The Can Am CONNECTION

Vol. 24, No. 8 - Newsletter of the Windsor-Detroit MG Club September - October, 2004

Three Cheers for John Twist!

After much anticipation, the University Motors Five Year Summer Party Reunion was upon us. Thursday August 12th to Sunday August 15th had been circled on Club Members' calendars for nearly a year and at our monthly meeting at the Brass Pointe the night before, there was excitement in the air. When Ralph Poupard asked for a show of hands from attendees that night, "Who's going to Twist's this weekend?" it seemed like every hand in the room went up; fantastic! We learned that night and as the weekend progressed that most people who planned on the trip had found groups to travel with. Some were leaving Thursday, some Friday, and some Saturday. Many of our members had planned well in advance to stay right at the Hilton (the host hotel) while others stayed across the street at the Excel, the Hampton and others in the area. Others ventured off to the Woodchip Campground for a weekend of roughing it.

Our group decided to leave early Thursday morning. Friends from the San Diego MG Club, Dee and Wayne Johnson had been staying with us and we left together and met 7 other cars at the Duty Free Shop at the bridge. Many of our members had met Dee and Wayne at our club meeting the night before. They had their beautiful 1959 Magnette in tow and were pleased to follow our convoy towards Grand Rapids. After stocking up with supplies, our convoy left the bridge at 9:00 a.m. and met up with Jack in his yellow MGB-V8 near 7 mile and I-275. Although cool, the sun broke through the clouds and a few daring souls dropped their tops for a morning of top down cruising along 7 mile toward Whitmore Lake. Unfortunately, that little ray of sunshine was short lived as the sun decided to disappear for the rest of the trip! We twisted and turned around some nice roads and great scenery until we got lost near Lansing. Lansing???? How did we get there? We drove right past the Delhi Restaurant where we often hold the Kimber Birthday Party. Well, after some consultation we decided to head toward I-96 and take the rest of the trip at higher speed. Jack and Graham in their V8's zoomed past and headed for an afternoon at Gratton Race Track.

After a stop for a late lunch, we arrived at our hotels to find the area buzzing with activity already. The rest of the day and evening included getting settled in, relaxing and taking in the vast array of MGs in all the parking lots. Some of our eager members were out making purchases at the Vendors who had already set up. The following day continued with much of the same, enjoying the company of other MG enthusiasts and fellow WDMGC members. A few of us chose that day for a side trip to the lovely town of Saugatuck on the shores of Lake Michigan where we enjoyed great shopping and dock side lunch. Back in Grand Rapids at Summer Party Central, more and more cars arrived by the hour; much

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley—Editor

This is a combined September - October edition of *Can-Am Connection* that will arrive in your mailbox a little later than normal. We apologize for that but the measure is necessary because of the vacation schedules for myself and Dan Sokolowski who does the printing. We publish 10 times a year and normally combine the issues for the hibernation months of November - December and January - February. To compensate we will print separate November and December issues this year.

I am selling an MG after abandoning a restoration project for lack of space and time. I thought I would try advertising it on one of the Internet bulletin boards. Now this is a vehicle needing some further restoration, so we are not talking here about any fancy description or money. Fortunately, I had heard of some of the scams that are targeted at people selling cars, but I was not sure that I would recognize one when I saw it and I did not think that a car of this value would attract any villains, but I was wrong. In case others club members are not aware of the swindle, I thought it worth passing on my experience.

I soon received my first reply that read, *"Hello i have a client who is intrested in buying your MGB GT 1970 so i will like to no the last price of the MGB GT 1970 and the full present condition of the MGB GT 1970 i will take care of the shipping my self i have a good shipping company ok…"* Well the grammar and spelling wasn't good, but e-mails are informal so why should that stop me sending a fuller description of the car? I replied promptly.

The next day I got this response, *"Thanks for the e-mail and for telling me the condition of the car i have spoken with the Buyer and he make me understand that he is okay with the price and Condition that mean he is ready to pay for the car which he as already make and arrangement for the payment by check which you will be expecting A Certified check of $6,300 And Asap you have receive the check of $6,300 you will deduct the cost of the car which is $1,100 and send the remaining balance of $5,000 to The Shipper company in London Who will be pickup the car And keep the remaining $200 that the buyer Promise to give you As the for the Inconvenecies And After you have receive the Check And Wire the Balance of the money to the shipper Company they will contact you immediately And arrange with you with where you will like them to pickup the bike."*

Well, I wasn't selling a bike and I wasn't going to write a check for $5,000 to a company I do not know. Over the next few days I received similar e-mails to the first one, but from different individuals. As a test, I replied to the last one that only an idiot would buy the car and the price had doubled. I still got the reply, that included*"….. i have spoken with the Buyer and he make me understand that he is okay with the price and Condition ……."*.

