The Can Am CONNECTION

Vol. 23, No. 5 - Newsletter of the Windsor-Detroit MG Club June, 2003

RIVERTECH — Later Start, Fine Weather and a New Event Attracts Lots of Members.

As always, for any event organizer, the weather plays a vital role in the success or failure of any event. In fact, I've attended mediocre events with glorious sunshine that have felt like wonderful events. So the Friday before the trip was rainy and cold and I'm thinking that the weather has me beaten once again. But lo and behold, excellent sunny weather, albeit a little "cool" greeted me on Saturday morning, and when I arrived at the Meijer lot, MG's were already parked in anticipation.

This run has been made in previous years by the New England MGT Register and last year by the Ford T Bird Club, Our friend, Peter Pleitner, is part of the Rivertech storage facility management. But, this is much more than just an old damp building with a load of forgotten cars in it — oh yes!

Peter is part of an enthusiast motoring group that have made the facility alive and part of a thriving restoration and maintenance operation, run by the members for the members. Therefore, they have an open house every 1st Saturday of the month at which they invite a club to attend and be in the spotlight for a couple of hours. This Saturday was our turn!

So, at the Meijer lot we had 20 cars, ranging from MGB's, C's V8's , Triumphs and some Porches who tagged along and insisted that if we looked carefully, their cars dripped as much oil as the MG's. It was great to see Dale Brown and his brother John, who had driven across from Canada. John had traveled all the way from Chatham in his '76 TR6.

Droolin' Doolin - Dave Doolin salivates over a TC at Rivertech

We traveled across country and snuck up on Ypsilanti from the North. Rivertech is situated by the railroad there and was easy to find, because a large array of interesting exotic and not so exotic vehicles were parked all over the place around the perimeter of the facility.

Inside was an interesting array of 100+ vehicles, plus over 75 enthusiasts, journalists etc. A yellow 1932 Renault chugged in and through the facility. A new arrival was a huge 1922 Italian sports tourer called an Isotta Fraschini. Other

(Continued on page 6)

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

Recent current events have meant that the UK has been more prominently featured in US news reports over the last month or so, and I have noticed that even the more serious media get confused with the various names that are applied to the country. I still carry a British passport so can claim a little knowledge of the subject that owners of English or is it British, or maybe UK cars can take away.

The British Isles is a loose geographical term that usually includes the large island containing England, Scotland and Wales plus all of Ireland and the hundreds of smaller islands immediately around them.

Great Britain is a political entity describing just the island of England, Scotland and Wales and those smaller islands around them that are under British governance. It does not include the Isle of Man for example which is a British dependency but has self government.

The United Kingdom is short for the United Kingdom of Great Britain and Northern Ireland.

Isn't it rather arrogant for the nation that once ruled 1/4 of the globe and now is a fairly minor power to call itself "Great"? Not really, since the current usage of the word "great" as meaning magnificent is fairly recent and it was in fact Britain's great rival, France, that was largely responsible for the epithet. The Celtic region known to us as Brittany in northern France is in French called Bretagne; but the same word that also means Britain. Quite simply, to distinguish Brittany from Britain, the French use Bretagne and Grande Bretagne respectively and Grande translates to Great in the sense of big. Similar usage is found for example in the administrative region called Greater London which is the City of London plus some surrounding boroughs.

Brits are not the only ones who have a confusing national identity. Citizens of the USA sing "God bless America" and rightly call themselves Americans, but aren't Canadians and Mexicans who share North America and indeed all those people who live in Central and South America also Americans? And don't forget that in 1492 Columbus sailed the ocean blue and landed in — the Dominican Republic. I was recently amused when FedEx insisted that I include a customs declaration with commercial goods I was sending to Puerto Rica because they said it is not one of the United States of America. "Neither is Washington DC" I said, "so do I need customs declaration for there too?" Nobody loves a smarty pants and I didn't get an answer.

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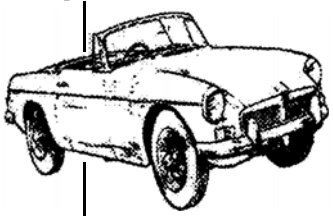

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Presidentially Speaking

By Philip Wiltshire — Club President

Hello everyone, by now I hope you have managed to retrieve your car from it's Winter resting place and it has been running all around Michigan or Ontario. People store their cars in a variety of ways. I choose to keep ours in the garage at our home, sacrificing a dry and ice-free spot for my regular car. This is OK with Jan, as long as her car nestles in the garage in its own private keep-off area.

