The Can Am CONNECTION

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Red Apples, Red Leaves, Red Mist, Red Ferraris. What Happened to British Racing Green?

By Ed Fleming

For sports car junkies, Sunday, October 12th started early. If you call 2:30 a.m. early, and I do.

That's about the hour that Michael Schumacher won his 6th World Driver's Championship. No one else has won more than 5 and that was Fangio way back in the 50's.Jackie Stewart, Jimmy Clark and Graham Hill, those icons of British drivers from the sixties and seventies, only had 3 each. Schumacher now holds every record in Formula One except Most Pole Positions, and he's only two away from holding that one also.

So, being MG less these days, I was celebrating my favorite driver's win by wearing Ferrari red and flying my Ferrari flag. I declared it an official Red Day, what with all the colourful red leaves. Rick & Anne Astley were a little disappointed since they hail from the home town of the William's Formula One Team.

(Continued on page 5)

Windsor-Detroit MG Club members assemble under a Ferrari flag at Jenny's Farm Market

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

Anne and I spent a vacation back "home" in the UK last month, and that of course meant dealing with cars, roads and traffic — or the good, the bad and the ugly.

Starting with the ugly trafiic, we left a friend's house to drive to that of a relative at 4:00 pm on a Friday and made the mistake of using the M25 — the London beltway. The 30 miles between our entry and exit took 2 hours to complete. I remember, many years ago, dreaming of the liberation the M25 would bring as I used to have to fight my way across central London at least once a week. When it eventually opened, its 2 lanes filled rapidly and it soon became clogged. The 2 lanes were then increased to 3 and more recently some sectors have been widened to 4 lanes. Widening the M25 has been likened to digging a ditch in a bog — it fills up as fast as you dig. Where the road has been widened from 3 to 4 lanes, giving 33% more capacity, guess what, traffic increased by 33% within the first year.

To keep traffic out of central London, cars entering from the suburbs now have to pay a £5 toll. Now the proposal is to make the beltway a toll road too, just to keep it working.

We did take the M25 at non-peak periods too, when traffic does flow due to a metering system. When traffic reaches a certain level and is in danger of slowing or suffering stop-start traffic jams, variable speed limits are posted on the electronic signs mounted on overhead gantries. This improves traffic flow as lower speeds mean traffic travels closer together and more smoothly, so the same road-space can be used by far more vehicles. The gantries also carry radar and cameras with character recognition that can read your license plate. Ignore the speed limit signs at your peril, otherwise, within days you will receive a fine in the mail or on your rental car bill.

Fixed radar cameras are everywhere, and as we reported before, have become a revenue generator as many thousands of people are ticketed everyday. The companies that make GPS navigation systems are doing great business as people buy the equipment, and the frequent software updates, just to be informed by voice or visual means that they are approaching a radar camera; ordinary radar detectors being illegal.

Brits spend plenty on there cars anyway, a friend was excited to show me his new Audi which is claimed to be the fastest sedan available. "Car boasting" is a European thing that I am glad to no longer be part of. What you drive says everything about you and your wealth; many conversations there commencing, "What are you driving?", meaning, "Are you making more money than me?"

Until recently, you could easily tell the age of a car by the last letter of the registration plate. Having the latest annual letter suffix became a nauseating status symbol which has largely gone away with the new European Union style plates. These still have an "Age Identifier", but are harder to decipher, the 51 in the middle of the plate shown here meaning 9/2001 to 2/2002. The European plate also has a section on the left-hand side that shows the European Union symbol of a circle of stars above the letters of the country. In the UK the letters should be "GB" but Scottish Nationalists have taken to altering theirs to show that they want no part of being in Great Britain.

There were some evidently new MGs on the road, including the latest Rover derived sedans. We reported recently that the latest MG*F* is now called the *TF*. You may remember that when told that there had already been a TF model, the current management of MG pleaded ignorance and said it was too late to change the designation. So are these new cars really MGs, or are we traditional MG owners just snobs?.

I had the opportunity to drive a friend's 1967 MGB while there and I noted that he waved to all pre-1980 MGs but not to anything later — a kind of snobbism too I suppose. I wonder if any members are still around who owned T cars in the 50's and if they ignored the new MGA drivers, and did MGA drivers then snub MGBs when they were the current car?

Jeep owners wave to one another too. American cars are few and far between and almost all are Daimler-Chrysler products. Chrysler make Jeeps and Voyagers in Gratz, Austria and import PT Cruisers and Neons from North America. They get a bad rap for being under-powered, Chrysler fitting smaller engines and diesels to make owning the vehicles affordable. And no wonder: while we were there government tax was again increased on gasoline making the price £0.80 per liter. That equates to US$5.00 per US gallon or Cdn$1.75 per liter. Nose to tail driving on the M25 is very expensive — but isn't that where I started this article?

