracked Speke factory crashed to 22,936 units; with the plant never exceeding 51.2 per cent of its available capacity, money was leaching out of BLs coffers. Maybe that archaic old plant at Abingdon wasn't so bad after all.

In 1978 Speke was closed - and union chief Hugh Scanlon subsequently revealed that BL had been losing £850 [US$1,570, Cdn$1,790 at 1978 rates] on each TR7 that trickled through the gates. Even Labour Prime Minister Jim Callaghan questioned the wisdom of the car continuing, but BL boss Michael Edwardes decided it had to be retained, if only to shore up the company's US distribution network. Production accordingly moved to Triumph's main plant at Canley [near Coventry], and then, in the wake of 1979s panic re-structuring of BL, to the Rover plant at Solihull. A modest target of 275 cars a week was met at this last factory, but that was embarrassingly far adrift of the I,000-1,400 cars per week planned for Speke.

Unsurprisingly, the TR7 never made a profit, and MG sales in the States continued to outstrip Triumph sales, despite a deliberate policy of narrowing the price gap between the TR7 and the MGB so as to favour the Triumph. In 1979 26,025 MGs found American homes, against a pathetic 12,733 Triumphs, but even that figure is only half the story: MGB sales, at 16,860 cars, were almost three times those of the TR7, of which only 4,386 were sold.

Nothing could hide the fact that the TR7 was an enormous sales turkey. Production ended in October 1981: BL's great corporate sports car had outlasted the MGB by just a year. To say that Lord Stokes had backed the wrong horse all those years ago is so much a statement of the blindingly obvious that I hope I am forgiven for making it.

(Continued from page 1)

Along the way we passed a herd of black sheep, a lama, horses, cows, two dozen road kill remains and other animals lining up as if getting ready for Noah. However, for the first time there were no buffalo to be seen. I'm sure there's no connection, but Hiller's Market in Northville now carries buffalo meat. Make a note for the next ralleye. If you're looking for a used piece of transportation just drive out route 36 from Whitmore Lake to Mason. On that Saturday morning there were boats, snowmobiles, tractors, pick-ups, SUVs, old beater cars and trailers for sale.

At the Celebration Cinema we were treated to the movie "On Any Sunday" about motorcycle racing. This movie was made by the same father-son team that made "The Endless Summer" about surfing which you might remember. "On Any Sunday" was financed by Steve McQueen and has scenes of him and Malcolm Smith racing and just having fun with bikes.

Then it was off to the Delhi restaurant for lunch, tire

kicking, telling lies, meeting friends and birthday cake.

This was the first time in the 10 years we've been doing this that we actually celebrated Cecil's birthday on April 12th, his birthday. There was talk of lighting 115 candles, but

reasoning and the fact that the candles wouldn't light (I didn't check, but they were probably Lucas candles) prevailed.

Once again a great start to our official driving season.

Killed By A Lie

(Continued from page 5)

in this instance the sales figures reinforce the picture. Total MG sales to the US in the period 1963-70 were always ahead of total Triumph sales - sometimes only slightly, but in 1970 to the tune of 30,548 MGs sold against a mere 16,738 Triumphs. If you add Abingdon-built Austin-Healeys to the figures, the discrepancy is even larger – and Abingdon is ahead of the game in the years 1961 and 1962 as well.

US SALES 1961-70

	Triumph	*A-H*	*MG*	*Total Abingdon*
1961	15,653	8,935	8,806	17,741
1962	11,683	19,019	9,319	28,338
1963	15,967	8,348	21,270	29,618
1964	20,117	8,397	24,128	32,525
1965	8,376	21,214	22,322	30,698
1966	9,914	19,839	21,709	31,623
1967	17,184	7,629	22,387	30,016
1968	15,806	5,842	17,834	23,676
1969	18,600	5,105	21,806	26,911
1970	16,738	1,174	30,548	31,722

Notes: 1967 is last year of big Healey production; only one car made in 1968

1969 is last year of production for US-spec Sprites;

1970 Austin-Healey sales are thus of 1969-manufactured cars

EXPORTS TO THE US

	MGB	Triumph TR and GT6
1964	16,753	13,227
1965	13,979	10,762
1966	20,394	8,934
1967	13,528	8,353
1968	12,961	13,953

Note: Triumph includes GT6 from 1966

Fairness means that I have to say that in the period 1964-73 exports of the Spitfire to the US outnumbered those of the Sprite/Midget in all but three years; indeed, total Spridget output only bettered that of the Spitfire in one year, 1969.