Other MG's become a kind of storage device where stuff gets strewn over it, not necessarily in it, and the size being so small, the car can get lost in a forgotten corner disguised as junk. A favorite is the "friends barn up north". This storage method has many benefits, the car is away from the house and the space it took up in your garage can now be filled with bikes, trash and garden furniture. Also, the car, being stored in an old barn in the middle of nowhere, makes a nice nest for cats or mice or any creature who gets in it first and lays claim to the interior.

When we rebuilt our MGB GT, I found that some of the most inaccessible nooks and crannies were jammed tight with nuts (no, the edible ones.....) and I probably ruined some squirrel community Armageddon plans by discovering the stash.

Therefore, the best way to store your car is the following - find a bunch of car-crazy people who have an automobile club based in a large dry heated building, leave your car there so that you can work on it using their hoist, tools and equipment, get clean after a day's wrenching on it by taking a hot shower there and then taking your loved one to dinner so you can advise on your progress to date. Oh yes, and have an open day every month so that more car-nuts can get brought into the picture.

This describes the "Rivertech" folk. This was the place we went to this month to see how some cars get stored for the Winter and beyond. All went well, and I was glad that a little common sense prevailed for me on the Friday before the trip. The decision I made is a must for any person arranging a driving trip - check the route!!!! Check the route as late as possible to make sure that it's still all there!!!!

In my case this route had been used by other auto clubs in recent months, so no big deal. It was Friday and raining hard, and I was driving home when I thought that it might just be a good idea to check out the route from Meijer's to Ypsilanti. Good decision - 7 Mile Road was closed for one mile, with a 3 mile dirt road deviation. I tried the deviation thinking that it was probably only a few hundred feet of dirt but no. So my car ended up as a blob of wet mud and I could picture our muddy MG's and some of the expletives leveled at me for not routing us correctly.

A TF, also for sale

This brought to mind another time when the Rallymaster could not be found by the lynching party. I was attending an MG T Register event in Coshocton Ohio. I arrived late on the second day to find several pristine MG TC, TD and TF's all up on jacks, or backed up over the curbs with two wheels on the sidewalk of the hotel parking lot. As I walked over to the closest TF I saw a guy under it with his toothbrush. He was painstakingly picking of wet tarred stones, one at a time with the brush. He had worked his way about half way along the underside of one of the front fender/running boards. I asked him what was going on — he told me that the rally had been going fine until they turned a sharp corner in the countryside, there was no warning and they ploughed into wet tar that the local road commission was laying.

The rallymaster sent a FAX to the event banquet (from a hideout I presume) copied from the local road commission apologizing for the situation and stating that he, the Rally master, had inquired about resurfacing etc. earlier that week. Apparently, the Rallymaster is now enjoying a new life in South America as part of the Witness Protection Program.

We had a large turnout of members at the Nisbet for our May meeting. There was a great atmosphere inside and outside we had plenty of MG's on display in the parking lot. Please do not forget our next meeting at the Brass Pointe in Farmington — see you there.

Safety MG Fast

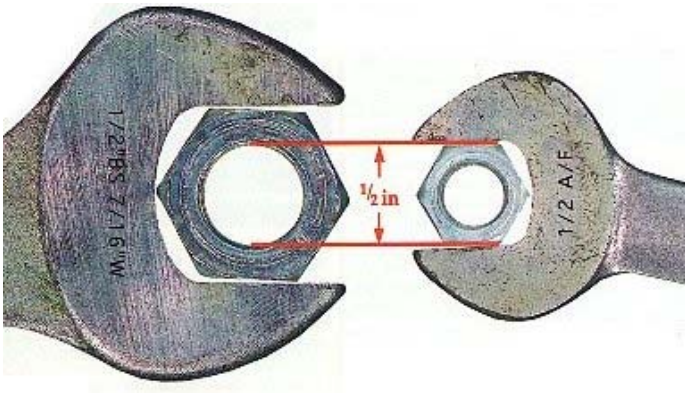
Philip

Rivertech is also a place to go if you are looking to buy

Nuts Screws Washers and Bolts

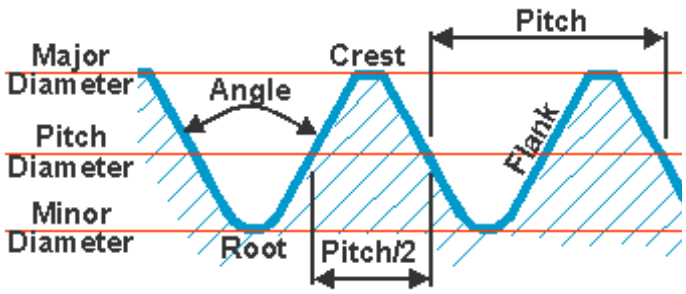
First of all, a note on the headline. I have always wanted to use this title since I heard it in a high-school joke about a deranged man who assaulted some people in a Laundromat and then absconded rapidly; so please excuse my self indulgence.