Presidentially Speaking

By Philip Wiltshire — Club President

Hello everyone –

It's been a busy October for me; I was assigned to our plant in France for a couple of weeks and rekindled my association with driving in France. Virtually every car has a diesel engine (see page 8) and the light clatter of these engines is everywhere. Although I looked everywhere, I only saw a few Rovers. Working in northern France meant that I saw quite a few British-license plated cars, but alas, not one MG!

The weekend before I traveled to France was slated for the first Michigan British Reliability Run. you may recall that the organizer, Blake Discher of the Detroit Triumph Sports car Club, presented the details of the Run at one of our Canadian meetings in the early summer. The idea was to ravel around the edge of Michigan's Lower Peninsular in a kind of endurance test to raise money for the Hemophilia Foundation of Michigan, much as cars do for charity in the British Isles.

Phillip and Doug reach the Children's Camp

So Doug Butcher and I decided to drive the BGTV8 on the run. We met the other 20 cars at Marshall early Saturday morning October 4th, and boy, it was cool, about 32 degrees. Dennis Ferguson and a friend from the Twin Bay British Car Club traveled down from the Traverse City area to participate, so they had already driven several hundred miles before the event.

There was a selection of British cars including Morgans, Jaguars and, of course, many Triumphs. We drove the circuit in a clockwise direction, so our mantra for the drive was "keep the water on the left!" A couple of times we did not heed our words and nearly got it wrong! The cars all performed well and we all met for photos at the entrance of Camp Bold Eagle, the location of the kid's Summer Camp that we were collecting for.

We overnighted in Traverse City; the only scare was an electrical blackout at 6 am – we all thought that another national grid failure had taken place, but the lights came back on after 15 minutes or so. Sunday's weather also dawned cold and clear. All the cars started OK in the freezing temperatures. There had been talk of snow, and there was evidence of salt on the roads from earlier that week, but it just stayed cold, dry and sunny.

We continued on up and around the coast, arriving in Chelsea (just west of Ann Arbor) at 6.30 pm that evening. We covered about 997 miles without an incident. The Run raised nearly $12,000 for the Foundation. I asked everyone if they wanted to go right back and run the event anti-clockwise, but there were no takers (luckily no-one called my bluff!)

Blake is talking of running the event again next year; hopefully, I can persuade a larger turnout from our club to participate. Give it a try; it's good fun to run and to help other less fortunate folk.

Safety MG Fast

Philip

A Topping Good Day that was only supposed last 3 hours

Sometimes we control events, but more often they control us. Such was the case last month when we planned a Tech Session that we estimated would take about 3 hours.

Club member Gene Johnson had a top he wanted to fit and Don Capoferi has the experience and expertise to do it; so it was arranged that on September 20th, Gene would bring his 1980 MGB-LE over to Don's and we would invite other members over and make it a Tech Session. Checking with Gene some weeks beforehand, he said he was changing his transmission in the car but all should be fine by the 20th. However, checking again on the 19th, he said while had finished the job, the car would not start but not to worry, he and the car would be there — somehow.

So at the prescribed time on the 20th, several members were convened at Don's but we had a small problem, there was no sign of Gene and therefore no car to work on. From a cell phone call we learned that Gene was on his way, with the car on a trailer.

Don Capoferi tries the top for size as Gene Johnson looks on

Once we had a car and had unloaded it off the trailer, Don decided it would be best if it were mobile, so the united might of a Windsor-Detroit diagnostics team attacked the vehicle. To make a long story short, in just six months out of action during the transmission transplant, the fuel pump contacts and a connection on the start relay had gone bad.

So we were off to a start, albeit about an hour later than scheduled, but the sun was shining, we felt proud of ourselves and we would soon get this job done — or so we thought. As Don was stretching the top over the header rail, poor workmanship in the top began to reveal itself as some stitching started to unzip. The consensus was to stop before it got worse.

Never mind, Rick Astley had his car there with a top that he had installed — very badly — but had not cut or glued anything, in fact he was there to learn how to get it right. So Don set to work on this one. As it turned out, either his car is banana shaped or the top is, but there was good reason why it did not fit well, so the assembled crew learned a lot from Don about getting it right when everything goes wrong.

Don (2nd from left) works on Gene's (extreme right) MGB-LE.