People only bother to send these scam e-mails if they work — and they evidently do. If I had not heard of the scheme, I too might have thought that so long as I received a certified check, drawn on a bank, and that if I waited until it cleared, then I would be safe in writing a check to a shipping company for a proportion of the funds. Not so. It turns out that a cleared check isn't. Those who agreed to the deals and receive the checks usually find they are drawn on a Nigerian or other bank from 3rd world country. They may be suspicious of that but a deal is a deal so they deposit the check and wait a few days until they see the funds credited to their account, after which they feel safe in writing a personal check to the shipping company. They hear no more until their own check is cashed and weeks later their bank informs them that they have been unable to secure the funds from the issuing bank and that the monies have now been debited from their account! Seller beware!

Presidentially Speaking

By Ralph Poupard — Club President

This summer is flying by. We are now into September, but there is still plenty of good driving weather left. I have heard many complaints about the cool weather, but for the most part it has made for pleasant top down driving.

The last week of July Kathi and I traveled up to Skeleton Lake to the cottage for 2 weeks. This year I took the MGB, which I haven't done for a few years. On the way there we took Hwy 401, 400, 11, and 141, top down for the 360 miles. While they are pleasant roads, the traffic noise in the non overdrive B with the top down left my ears ringing. I guess I'm not as tough as I used to be. Usually I will see a few MGs and the odd Healey on these summer trips, but the only British car I saw over the 2 weeks (other than new Minis) was a Midget at the Canadian Tire store in Bracebridge. After 2 weeks of fun and scraping and painting the cottage, I took some back roads for a good portion of the trip back, and 401 again later on. The car ran well, which always makes for a good trip.

I was home for one week and then it was off to the University Motors Summer Party Reunion. For various reasons I was never able to attend this gathering during its peak years, but I can tell you it will take a good excuse to keep me away again. It was fantastic. I drove the MGA this time and drove up on the Friday morning with Steve Brown in his MGB. We had a great drive, maybe a little cool temperature wise, but the roads we took were great MG roads with very little traffic. We arrived at the Woodchip campground in the early afternoon and pitched our tents. The woman who signed us in said "There is a church group coming in later today, and I hope they don't disturb you tonight". We weren't too worried! Off we went to the parking lot party, and a great wine and cheese party put on by Jeff Zorn and our friends at Little British Car Company, as well as a barbecue sponsored by the Speckled Hens. Our Club shelter was set up in the hotel lot across the street, and members gathered there. The host hotel lot had a DJ and a refreshment cart, as well as numerous vendors and fabulous MGs. When we returned to the campground in the wee hours of the morning the scenery had changed totally, and it wasn't from the refreshments we had earlier. There were numerous tents where we were sure there were none before. Eventually we found our tents which were now surrounded by other tents. There was not a soul moving in the entire campground; maybe we disturbed them instead.

MGA Twin Cams at the UML Summer Party Reunion

The following morning was the car show at nearby Douglas Walker Park. With over 500 cars there, mostly MGs it was incredible. Our club had a great turnout, there were over 50 members in attendance, and I can't recall that many at an event other than the Hibernation Party. Congratulations to everyone who was there. Later that night a group of us went out for dinner and then had another parking lot party that couldn't be beat. The following morning we caravanned with a large group lead by John Twist himself to the Grattan Raceway and took 2 laps of the road course. This was a blast as they let us go and I know myself I had the tires squealing a few times. We then had an outside group breakfast and got ready to head home. The MGA had been running well, but I had noticed earlier that morning, when checking the oil, that the generator mounted coil had moved forward, and was a *little* too close to the fan blade and generator pulley for comfort. I had moved it back at that time, but the bracket wasn't tight enough on the generator and it had moved forward again. I was trying to think of a way to avert disaster when just then Dave Hornby came to the rescue and suggested duct taping the wandering coil down to the generator, and this is what I did. The "handyman's best friend" (the tape, not Dave) did the trick - the coil never budged the rest of the way home. Red Green would be proud [*Canadian in-joke – Editor*].