I was actually prompted to put this together using data from various sources — with special acknowledgement going to an article by Neil Cairns in Enjoying MG, April 1998 — after completing some extensive work on my MGB. It entailed working on the chassis, power-train, hydraulics and electrical system and I was constantly having to be careful that I used the right nut, bolt, washer and wrench as I came across various standards. — Rick Astley.



Unlike Herbert Austin, who manufactured his components in his own company, William Morris purchased from other smaller companies, which he often subsequently acquired. The engine branch of Morris Motors, Morris Engines, was no different. Morris Motors even used a unique French metric thread in certain components following the purchase of the Hotchkiss company. Hotchkiss had been making French designed weapons in Britain during WWI when the original manufacturer could no longer operate due to the occupation. When they began engine manufacture, it was logical for Hotchkiss to continue using the equipment they already had in-house.

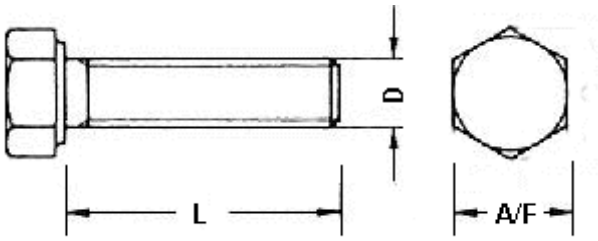
In the 19th century each industrialized company adopted its own thread standards. In 1841, Sir Joseph Whitworth standardized the system by measuring every thread he could get his hands on, and coming up with something that represented an average. As an indication of his abilities, it is interesting to note that as early as 1856 he exhibited a measuring instrument, controlled by a screw, which detected differences in length as small as one millionth of an inch! Whitworth's thread had a 55° internal angle and a depth and pitch of thread that varied with the diameter - i.e., the bigger the bolt, the coarser the thread. Note that the thread angle refers to the ramp angle of the triangular thread its self, not the pitch angle; that is measured in turns per inch or centimeter. Whitworth's form was so succesful that vestiges of it still appear in many current types. To augment Whitworth's BSW thread a fine thread version called BSF was introduced in 1908. British Association (BA) threads were standardized in the early 1920's for sizes smaller than 1/4".



In 1948 the US, Britain and Canada established the Unified series now generally known as UNC (coarse pitch) and UNF (fine pitch) both with a 60° internal angle. Unified threads are commonly used in the automotive, chemical and agricultural industries. European threads are based upon the German DIN standards and are Metric coarse pitch and Metric fine pitch. Metric fasteners have slightly shorter pitch — distance between threads — than the imperial equivalent but also have a 60° thread angle. Note that the French metric thread adopted by Morris is not the same as the metric type we know today. Plumbers also have their own thread size, British Standard Pipe Thread (BSP), sometimes found on sump and gearbox plugs, which has a tapered form so as to 'seal' the hole when tight. They are basically Whitworth 55 degree form but are nominated by the bore of the pipe. i.e. 1/4" BSP is about 0.528" O/D and 20 TPI. This is why 3/16 Whit wrenches often fit brake pipe unions. BSP threads are were adopted by the ISO-metric system so will be found even on BMWs,

To confuse the issue, in the 1940s and '50s, Morris and its offspring MG used the Whitworth bolt head size on their metric threaded bolts, so we that the exisitng assembly line tools that worked with both Whitworth and BSF fasteners could still be used. When BMC arrived in 1952/53 with their Austin ideas, the use of the BSF nuts and bolts was changed mid-model — on the on the body/ chassis of the MG ZB Magnette for example — to UNF. Whereas Whitworth wrenches are labled with the bolt size (D), Unified wrenches are marked with the head size, that is Across-the-Flat or A/

Size (D)	A/F for UNC/ UNF	A/F BSW	Nearest Wrench for BSW
1/4"	7/16"	0·525	12 mm
5/16"	1/2"	0·600	14 mm
3/8"	9/16"	0·710	5/8"
7/16"	5/8" b 11/16" n	0·820	18 mm
1/2"	3/4"	0·920	22 mm
9/16"	13/16" b 7/8" n	1·010	15/16"
5/8"	15/16"	1.100	26 mm
3/4"	1-1/8"	1.300	1-1/4"
A/F data for BSF is the same as that for BSW 1/16" smaller. Example: for the A/F of 1/2" BSF read data for 7/16" BSW.			
b=bolt n=nut Nearest Wrench is the next largest sized standard wrench that may be used on BSF or BSW nuts & bolts			