Many thanks to Don, Gene and of course all who attended for their patience and understanding. In the end we all learned a lot, certainly more than would have been the case if everything had been plain sailing.

As it happens, after Don worked on my top he advised me to move some of the snap fasteners to get certain parts of the hood better tightened up. As the originals are not reusable I left them in place and fitted new ones which I happened to already have along with the required special punch and shaped anvil.

I wondered where others could easily get the snap fasteners and installation tools should they need them, and coincidently found some quite by chance. While I hate going to Jo-Ann Fabrics or Fabricville with my wife as much as she hates going with me to Murray's or Canadian Tire, the other day I had my arm twisted to go with her to ensure I was part of the decision making on some home furnishing fabric. In Jo Ann Fabrics I found some Heavy Duty Snaps, just like those on an MG top. So, guys, don't forget to cut-out your Jo Ann coupons from the newspaper!

My new top also had a damaged Dot fastener. They are reusable so I was able to salvage one from the old top. In case I ever need extras, I will take a few more off before disposing of it.

Rick Astley

(Autumn Colour Tour — Continued from page 1)

We had about 25 MGs show up for the start of our annual Colour Tour at the regular Meijer parking lot. In honor of Ferrari's 13th World Championship, RED cars were waved off first, of which we had about five.

Off we went, out Seven Mile and a few semi quick sweepers, past Hamburg and a few more interesting corners. Then into Hell (Hell, Michigan that is) and just past Hell, Hankered Rd. Hankered Road of the 30 turns in 3½ miles. Heaven. Which brought us to Jenny's Farm Market.

At Jenny's I planted my Ferrari flag as a signal to arriving "tourers". Immediately, a ten year old boy ran up to me to ask if the Ferrari Club was going to stop at Jenny's. He had gotten up early (or stayed up late) to watch the race and knew that Schumacher and Ferrari had won. (Where do I sign the adoption papers?). I told him there would be no Ferraris, but better yet there would be a couple dozen MGs. He convinced his dad to wait around to see the MGs and then the family left to return home to Northville via Hankered Rd.

After Jenny's it was a very short hop over to the Dexter Cider Mill where more goodies were purchased by club members. After which we motored down Huron River Drive, another of Washtenaw County's twisty pieces of pavement. Then we crossed over a one lane bridge that was newly repaired just days before our Tour and headed through a private sub-division with lots of colorful trees and twists and turns.

The last stop was Ostbaums Cider Mill about 8 miles west of the Meijer starting point. There, under the guidance of gourmet chef and wine expert, John Vanderwouw we sampled cider from the three stops. Votes were cast which resulted in a clear cut winner. Everyone was of a like mind as to who was best, OK and last. The Dexter Cider Mill's offering was voted best again. They received 23 first place votes, Ostbaums garnered 16 second place votes and coming up last was Jenny's with 18 votes for third.

All in all a great day for a drive in the country. The weather cooperated with blue skies and warmish temperatures [a high of 69° (20° Canadian)]. The color was probably a little better by Wednesday, but not many members can make it in the middle of the week.

Next year I've got a little shorter but more colorful route planned. Mark your calendars.

Ed Fleming and John Vanderwouw oversee the judging

Letter to the Editor.

I have just read this month's edition of the Can-*Am Connection*, your article about Swindon's Magic Roundabout will undoubtedly intrigue our N. American hosts. However, for me it brought back some amusing memories.

As a Wiltshireman I travelled to Swindon to support the local football (soccer) team, the weekend the Magic Roundabout was first created. (Swindon Town football club play at the County Ground that can be seen in the background of the photograph in your article.)

I recall the day very well, Swindon were playing Bradford City in the third division - that's a true supporter. We had to drive 20 miles to get to the ground and we usually parked in a side road just off the B4289 Wroughton Road. On this particular Saturday the side road was closed and we were directed towards a parking area the other side of something that resembled a major accident. The junction (intersection) of five major roads and three minor roads had been strewn with old tires and wheels and a series of white rubber arrows - we didn't know it but this was the birth of what was to be later christened the "Magic Roundabout." We dutifully followed the instructions of the local council workers and policemen and gingerly entered the "traffic experiment" (as it was officially sign-posted) knowing where we wanted to go but without a clue as to how to get there. After three attempts around two of the "mini roundabouts" (that was a new term back in the early seventies) it became clear that it was some kind of circular maze that you could only exit if you treated each pile of tires as a mini roundabout and followed some arrows. But matters were being complicated by high winds that kept lifting the rubber arrows and dropping them down facing another direction resulting in chaos and confusion for any motorists trying to follow them. Fortunately Swindon Town football club are not a Manchester United so the traffic was relatively light. Finally we made it to the parking area we were directed to, but none of the four of us in the car was quite sure how. Having made it we were becoming increasingly concerned as to how we could negotiate our way back across after the game - after all that was going to be in the dark! But being avid supporters we put that at the back of our minds, purchased the essential cup of Bovril [*don't ask!*] and went to cheer on our favourite team.