The fact remains, though, that by any measure MG was the stronger marque in the United States. Relative profitability of the various models is difficult to determine, although there is no reason to believe that the TR was any cheaper to build than the MGB. Indeed, it may well have been more costly, owing to its separate chassis, and to the use in the TR4/TR4A, between 1963 and 1967, of a four-cylinder engine no longer shared with any Standard-Triumph passenger ca r.

It seems, then, that at the very least the men Stokes sent on that mission to the States pulled the wool over his eyes. As a Triumph man he probably got the answer he wanted, though, just as the guys who filed that report doubtless tuned it to suit their brand loyalties. Remember what Stokes said about Triumph men being just as likely to fiddle figures as their BMC counterparts?

And so Abingdon was condemned, at least partially on the basis of false information, and we got the TR7 instead of a new MG. Sad, isn't it?

Guy's Garage, Inc.

Service & Repair for the Vintage British Motor Car

Guy St. John

Phone: 248..349..3649
email: guystjohn@comcast.net

Hours: M – F 8:30 – 5:30
Saturday By Appointment

624 Carpenter Avenue
Northville, Michigan, 48147

NEW & USED AUTO PARTS

MICHIGAN
IMPORTED CARS, INC.

FOREIGN CAR PARTS

REPAIRABLE WRECKS

313 –729-1010

350 S. NEWBURGH ROAD
WESTLAND, MICHIGAN 48185

FROG

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

FROG FOREIGN AUTOMOTIVE SUPPLY

1905 W. Warren ● Detroit, MI 48228

FOREIGN CAR PARTS ARE
OUR ONLY BUSINESS

BECK/ARNLEY
Warehouse/Distributor

WORLDPARTS

Phone 271-3160

Solution to Crossword Page 8

1W	I	2N	D	3S	O	4R	A		5H	O	6S	E	7S
I		O		P		A			O		T		A
8D	E	T	R	O	I	T		9I	D	E	A	L	
T		C		N		I		S		E		O	
10H	A	H	A	S		11O	N	T	A	R	I	O	
				O		S				E		N	
12C	A	13M	A	R	O		14T	15R	A	D	E	S	
A		E				16M		E					
17D	E	N	T	18I	N	G	19T	I	20T	L	21E		
E		D		D		C		A		R		A	
22N	O	I	S	E		23L	A	R	G	E	S	T	
C		N		A		U		D		A		U	
24E	D	G	E	S		25B	U	S	S	T	O	P	

University Motors LTD

Offering exceptional service since 1975

RESTORATION
BENCH SERVICES
LINE SERVICES
TECHNICAL SUPPORT
TECHNICAL SEMINARS
EVENTS, AND MORE!