F. For instance, as shown in the first table below, a 5/16” UNF threaded bolt has a 1/2” A/F head.

Size	A/F
M5	8
M6	10
M8	13
M10	17
M12	19

Size	A/F
M16	24
M20	30
M22	32
M24	36
M30	46

Similarly for metric fasteners:

So as far as the engine is concerned, pre-BMC Morris and MG old metric bolts have heads that are BSW/BSF sizes and post-war post-BMC are UNF bolts with A/F bolt heads. Although Britain adopted metric bolts in 1965, the cost of an immediate tooling changeover was so prohibitive that the Unified sizes were used up to the Metro of the mid-1980’s after which, modern Metric threads arrived as used in the Montego and Maestro. Even then, if only to really confuse us, engines such as the 'A’ series used in the Mini, carried on with the UNF threads, but just gained metric heads.

To summarize by vehicle, the Morris 10HP Series 'M' 1140cc MPJM and MG1250 XPAG engine has the early pre-war French metric threads, with BSF/Whit bolt heads. This engine is in the Midget TB, TC, YA, YB and the 1466cc XPEG version in the TF. The 'A’ series BMC engine fitted to the Sprite/Midget, 1100 and 1300 FWD MG saloon, as well as the 'B' series fitted to the MGA, MGB, ZA, ZB, Varitone, Mk3 and Mk4 Magnettes, six cylinder 'C' series in the MGC, and the Rover V8 in the MGB GT V8, all use UNF and UNC threads with A/F bolt heads. The 'O' and 'E' series used modern metric threads with metric bolt heads, with the MG Metro having UNF threads on its engine, with some metric bolt heads on the engines of later cars.

Coarser threads are more suitable for use in softer materials such as iron and aluminum castings so that studs usually have a coarse thread on one end that goes into the engine block or transmission casing, and a fine thread on the end that accepts the nut. Coarse threads are more resistant to "cross threading" and stripping out because the coarse thread is deeper than the fine thread. However, fine-pitch threads can withstand greater loads than an equally-sized coarse-thread fastener, but are more prone to failure due to stripping threads.

Torque loading threads is very important. The 'load' applied with a special 'torque-wrench' actually stretches the bolt to the correct length to pre-load it so as to both 'lock' the thread in place and clamp the parts being secured together. The thread is simply a tapered coil and if set at the correct 'torque' the bolt will not undo with vibration. Things like cylinder heads, connecting rod bearings and flywheel bolts all have correct torque settings for the appropriate load, all listed in the workshop manual. Although this torque loading sytem is the best we have it is, unfortunately, not very accurate because as much as 85% of the applied torque is used to overcome friction. This friction is a function of lubricant, surface finish, plating type and a host of other variables, and is not consistent. Some of the applications in which certain bolts are used — such as on the connecting rods — means that they should only tightened or torqued-up once as the stress they operate under would mean possible breakage if they are re-used, so always buy new ones.

Those strange looking nuts with nylon inserts (Nyloc) or those with a locking split at one end, (Cleveloc or Aerotight) should not be re-used if you can run them down the bolt by hand.

Washers serve to distribute the clamping load over a greater area than the bolt alone, and may function as a bridge over any gap between the head of the fastener and the mating parts. They also protect the mating parts from damage, and can provide a spring-like tension on the head of the fastener to reduce the tendency to loosen when subjected to vibration. The spring washer, like that shown here, has raised and shaped ends that provide little resistance to clockwise rotation but that cut into whatever is clamping the washer when turned counter-clockwise. Washers come in many sizes and thicknesses and may sometimes have tabs that are bent over against the bolt or nut flat in order to further prevent rotation. Copper sealing and crush washers are commonly used on hydraulic and coolant systems to aid sealing.

Other anti-rotation techniques, found on MG suspensions systems for example, are so called castle nuts that lock against a cotter pin that passes between the castellations and through a hole in the bolt.

A word on cold welding, which happens when 2 identical metals are forced together. Only a thin coat of a different material — either a coating, gas or an oxide — aids threads being torqued. Uncoated materials will weld quickly. This happens often on stainless bolts as they have only a very thin oxide coat. To prevent this, use a thin coat of copper grease on all bolts.