The game was just dreadful, there was no sign of either team scoring, we felt sorry for both sets of players and thought they probably had other things on their minds like "how the hell do we get home?" As half time approached we realized we were standing almost alone, but a large crowd was gathering around the corner of the South stand. This crowd was cheering and laughing and having a great time so we decided we ought to investigate - you guessed it - the South stand backs on to the Magic Roundabout! The "traffic experiment" was causing mayhem, but was proving a real hit amongst 6,000 ardent, but bored, Swindon Town supporters. It gave us lots to cheer about as we watched one Hillman Imp go around about 20 times before giving up and driving straight over the piles of tires with a policeman running after him.

I recall that day each time I negotiate the infamous intersection - it's not as much fun now, of course, but long live the "Magic Roundabout."

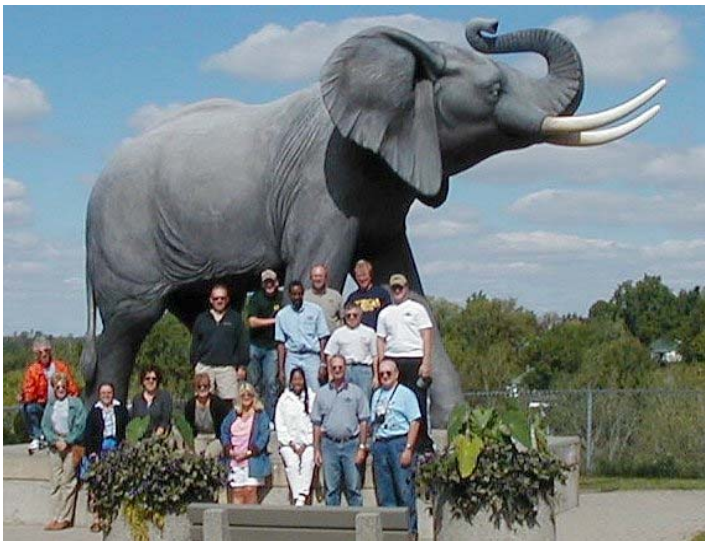
Thanks for the article and memories.

Doug Butcher

British Car Day 2003 Bronte Creek Provincial Park. Burlington, Ontario

Our group met on Saturday Sept. 20 at (where else) a Tim Horton's just outside Windsor. Dale Brown had organized our trip to this event, and 10 cars left at about 8:30 AM. Travelling down Hwy 3, along the lake in spots, a nice scenic drive, much preferred over the truck laden Hwy 401. We stopped in St. Thomas at the statue of "Jumbo the Elephant" and had lunch at a small diner across the street. We took time out for a few photos and we were on our way again. We drove for another hour or so and stopped at a Trading Post / Outlet that sold discounted clothing. After about a 30 minute shopping spree we set out on the last leg to Burlington.

The group stayed at the Travel Lodge Motel except for myself. I had decided that since my wife was unable to attend that I would camp at the show site for free. (more about this later). A group went shopping at IKEA, and another small group of us headed over to the show site to see if they needed a hand. Setting the stage for the rest of the day, it seemed we were too late, as things appeared to be all set. There were a few campers set up, including a large BMC motor home towing a couple of Austin Minis on a trailer. We returned to the motel to meet for the caravan to the barbecue hosted by the Toronto Triumph Club. We got a late start and by the time we got to the barbecue it was just ending. We had a beer, however, and got to look at Chris Walker's (President of the TTC) great garage and project cars. Undaunted we drove to a nice pub nearby and had a late dinner. By this time it was after 11:00 PM and (remember the camping?) I thought I had better get over to the site and set up in the headlights. When I got there, guess what? If you said I was too late and they had locked the gates you are right on. Not only was I locked out, but I figure the people camping were also locked in! I briefly lined the MGA up with the gate to see if it would fit under the center section but it appeared about 2" too high. I decided to give in and find a motel as it was getting cold and late, and I still had the top down,



The next morning we made it to the show not long after the gates opened, and already parking on the show field was becoming difficult, especially for the MGBs. This show is billed as the largest single day British car show in North America and with well over 1,000 British vehicles it did not disappoint. The weather was perfect at about 22°C (about 72° American) and mostly sunny. They say the weather has never let them down in the 20 years they have held the event. There was almost every type of British vehicle there that you could imagine. You can't possibly stop to look at all of the vehicles, even briefly, and you find yourself walking past rows of fabulous Jaguars on your way to the Lotus 7's etc. There was also a large group of vendors selling everything from books and T shirts to new and used parts and cars.