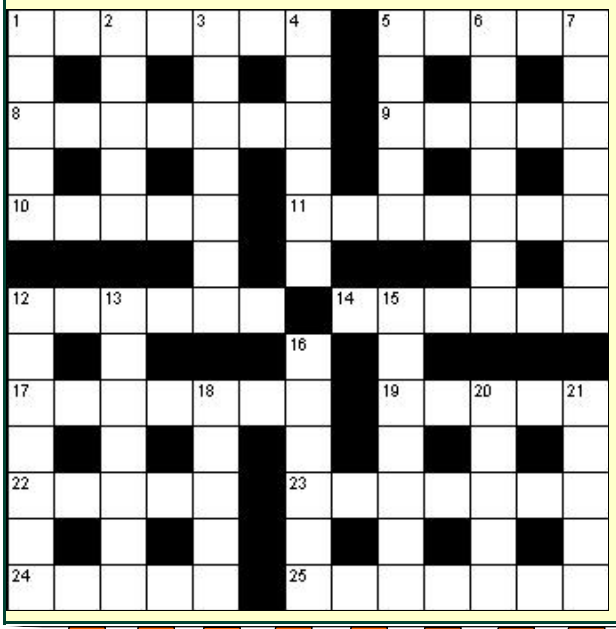
CALL, WRITE,
OR EMAIL FOR OUR ALL NEW
SERVICES CATALOGUE

6490 East Fulton Street
Ada, MI 49301-9006

Phone (616) 682-0800
Fax (616) 682-0801

EMail:
www.universitymotorsltd.com

The Windsor - Detroit MG Club Crossword



Across

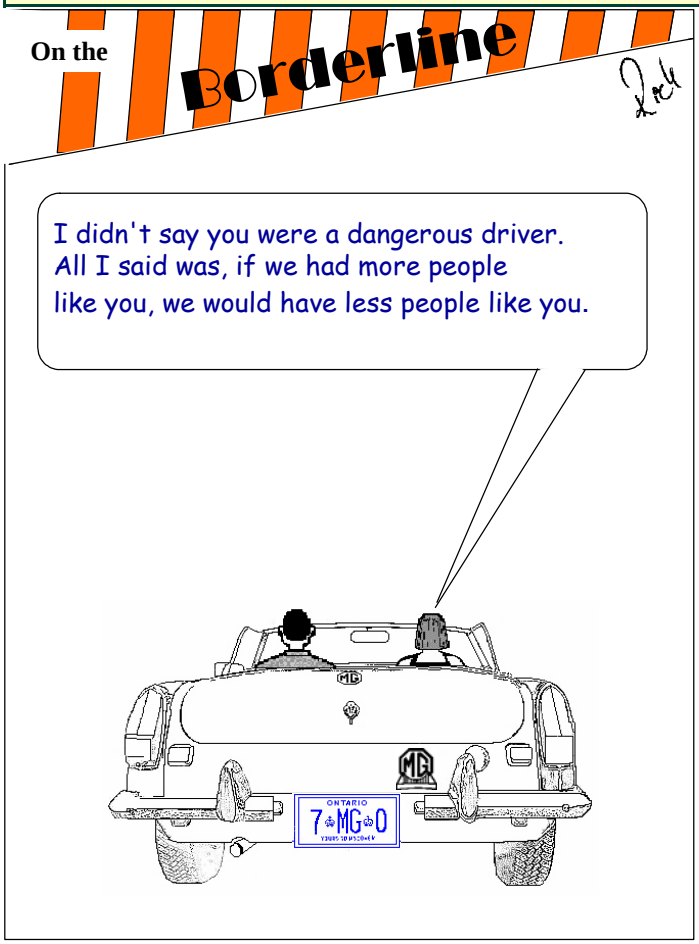
1 Our name Part 1
5 Radiator connections
8 Our name Part 2
9 Utopian
10 Laughs twice?
11 Province of 1 across
12 Chevy performance car
14 Swaps
17 Dinging
19 Car ownership document
22 Sign of a bad muffler?
23 Biggest
24 Borders
25 Where to catch a Greyhound (3-4)

Down

1 Breadth
2 V shaped cut
3 Race car backer
4 Gear spacings
5 Engine lifter
6 Turned the wheel
7 British sedans
12 ABS-like braking technique
13 Repairing
15 Makes the plug spark later
16 Our name Parts 3 & 4
18 Concepts
20 Pick up the tab
21 Consume (3-2)

Solution Page 7

On the Borderline



Did you know? While we all know about MG founder Cecil Kimber's enthusiasm for cars, and perhaps that he died in a train crash, his real passion was sail boats; so much so that he had a contracted little finger removed to avoid accidents with ropes. He was also a keen fisherman, an expert skater and accomplished squash player.

The Young and the Reckless

You can see the firm grip on the wheel, his heel and toe style — it was the only way to get around in this car — and his hair in disarray after taking high speed risks around the chalets at Butlin's Holiday Camp in Skegness, England.

Even at this early age, he knew he wanted to come to America; the whitewall tires are especially nice on this vehicle and they must have been a sign!

The car almost has a fishtail exhaust per early MG racers and as he pedaled along making "vroom vroom" noises, he knew that someday he would own a car almost as small as this one and that open air driving was for him.

Recognize this budding MG enthusiast? This is Philip Wiltshire's picture; he's broken the ice and it's now your turn to loan the Newsletter a picture from your youth with a motoring theme. Please give us a little background regarding the circumstances surrounding the shot.