Remember to check the club calendar; we still have events scheduled for September and October. Join us; there is still plenty of time for some sportscar fun, and possibly some humorous stories to help take the chill out of a cold winter's night.

Safety MG Fast

Ralph

Alternative Dream Cruise was a Nightmare for One Member

Each year, on the same Saturday that thousands of people are in near stationary traffic on Woodward Avenue, a group of members, led by Rich Wagner, take part in our Alternative Dream Cruise. Rich always finds some new route through beautiful countryside that makes the cruise fully deserving of the epithet “Dream”.

This year 20 people in 12 cars took the trip traveling in one MGA, 2 Midgets, 6 MGB roadsters, 2 MGB-GTs and one MGC-GT. Brad Dryden, whom many will know went to live in Atlanta, was staying in the area and we are pleased was able to join us.

One problem, when we said we has 12 cars, only 11 started out. Paul Lester, who lived on the route, had broken down on the way to the meeting venue near Haggerty and Pontiac Trail. But we will let Paul tell that story below.

Paul’s problems delayed us a little so we skipped the Dairy Queen ice cream on the way to dinner at the Nickelodeon Restaurant in Clarkston. No matter, we were 5 minutes from Cook’s Dairy so after dinner the convoy went over there for dessert.

Our Alternative Dream Cruisers were: Rich & Adrienne Wagner, Rod & Kathy Vitovitch, Rick & Anne Astley, Jim Zielinski, Mike Smith, Steve & Ruth Swarin, Fran Lewis, Elvin & Janet Davis, Mike & Michiyo Chachich, Dave Ritter, Gordie Bird, Brad Dryden, Steve Holiday and Paul Lester.

Rich & Adrienne Wagner check that all their “ducklings” made it to the restaurant. Rod Vitovitch looks on. Paul Lester’s car made it there, it’s in the foreground.

And now Paul’s Nightmare ….

Our day started badly….but it put me in a good frame of mind for what was about to come. Our regular babysitter and our backup both failed us, so Marie volunteered to stay home with the kids and let me go on the Ortonville run with the club.

I had taken the B out for a run the day before to check all my ignition problems were fixed – and it ran great, so off I headed out to the meeting point. Within 10 minutes, to my horror I came to a coughing, spluttering, back-firing halt at the side of the road. Five

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minutes later another B stopped behind me, to lend morale support if not technical advice, and along with a neighbor, we pushed the dead B into a driveway to further prod and poke the dead engine. I quickly reached the limit of my knowledge of Lucas electrical systems, so called Rick Astley for advice. After a few pointers, Rick volunteered to divert the entire convoy of MGs to my aid.

The quiet dead end street quickly became a tourist attraction with what looked like an entire year's production from Abingdon parked nose to tail. If I had any common sense I would have taken a picture for the magazine. With expert advice and a lot of borrowed parts, the B eventually spluttered into life, though I am not sure the "B" designation was valid, as there seemed to be more MGA parts under the hood (sorry – bonnet) than MGB parts.

The modifications got me to the restaurant without hiccup, and after an hour of fine food and company it was time to head out for ice cream; or so I thought. Within 50 yards of leaving the parking lot, I noticed the handling felt odd and on seeing the international sign of "your tire is flat" my first thought was "did I check the spare". The tire change was easy (I will not mention that the car rolled off the jack the first time, as that was my stupidity rather than bad luck) and I got to the ice cream stand in one piece (although slower as I rattled off a spark plug lead on the way – but firing on 3 cylinders is better than none, right?)

On the return trip – Gordie Bird persuaded me to swing by his place to fit my electronic ignition module for the trip back (and return at least some of the parts I had borrowed). There I lost brake lights and turn signals for a little while (obviously a virus from the borrowed A parts), but made it there (and home) with little else going wrong. I did intend to but a lottery ticket on the way home as I had used up all my bad luck, but couldn't face stopping and trying to start the car again.

I thoroughly enjoyed the day, and although I had a few set-backs, I made some new friends, learnt a little more about my car and a lot about the camaraderie of the club. I think it was Steve Holliday who said that it was a matter of principle, not to leave anybody at the side of the road.