The Prince of Darkness was on the prowl, and struck our group, as Dale Brown's charging warning light was turning on after the ignition was turned off. It was diagnosed as an alternator problem, and Dale must have had a premonition as the only spare part he had in his boot,under the spare tire, was a used alternator! Well, those of us who know Dale and his seemingly endless enthusiasm, know that it would take a lot more than an alternator to get him down, and he changed it out on the show field, curing the problem.

After a long drive home, made longer by a 2 hour stop for supper, we arrived home at about 10:30 pm, about a 500 mile round trip. The Windsor-Detroit MG Club members won a few prizes: John Brown - 2nd TR6 Late, Roli Sylvestre - 2nd TR7 and I got 2nd MGA. Another great trip, as some of us were just recovering from the fantastic trip to the Indy British Motor Days the weekend before. The members on this trip were: Matt & Vicky Bade, Jeff Branch, Dale and Lise Brown, John & Rosanne Brown, Steve Brown, Elvin & Janet Davis, Dave & Lynne Hornby, Marty and Sue Hunt, Ralph Poupard, Roli Sylvestre, Scott & Lynne Turner, Andrew Turner & Cherie, and John & Miriam Woodall. Apologies if I missed anyone. Plan on attending next year. You won't be disappointed.

Driving Home Without A Gas Pedal

by Rich Wagner

With the temperature well into the 70's on the day of the last meeting, Adrienne and I headed out in our Triumph to enjoy another top down drive and dinner at the Brass Pointe with the club. As it turned out, fate had other plans for us when the car's accelerator pedal suddenly stopped working.

Sure that I could easily make the repairs (things like this have happened before), my confidence quickly vanished when I could not see anything wrong. Placing the floor mat on the ground along side of the driver door to stay clean, I was able to kneel down to reach the pedal with my hand only to have it come right off when I pulled on it. Unlike MGs, my TR has no accelerator cable, only a linkage and the gas pedal had sheared the roll pins that coupled it to the shaft.

It was sundown and the daylight was fading quickly, but I managed to get machine wire through the hole of the coupling while Adrienne moved the pedal up and down inside the car. After tightening up the wire, I was sure we could continue on to Brass Pointe for dinner, but that's not what happened. It was much too loose at the pivot point and my makeshift repair did not work.

Eight miles from home at 12 Mile and Farmington Rd. with the "Prince of Darkness" closing in, I told Adrienne that I could drive without an accelerator by raising the idle on the carburetors. Initially, I set it up to 2500 RPM and we began the return trip on 12 Mile Road.

Barely able to reach 25 MPH, the car really slowed down when ever there was a slight incline. Knowing we needed more speed, I turned onto Drake and stopped the motor to kick up the revs since the idle speed changes dramatically when you begin driving. It was now dark out and starting the car, I watched the tach hit 5,000 RPM just as I was engaging the clutch. On the road, we were easily going 50 MPH, but would accelerate rapidly when ever the road went slightly downward and this was too fast since we had no speed control.

Like the story of "Little Red Riding Hood" and the bear's porridge, my first attempt was too slow and my second too fast, but my third was "Just Right". With the idle now set somewhere between 3500 & 4000 RPM, we were able to move easily with the other traffic towards home. Forward shifting to accelerate with a fast running motor is no problem, but how to control deceleration still needed to be figured out.

Braking seemed out of the question and if I push down on the clutch to downshift the engine would roar to a high RPM.

Just up ahead was our turn at Maple Rd. and the light had turned red. We were going about 45 MPH and knowing that we'd be at the light before it turned green, I reached for the ignition key and turned off the motor. To my delight, this was very much like taking your foot off the gas and the car gradually slowed down. Turning the ignition on, the car smoothly increased it's speed. Now this was starting to be fun.

Stopped at the light, I left the car turned off waiting for the left turn arrow. As soon as I saw that I was ready to make my turn, I started the car and immediately engaged the clutch and we headed home once again. Cruising between 35 and 45 MPH everything was fine. Approaching our turn onto Welch and knowing that I had to decelerate and downshift, I simply turned off the engine as we began the turn, downshifted and turned the motor back on. The result was amazing as it duplicated normal operation completely. Repeating this several times as we made other stops and turns, I learned that the Ignition Key really worked well to control the speed of the car without needing to engage the clutch at high RPMs .