Classified Advertisements

1974½ Rubber Bumper Green MGB . Very good condition. New wheels, tires, interior. Originally from Arizona. Always garaged in Michigan. $7,500.
Darwin Zander 248-476-3999

1974 MGB. Bronze Yellow with black interior and top. Original owner. Always garaged, never driven in winter. Brand new chrome wire wheels, new tires. Three tops. AM/FM/Cassette deck. Very nice condition $8,000.
Brent Harden 734-954-0072. e-mail at bharden@tm.net

6 quarts of 20/50 Castrol GTX and 3 quarts 140 EP oil is available free to anyone who will collect it from Plymouth. My TC has gone home to England and the oil is here. Interested?
Call John Cole at 734 420 0805

Range Rover for sale in great condition. 1998 4.6 HSE, Champagne color, fully equipped including Front and Rear Room Bars (light and grill guards). 64K on the clock and 60K service just preformed on car. Fantastic condition. 6 CD changer, heated seats, heated front and rear windows, memory seats (driver and passenger), trailer package with converter (tow rating 6500/7500lbs). Asking only $25K or nearest best offer.
248-489-1855 Jeff

1957 MGA 1500. Good condition. Body on frame with new sills & A & B posts. Needs plumbing. I have many new parts. It is all there. S.E. Michigan - $3000.
Dave Doolin 313 590 0210 ddoolin@visteon.com

MGB 72-80 and TR6 Water Pumps. NOS in British Leyland boxes with gasket. $28.00 inc. shipping. Also original MGB B.L. handbrake cables $10 plus $3.50 shipping or free with w/pump.
Roy Matthews, 815 Hurlbut Ave., Sebastopol, CA 95472
(707) 823-1957. rrodajoel@aol.com

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

1970 Midget. Has been in storage, and has not been started for three years. It would make a good project car. Offers?
Brian Bates 517-393-3189 BBates@cceng.com

MGB & Midget Body Repair Panels. Made in England. Liquidity Stock.
James Savage 248-689-7259

Wanted 54 or 55 MGTF in good to excellent condition inside and out. No hint of rust. Wire wheels. Mechanically sound. Tom Parent (248) 650 0060. Email: tomparent@now2net.net

1980 MGB. White with black interior & top. Original owner. 34,000 miles. Very nice condition. $8,000
Doug Balsis 248-474-0470

1972 MGB Roadster. New floors & rockers installed. New hood, top, trunk lid, grill, rad support, Rover to T-S bell housing, jet coated headers for B conversions used T-S and Rover engine. Car is 100% apart. **V8** style inner fenders installed. Whole car needs putting together, might be missing bumpers only. All small bits and some spares. Best offer over $3,000.
Don. 586-786-1187

MG Parts. I have a large supply of used MGB parts that I have for sale. Mostly for the early B's. No regular perishables such as brake or clutch parts and limited interior parts but if you have something you need please drop me a line and I will see if I can help.
Brett Shelley macguyver75@hotmail.com

1972 MGB Mallard Green/Tan int. Needs Engine hood/grill or repair. 92,000 on odo. Owned since 88. Runs great. Clean car. $4500.00 obo. Greg 313-331-3890 Grosse Point.
grekmg@yahoo.com

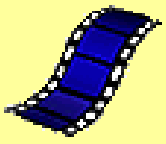
1970 MG Midget, good project car, complete, pictures available, $800 obo. Lansing, Michigan 517-393-3189

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.

Video Library

A number of videos are available for club members to borrow, just a sample of which are listed below. See our new Video Librarian Tom Newton at the next meeting both to borrow and, by the way, to return all those that are well overdue.

Inside the Octagon
Engine Rebuild MGB 1800cc
Italian Job - Michael Caine
Rendezvous - Race in Paris
Guide to MG Maintenance
Winning - Paul Newman
Drive to Win - Mario Andretti
Behind the Wheel - Jackie Stewart
SU Carb' rebuild
BRM Story
MGB Film Library
MG RV8
Battle of the B's
World of Collector Cars
Mini - The Legend
Romance of Restoration



CARS AND MOTORCYCLES WANTED

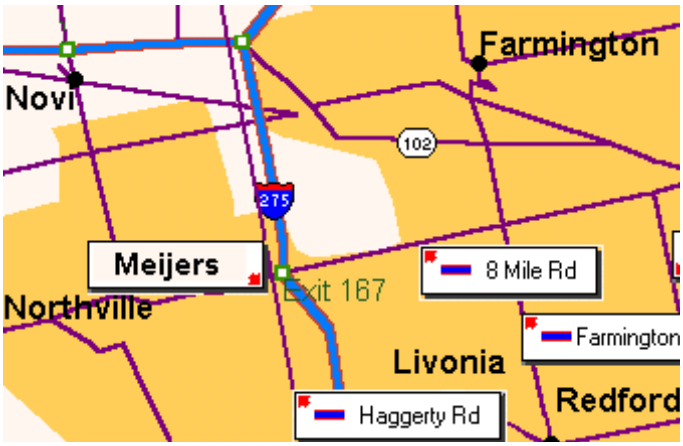
AN ABSOLUTELY SERIOUS BUYER wants any MG, Jaguar, Austin-Healey, Morgan, Triumph, 356,190SL, Alpha Romeo, Riley, Land-Rover, singer, also Pre-war and other interesting European cars and vintage motorcycles.