The word ‘bolt’ has been liberally used throughout this article without differentiating it from a ‘screw’. In researching I found 2 definitions:

(1) A bolt is a threaded fastener that when installed goes completely through the mating parts and is secured with a nut. Screws are threaded fasteners that are installed into blind threaded holes.

(2) A screw has a thread that runs right to the head whereas a bolt has an unthreaded section called a shank.

Definition (1) means that the same component could have different name depending on what it threads into and if we follow (2) do we now refer to wood bolts rather than screws? I believe most of us regard a screw as something that is installed with a screwdriver, or perhaps an Allen key, while a bolt on the other requires a wrench.

Speaking of screws, MGs built from the ‘60s will use a cross head screw that, while it looks like a Philips head, is in fact a Pozidrive. These look like Phillips screws but their slot geometry is different and, whereas a Phillips screwdriver often seems to work well on Pozidrive screws, they can tear up a stubborn head or at least cosmetically spoil it. Pozidrivers are sized similarly to Phillips, so try to obtain sizes PZ#1 and PZ#2. Pozidrive screws can be distinguished from Phillips by an additional X lightly

(Continued from page 1)

Isotta Fraschini

cars such as Lamo Espadas were on view, but the main catch was a 1500 TF and a TD both for sale, *(see pictures page 3).*

We left Rivertech after a couple of hours and headed down to Depot Town as the Ypsilanti historic District is known. We had a look around their Automotive Heritage Collection and Millers Motors Hudson Dealership/Museum. Jan tried to find some British Racing Green Paint, but no luck We then headed across the railroad tracks to the "Sidetrack" restaurant for a lunch on the terrace. So, a good day was had by all, and perhaps we can make this run again in the future when there are some new interesting cars in storage at Rivertech.

Philip Wiltshire

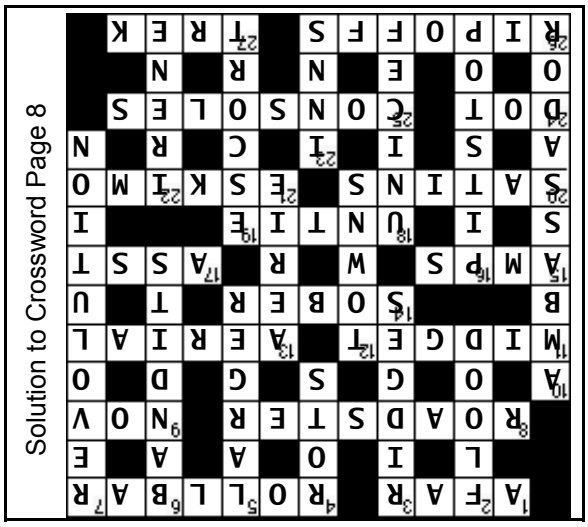
Members enjoy lunch on the terrace of the Sidetrack

George Barton's 1963 MGB

This is a 1963 (registered early 1964) MGB. Its numbers all match and it is a nice straight car with those early touches such as pull handles, Jaeger instruments and a three bearing engine. As its owner George Barton says, it's as close as you can get to an MGA and still be an MGB.

George, and wife Helen, are new members; George found his car after an extensive search for his "dream" MGB. I never thought he would be able to find such a car, but he did, in Chicago, and it's a beauty!

George has been working on it in recent weeks to prepare for the Stratford trip. So he and Philip Wiltshire took a delightful run from their home town of Milford across the highest point in south-east Michigan and south to Ypsilanti, retracing the "Rivertech" route used two weeks previously. They had an uneventful 100 mile drive, getting to cruise through the VW bug get-together in Ypsilanti and now



Please Welcome our Newest Members

- **Greg Walker & Susan Simons -** Windsor, ON
  1960 Triumph TR3 White
  1967 MGB Red
  1972 Jaguar XKE 2+2 Yellow
  2002 Mini-Cooper Blue/White
- **Paul Reece & Christine Black** - Clarkston, MI
  1979 MGB Brooklands Green
- **Gary Morrison & Linda Ritter** - Farmington, MI
  1977 MGB Temporarily Brown