Safely back in the garage, we still made it to the meeting, although not before 8 PM.

Have Your Contact Details Changed?

Our growing membership means that we are running out of Membership Directories much faster than planned and must reprint soon. If, in the last year, you have changed your driving companion, mailing address, phone number, e-mail address or the British cars you own, please let the editor know as soon as possible. Contact details are in the sidebar on page 2.

Rhyming Slang

Alive and well and living in England

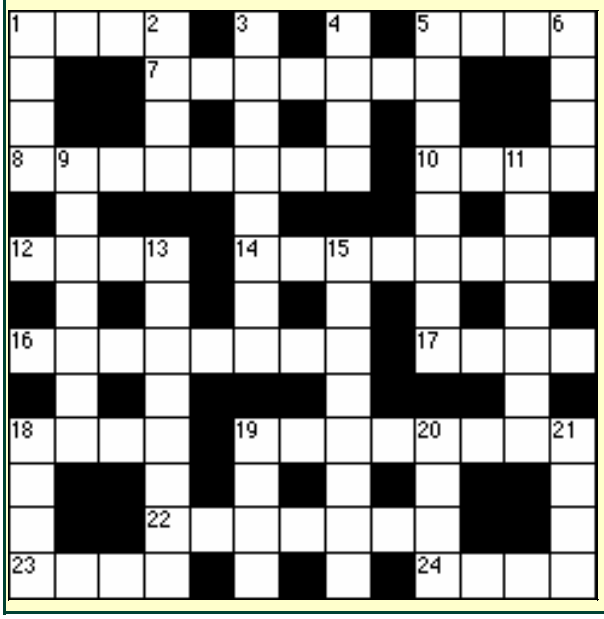
Many people have no doubt heard of rhyming slang, the quaint Cockney locution from the 19th century in which a rhyming expression is substituted for a word, the expression usually then be shortened to a point where it is hard to discern the original meaning. It is said to been invented by pickpockets in order to outwit the police.

While many may have heard that "Apples and Pairs' means stairs, I have yet to hear anyone actually use the expression. However, some rhyming slang is still in common use and very often the speaker does not even realize they are using it . For example, people of all ages might ask to have "a butchers" at something, meaning "a look". It comes from "butcher's hook" but butchers probably stopped hanging their wares from hooks in shop windows long before many people who now use the expression were born. It is also very common to be told to "use your loaf", the speaker usually not being aware that they are using the rhyming slang Loaf-of-bread = head. Other words that still have currency are: sky which is sky rocket = pocket, porkies or pork pies = lies and a Dunlop (tire) is a liar; so a Dunlop tells porkies.

It is certainly not dying out either and although they may not know it, Americans are playing their part in adding new expressions. For example I recently learned the expression "join me for a couple of Britneys". That, if you didn't guess, means Britney Spears = beers!

RA

The Windsor - Detroit MG Club Crossword



Across

1 Vicinity
5 What coolants get rid of
7 Power source for starting
8 Radio aerials
10 Detroit River outlet lake
12 Pipe
14 Having a pleasant smell
16 Monty Python member (4-4)
17 Ship' s spine
18 Limited — Differential
19 Star shaped figure
22 Intoxicated
23 A T.V. to the British
24 Between Alb and Manit in Canada

Down

1 Hyundai home
2 Skillful
3 Not automatic (transmission)
4 Jells
5 London green space (4-4)
6 It can have whitewalls
9 Idling gear
11 Frostiness
13 Adventurous undertaking
15 Pass another vehicle
18 Car chair
19 Be adjacent to
20 Cricket scores
21 How to start an old motorcycle

Solution page 10

Did you know? In 2002 more than 40 % of passenger vehicles sold in Europe had diesel engines. The trend has been encouraged by governments who take less tax revenue on diesel fuel, claiming that with 20% to 40% better economy, diesel cars produce less greenhouse gases. This had lead to the development of the engine to a point where some manufacturers claim that noise and performance, using turbos and direct injection, match those of gasoline powered vehicles.

The Young and the Reckless

First a Porche — now an MG — where did this lovely damsel go astray. Do you know the lady in the now fashionable-again pants and 1972 Porch 914?

Recognize Mimi Sokolowski?

We want your picture for this feature. Please send it to the editor at the address shown on page 2.