IN ANY CONDITION, ANY LOCATION.
Please call
STEVE'S BRITISH CONNECTION
[630] 553-9023 FAX [815] 786-3372
E-mail sbcinc@aol.com

Trip to Rivertech and Hudson Museum –Ypsilanti

Sat. May 3rd - 10:0am

We'll leave the Meijer parking lot at 10:00 am for the



approximate forty minute drive to Ypsilanti and the Rivertech storage facility.

At Rivertech we will have the opportunity to view the 100 or so cars in storage for some 75 minutes. The cars in Rivertech are nearly all working examples and they range from late model T Birds in storage as investments, back to 1920 boat tailed roadsters. There are many European vehicles as well as 50's and 60's Detroit Iron.

Afterward we drive on towards the Ypsilanti Historic District and stop at the RM Auctions showroom for a quick look at whatever classics they have on display that day. Then visit the oldest Automotive Heritage Collection & Miller Motors Hudson still in existence in the center of the historic district. The museum is located at the east end of Depot Town at the corner of Cross & River Streets and isat the location of the world's last Hudson dealer, Miller Motors, that stayed in business until 1997 when it became incorporated into the Ypsilanti Automotive Heritage Collection.

At 1:00 p.m. we'll stop for lunch opposite the museum at the Side Track Restaurant. Finally, we'll return to Meijer's lot arriving there at about 3:00 p.m.

PLEASE WELCOME OUR NEWEST MEMBERS

- **Ken Boyd** - Bloomfield Hills, Michigan
  1958 MGA White
- **John Marsh** - Birmingham, Michigan
  1952 MG -TD Yellow
- **Dale Pike** - Belle River, ON
  1979 MGB Red

A Different Fun On Wheels

Are you ready for a fun day on Sunday May 25th?

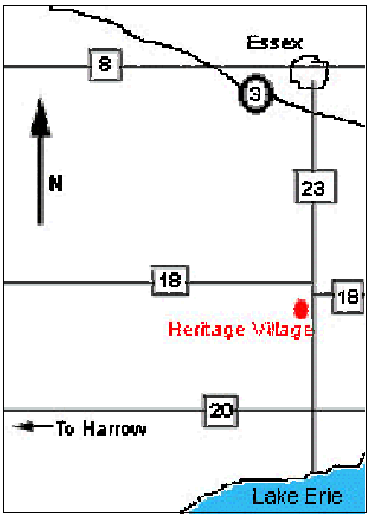
Dale Brown has organized a day trip into Essex County that is sure to interest many of our club members. Come join us for all or just some of the day's activities. Here's a rundown:

Starting at around 9 am, let's meet at the Tim Horton's at 80

Park St E., just at the exit of the Windsor Detroit Tunnel. We'll sip on the best coffee in Canada for a while and maybe have a light breakfast. When we think we have a good crowd gathered, we'll take a nice leisurely convoy along Riverside Drive and head out to Heritage Village just outside of Essex Ontario. (We'll try to leave Tim's before 10 am.). If we know that we have a good contingent from our club, we will make arrangements to have our own area, and we will attend the Fun On Wheels Car Show that is held twice a year at the pioneer village. Cars are intermingled between all the old buildings that are all decked out in period décor. (It's the same place that we have been attending the Murder Mystery in the fall!)

If you like, bring some lawn chairs, your own picnic basket, or enjoy the offerings at the food pavilion. You'll be surprised at how much fun you can have looking at all the hot rods and antique cars that will be there. There is also a flea market, although it is mostly old American Iron.

No doubt, we'll have a great several hours and then when most people want to leave, we will convoy to a new 'old' Pub in downtown Essex called Quigbee's. It has a nice English type atmosphere with a licensed patio, upper and lower porches and a comfortable interior. It boasts a great new menu and at least 12 English beers on tap. We could make a nice late afternoon there and members could leave at their leisure as the day rolls on. It's close to the main highway heading back to the bridge or tunnel. We'll talk it up at our May meeting at the Nisbett, but save the day: Sunday May 25 for a "Fun on Wheels " time.