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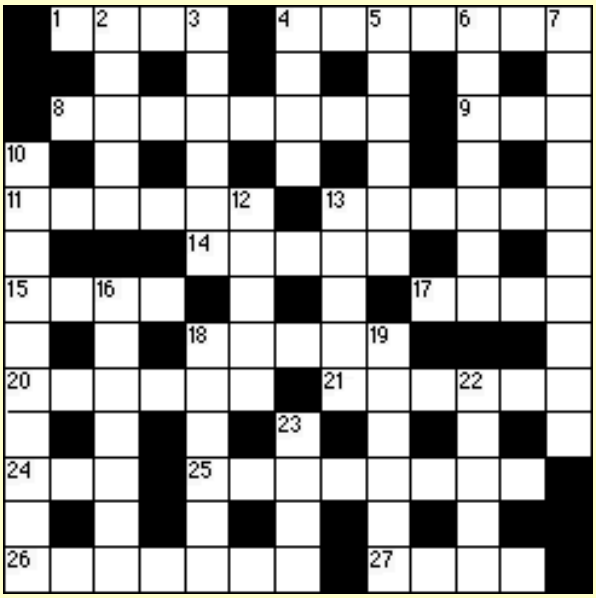


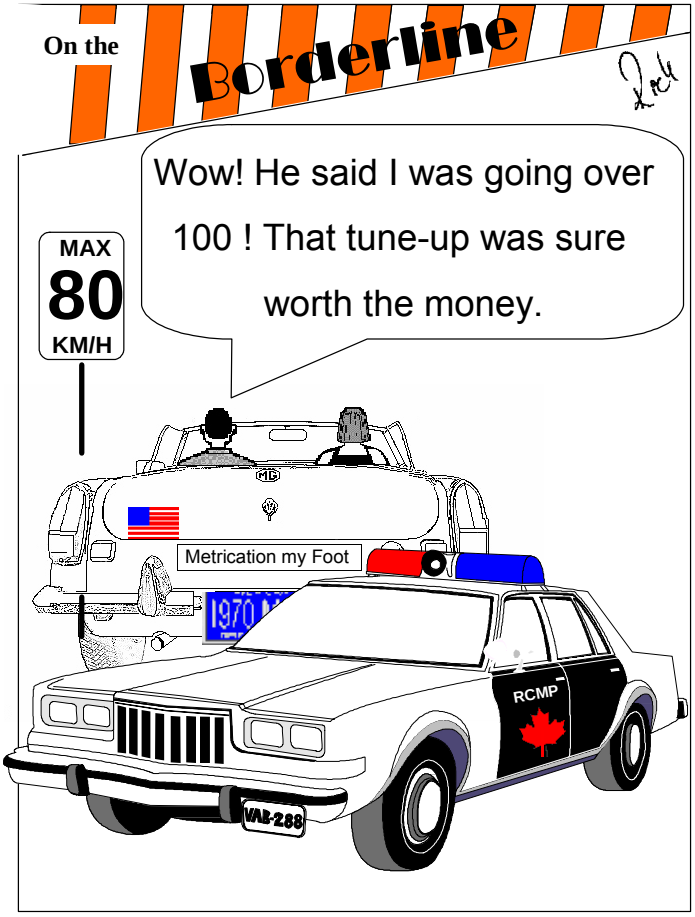
Across

1 A great distance
4 Open car safety device
8 Sports convertible
9 11th mnth
11 Small MG
13 Radio antenna (Brit)
14 The way to drive according to MADD
15 Current units
17 Helper (abbreviation)
18 Loosen a knot
20 —— and silks
21 Inuit
24 Hydraulic oil number
25 Instrument panels
26 Swindles (3-4)
27 Arduous journey

Down

2 Overload the float chamber
3 Narrow raised strips
4 Succumbs to rust
5 Greater than average size
6 One armed gambling machines
7 Single turn
10 The bridge on our logo
12 Population centers
13 High nest
16 Race car time out
18 International children's org.
19 Small Ford
22 Goodnight girl
23 Nisbet and Kildare

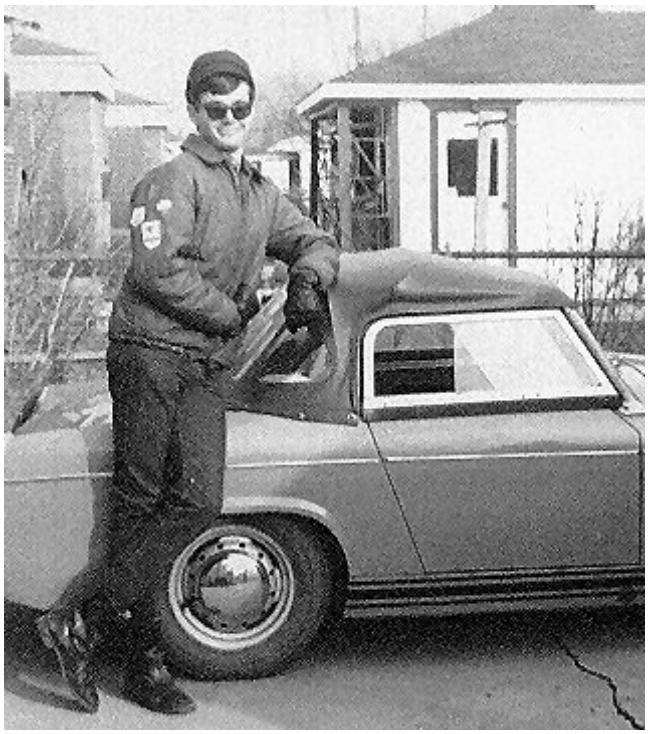
Solution Page 7



Ahead of the Crowd?