Classified Advertisements

Wanted - center console for early 70's MGB. Arm rest condition not as important as the plastic console - must be close to perfect (no cracks or pry marks).
Call Mike Derderian at 586-731-4434 or email at leadfoot@wideopenwest.com

1960 MGA Roadster - Nut & bolt restoration on an absolutely rust-free and accident free car from the southwest. Finished in black, ALL metal is original except for the front valance. Excellent fit & finish. Everything has been rebuilt or replaced. Red leather interior and canvas top are in mint condition. Features include, 60-spoke Dayton wire wheels, Lucas tripod headlamps, BMC radio, dual horns, original fender mirrors, owners manual, tonneau cover, side curtains, original tools including knock-off hammer, grease gun and jack. Much more included. Asking $23,500. 586-731-4434 or leadfoot@wideopenwest.com. Mike Derderian

1966 MGB . New rack & pinion, new shocks, new rear springs, recent front end rebuild and new tires. It's a good daily driver. Clean and solid. $4,000
Call 989-856-3864 (Port Austin, Michigan near tip of the thumb).

1964 TR4 .Southern car. Strong engine, new tires. Good daily driver. Like new interior and clean engine compartment. Needs some attention to paint on hood. $4,500.
Call 810-577-1825

Wanted MGA Transmission
Dave Doolin 313 590 0210

1977 MGB Newer top, solid front-end, looks and drives great. Some extra parts. Asking $6200 or best offer.
Call 313-565-5635. (SE MI)

1980 MGB, with hard top, new clutch kit. Needs restoring. some rust mostly surface, nice top, interior not bad at all. 43,000 miles, $2,200. Has not been started in two years.
1976 MG Midget, 78,000 miles, needs rear left leaf spring, 4 new tires, (two years ago), Top nice, interior good, hasn't been started in 2 years also, Needs heater. Needs restoring, rear 1/4 panel rust. & surface rust $1,000
For both above vehicles call Julie Hatlas-Pepper. 517-552-9040, Howell, MI

1967 MGB MKI. All original parts. Complete car except for original carpet and inner door panels (inner door panels are there just not the original) ran thru a safety three months ago. Is stripped now because we were doing a complete nuts and bolts restoration. Well over $5,000 invested so far. Stuff happens and need it gone ASAP. Asking $3,500
Contact Andrew 519-259-1559

1978 MGB. 68K Miles. New: tires, tune-up, brakes, battery, motor mounts, fuel pump, wipers. 2nd owner, car stored for 5 years body in good condition, needs interior work.
Clovis Grant 313-886-3272

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

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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December Meeting is Gift Exchange Night

As usual, the December monthly meeting will be a little special in that we will be exchanging gifts, but having plenty of fun doing it.

Members wishing to participate should bring a gift of value between about $5 and $8 US, or $7.50 to $12 Canadian and wrap it, disguising if necessary, so that its contents are not obvious. Only if the gift is gender specific should it be marked "His" or "Hers" as appropriate. Gifts tend to be car related, but do not have to be. Those bringing gifts will be given a raffle ticket, the other half of which goes into a hat.

A number is drawn from the hat and the person having the matching ticket gets to choose a gift from under the tree. What they get is pot luck, bigger not necessarily meaning better. Now here's the fun part. All subsequent members whose numbers are drawn can take their chances and get a gift from the tree, or they can "steal" any one of the gifts already selected and unwrapped by another member. The member who lost the gift must then take another gift from the tree. Just because a gift was "stolen" from another member does not insure that it is kept, a person whose number is called later may steal it again. Obviously, in this raffle, it is better to have the last number drawn — and the last laugh too.

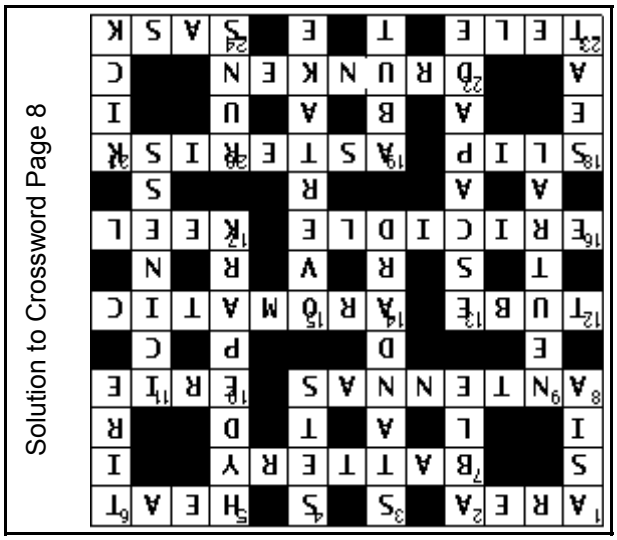
Hibernation Party

Can-Am Connection is published 10 times a year, the November-December and January-February being our 2 month issues. That's because the cold weather and salted roads mean that we have no driving events and in any event, many members "hibernate" their cars for the winter season. So, using any excuse for some fun, each year, around the beginning of February, we have a Hibernation Party which alternates between Canada and the U.S. This year its Canada's turn and Dale & Lise Brown and Ralph Poupard are busy nailing down a date and venue. However, as this has to be written in October, it means we don't have the details to publish at this time. So don't forget to check out the details in our next edition, that will be in your mail boxes in the new year.