Calendar of Events

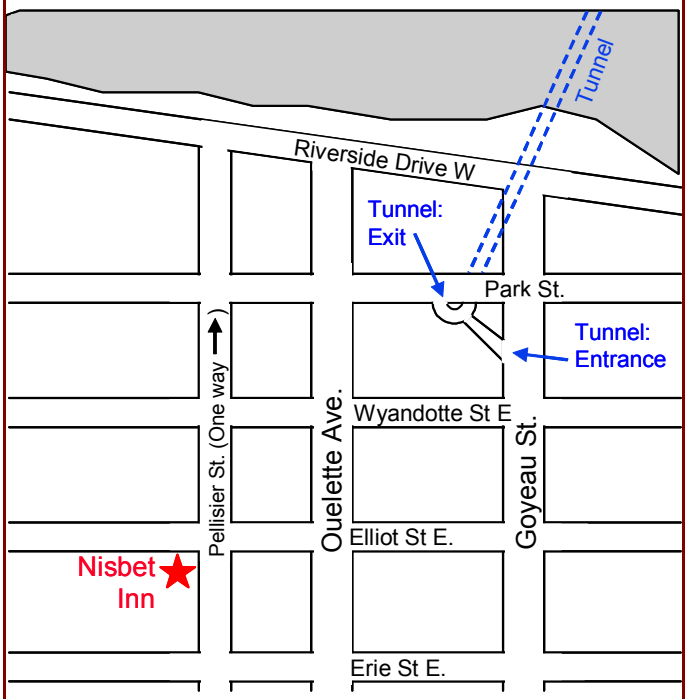
Bold Text Indicates Windsor-Detroit MG Club Events.

May	
Sat. 3rd	**Trip to Rivertech and Hudson Museum – Ypsilanti. Start from Meijers 10:00 AM**
Wed. 14th	**Monthly Meeting - Nisbet Inn**
Sun. 18th	British Car Day XIX - Easton, Columbus, OH
Fri. 23rd - Sun. 25th	Champagne British Car Festival Champagne, IL
Sun. 25th	**Fun On Wheels Car Show - Heritage Village, Kingsville, ON**
June	
Sun. 1st	The British Return to Fort Meigs Rte 65, Perrysburg, OH
Wed. 11th	**Monthly Meeting - Brass Pointe**
Sat. 14th - Sun 15th	**Stratford Festival Weekend Stratford, ON**
Thurs. 19th - Sun. 22nd	MG 2003. North American MG Register Annual Convention, St Louis, MO.
July	
Sun. 6th	**Mad Dogs and Englishmen X111 Hickory Corners, Kalamazoo, MI**
Wed. 9th	**Monthly Meeting - Nisbet Inn**
Thurs. 10th - Sun. 13th	CBA XXIII at Blackwater Falls State Pk, WV Contact Fran Lewis 24-681-8420 for registration details.
August	
Sat. 2nd	British Car Day - Dayton, OH
Sat. 2nd	British Car Day XVII - Shaker, Cleveland, OH
Thurs. 7th - Sun, 10th	The Roadster Factory Summer Party - Armagh, PA
Wed. 13th	**Monthly Meeting - Brass Pointe**
Sun. 31st	**Fun On Wheels Car Show - Heritage Village, Kingsville, ON**
September	
Wed. 10th	**Monthly Meeting - Nisbet Inn**
Sun. 14th	**Battle of the Brits - Freedom Hill Park, Sterling Heights, MI**
Sun 21st	**Annual British Car Day - Bronte Park QEW and Burloak Dr., Oakville ON.**

Monthly Meetings

Meetings usually start around 7:00 pm, but the earlier you arrive the more likely you are to eat comfortably at a table.

May 14th Meeting - Nisbet Inn, Windsor



AMSOIL

SYNTHETIC LUBRICANTS

SCOTT and KATHARINE DAVIS
AMSOIL DEALERS
K & S Enterprises #411686
220 Jones
Mt. Clemens, MI 48043
(586) 468-0461

English Motors, Inc.

ENGLISH CAR REPAIR

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

OTHER FOREIGN CARS WELCOME

HOURS
MON - FRI
8 - 5:30

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

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

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

Authorized Distributor for

Pertronix Electric Ignitions and Coils

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

Halogen Bulbs for Most British and American Cars

Plus Many Others!

Little British Car Company

www.LBCarCo.com

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

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

FIRST CLASS MAIL

May 2003