According to *Jupiter Research*, at the end of 2002, 57% of adults in the USA had e-mail addresses. The figure for the Windsor-Detroit MG club is 80%.

The Young and the Reckless



This W-DMGC member's first car was an early '60s MG Midget with no door handles and an erect-a-top. As the picture shows, he figured he was a pretty cool dude. We doubt that those, now back in fashion, chisel toe shoes were to help heel and toe gear changes.

Although these pictures were taken in the mid '60s, his current hair colour is now silver; perhaps as a result of taking too many corners in four wheel drifts.

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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

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. $4.500 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

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

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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CALENDAR NOTES...CALENDAR NOTES...CALENDAR NOTES...

The British Return to Fort Meigs - June 1st

The 5th annual car show "The British Return to Fort Meigs" will be held June 1st, 2003, from 10:00 am to 3:00 pm in Perrysburg, Ohio. The largest British Show in NW Ohio, this year's event is expected to be bigger & better than ever.

The Site - Built in 1813 to defend the Ohio Country against British invasion, Fort Meigs constitutes the largest wooden walled fortification in North America. Today the fort stands rebuilt on its original location within a 65 acre wooded park. The 10 acre fort on the banks of the Maumee river is enclosed by a stockade wall and contains seven blockhouses, five cannon batteries, and numerous interior eight foot high earthworks.

Last year a small number of our members so much enjoyed both the ride down there and the event that they hope others will join them this year. Interested? Call Fran Lewis 248-681-8420 or Dale Brown 519-258-5987 who will coordinate a ride down there.

The organizers — The Lake Erie British Car Club — have asked if we can arrange a combined event in Southern Ontario, so Dale is working on some ideas that we hope to announce next month.

Summer British Knights

Detroit Triumph Sportscar Club members are some of the nicest people you'll meet and once again they have invited us to join them for Summer British Knights, a series of British-only car Cruise-in nights to be held 3rd Wednesday of the month through October. Join them from 6 pm.

In June, and August meet at the Local Brewing Company, 42705 Grand River Avenue, Novi

For July & September the venue is BRAVO! Italian Restaurant, 29047, Utica Road, Roseville.

The Tight Twist & Turns Tour

This is a working title for a new event that Philip Wiltshire is in the process of planning for July 19th.

The plan so far is to begin from a point somewhere near Ann Arbor at about 10 am with cars leaving at 3 minute intervals, not because the event is timed, but just to spread out the pack. We would drive for about 50 miles, stop in the preserved Henry Ford Mill for a traditional bring-your-own picnic, hopefully transported on the boot rack, with whicker basket and checkered table cloth. Champagne is not however encouraged, as it might make your driving squiffy for the next 50 mile, or about one hour, drive back to Ann Arbor along a different set of roads. We would finish at a restaurant at about 3 pm and everyone can get home in daylight before the curse of Lucas strikes. The location would be close to I-94 for those in a hurry.

More details will be in next month's *Can-Am Connection* but don't forget to mark your calendars today.

London Classic Car Show - June 7th

Steve Brown is planning on heading to the London, Ontario British Sports Car Club car show June 7. It is a 2 hour drive from Windsor on the back-road route.

We had several members attend last year as well as some from the Detroit Triumph Sportscar Club.

Contact Steve Brown if you would like to go too.
Phone: 519-737-6848
E-mail stephen020@sympatico.ca

Stratford 2003 - June 14th & 15th

We have, at least, 72 people representing most of the Michigan Clubs going on the Stratford trip and Philip Wiltshire will be contacting everyone attending ahead of time to confirm travel, dinner, and where they want to pick up their tickets. The last possible place is the theatre box office; Philip has put tickets there several times before, so no worries if you have to arrive later and we meet for the first time at the theatre.

Philip & Jan were lucky enough to go to the opening night of 'The King and I' at Stratford in May and they report that the performance, costumes and sets were equal to those they saw in London, England the year before.

The performance starts at 8 pm at the Festival theatre which is well sign-posted from the city limits.