Please Welcome our Newest Members

- **Don Schmidt** - Detroit, Michigan
  1979 Yellow MGB
- **Bob Fougere** - Farmington Hills, MI
  1977 Pumpkin MGB

Solution to Crossword Page 8



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Calendar of Events

Bold Text Indicates Windsor-Detroit MG Club Events.

November	
Wed. 12th	**Monthly Meeting — Nisbet Inn**
December	
Wed. 10th	**Monthly Meeting — Brass Pointe Gift Exchange Night**
January	
Wed. 14th	**Monthly Meeting — Nisbet Inn**
February	
Wed. 11th	**Monthly Meeting — Brass Pointe**

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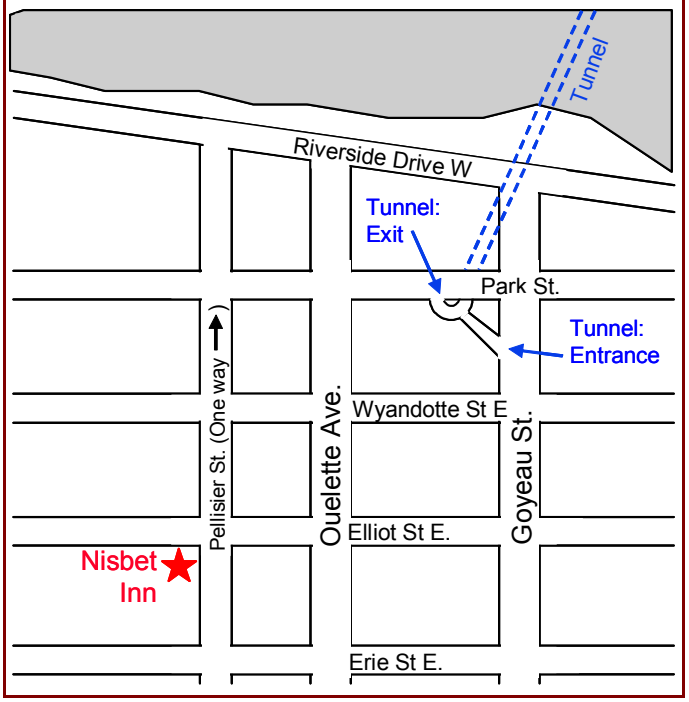
Monthly Meetings

Meetings usually start around 7:00 pm

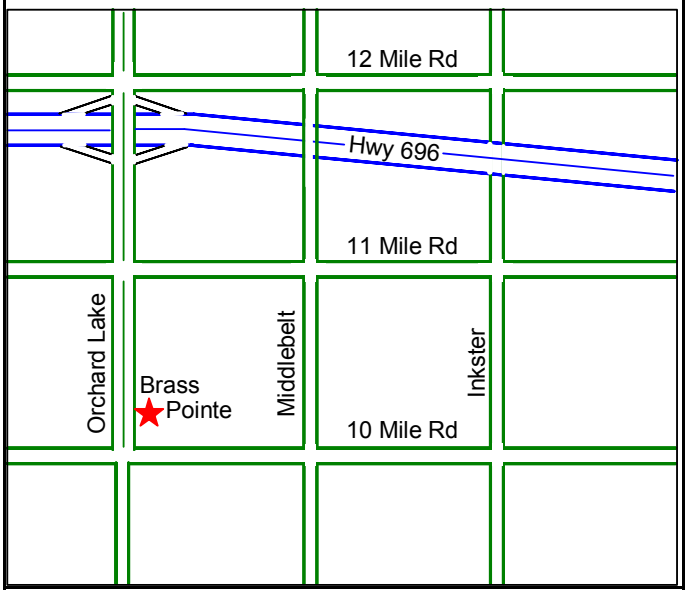
November Meeting

November 12th — Nisbet Inn,
131 Elliott Street West, Windsor, Ontario



December Meeting

December 10th — Brass Pointe Restaurant
24234 Orchard Lake Road, Farmington Hills, Michigan



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