We are hoping to see most folks at the dinner at the Westover Inn in St Mary's prior to the performance. Here's hoping the weather is in a cooperative mood.

CARNIVAL OF CARS

Sunday June 8th marks the 40th Carnival of Cars held at the Ford Test Track in Utica, Michigan, on the west side of Van Dyke, north of 22 mile. The event features a Car Show, Swap Meet and Car Corral, in which clubs or cars of the same type can park together.

For more information concerning Windsor Detroit MG Club participation call Fran Lewis (248) 681-8420

Could You Fit an MGB Top?

Club member Gene Johnson was wondering if he could get some assistance fitting a new top to his 1980 MGB-LE and help others who might be planning the job too. If you think you could fit a top and teach others how to do it too, please contact the editor and we will organize a Tech Session. Gene lives in Livonia but is prepared to drive the car elsewhere if more convenient.

We'll miss you!

Take a look at the address label on the outside of this Newsletter. The Expiration date shown above your name indicates when your renewal is next due. If it is well past due and we have highlighted the date in yellow, then this will be your last issue of *Can-AM Connection* unless we receive your payment soon.

Mistakes are made, so if you believe we have made an error, please let Rick Astley know as soon as possible.

Calendar of Events

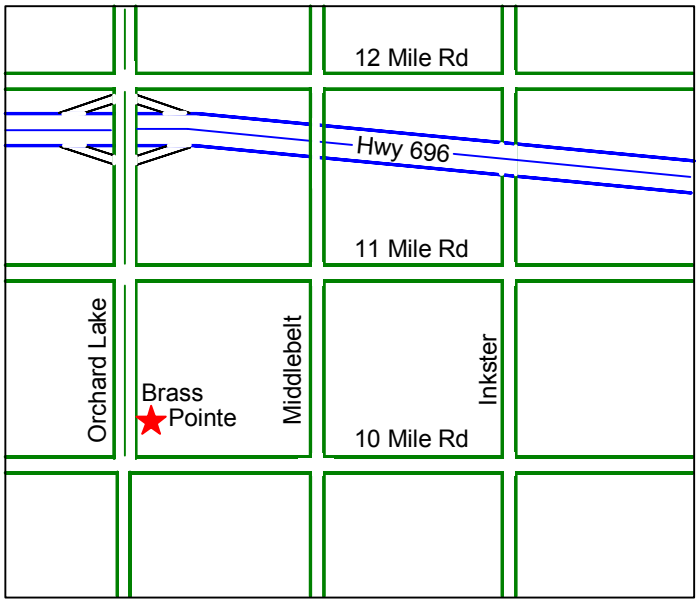
Bold Text Indicates Windsor-Detroit MG Club Events.

June	
Sun. 1st	**The 5th British Return to Fort Meigs Rte 65, Perrysburg, OH**
Sat. 7th	**London Classic Car Show See Page 10**
Sun. 8th	**Carnival of Cars Packard Proving Grounds, Utica, MI**
Wed. 11th	**Monthly Meeting - Brass Pointe**
Sat. 14th - Sun 15th	**Stratford Festival Weekend Stratford, ON**
Wed. 18th	British Summer Knights - see page 10
Thurs. 19th - Sun. 22nd	MG 2003. North American MG Register Annual Convention, St Louis, MO.
July	
Sun. 6th	**Mad Dogs and Englishmen XIII 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.
Wed. 16th	British Summer Knights - see page 10
Sat. 19th	**The Tight Twist & Turns Tour See page 10**
Sun. 27th	**Summer Barbecue - Astley's Farmington More details next month**
August	
Sat. 2nd	British Car Day - Dayton, OH
Sat. 2nd	British Car Day XVII - Shaker, Cleveland, OH
Wed. 6th	**Summer Evening Run to South Lyon More details next month.**
Thurs. 7th - Sun, 10th	The Roadster Factory Summer Party - Armagh, PA
Wed. 13th	**Monthly Meeting - Brass Pointe**
Sat. 16th	**Alternative Dream Cruise Go further and faster than on Woodward**
Wed. 20th	British Summer Knights - see page 10
Sun. 31st	**Fun On Wheels Car Show - Heritage Village, Kingsville, ON**

June Meeting

The June 11th meeting will be held at The Brass Pointe Restaurant, 24234 Orchard Lake Road, Farmington Hills, Michigan. Tel: (248) 476-1377. The restaurant is located close to the NE corner of 10 Mile Road and Orchard Lake Road.

Note that Middlebelt Road is closed for bridge repairs between 11 and 12 Mile Roads.



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