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DAVE RITTER'S 1979 WHITE MG MIDGET

Dave's 1979 MG Midget has new pearl white paint , a new top, brakes, transmission, clutch , tires and exhaust and the interior is now clean. It has a genuine 55,000 miles on the clock. The car has been totally redone but Dave says, "It looked like a junk yard car when I got it with a ripped top, an engine didn't even run, flat tires, and everything else in generally bad shape; now she's a beaut...".

THE WINDSOR-DETROIT MG CLUB WELCOMES ITS NEWEST MEMBERS

STEVE & JESSIE BROOKS - CHATHAM, ONTARIO
1974 ACONITE MGB

MICHAEL & LORRAINE GEDEON - SHELBY TWNSHP, MICHIGAN
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(Continued from page 1)

to everyone's delight. An added benefit for those of us who stayed at the Excel was the fact that the V8 group was concentrated there, and of course that was of interest to a great many of us.

Fran Lewis prepares to dine in style behind her MGC-GT

The weather cooperated for most of the long weekend and Saturday, show day, turned out to be ideal. John Twist could not have asked for a better day. Everyone was out early, buffing up their cars and getting ready for the nice long convoy to the show site. It was an amazing feeling. The show was as wonderful as any show in the past. More than 500 cars, many vendors and an overall great day. Through word of mouth and via an announcement on the field PA system, we were able to get as many of our members together as possible for a group photo. Though we weren't able to get an accurate count of members present, most agreed that we had never seen such a large member turnout to an event for as long as any of us could remember. After viewing the group photo we were able to count 65, and we know that not all members present were able to make it for the picture. How's that for an impressive turnout! The evening banquet was enjoyed by many of our members and a good number even brought home some coveted awards. Congratulations to all winners and to everyone who participated. The last tailgate party, much like those of the previous nights, continued well into wee hours.

Scott Turner, Dave Hornby, Dale Brown, Lyn Turner & Lise Brown

The following morning saw most of us packing (more like stuffing) our cars and getting into the very long line that was forming for the convoy to Gratton Race Track. A beautiful ride through the country was followed by a couple of fun parade laps on the race course and the familiar outdoor breakfast. After many long goodbyes, some members stayed to watch the motorcycle races, while our group decided to make a dash for home again down the back roads. We had a very nice top down ride again, stopped at a nice 60's style diner for lunch and made it home without incident. The only glitches were some heavy rain for the last 10 miles and the dodging of Grand Canyon sized pot holes near the end of I-96. We did learn a lesson on the way back regarding convoying in large numbers - we were about 13 cars strong for the trip back. Rather than trying to keep such a large group together, we agreed that it would have been wiser to break the group up into smaller packs of 5 or 6 cars. That way it would be more efficient for travelling speeds, easier to stay together especially going through towns, yet still enough to look after each other in case of emergency.

All in all it was a fabulous weekend, and a great success for John Twist. Not only were we taking part in the much anticipated Summer Party Reunion, but we were savouring the moments with a great group of friends from our own club. Thanks to all for the great memories!

Written by Dale Brown
Photos by Dale Brown and Philip Wiltshire

Someone paying homage to the Great God MGB?

2004 MGB V8 Convention

As Dale observed in his article concerning the University Motors Five Year Summer Party Reunion, the 2004 MGB V8 Convention was also held in Grand Rapids the same weekend.

At right is Graham Creswick with his car which is based on a 1976 MGB, although you would hardly recognize it as such; with the lowered suspension, chrome bumpers and grille it resembles a 1969.

The car is powered by an Oldsmobile 215 (3523cc) engine driving through Chevrolet 5 speed transmission. See back page for another picture of the car.

The picture below shows some of the other incredible conversions that could be seen around town that weekend.

Licensed to Save Money

This article is aimed at our Michigan members. Canadian members can read it so long as they promise not to gloat over the fact that Michiganders sometimes have to pay more taxes than they do.

Some months ago, Haggerty Insurance asked the club to request it Michigan members to write their State representative protesting legislators' proposal to add, what in effect was a tax, to our insurance premiums. The Michigan Catastrophic Claims Association (MCCA) levy a fee to on each insured vehicle largely to pay for unlimited personal injury protection benefits.

Two years ago the fee was added at a rate of $71 to each vehicle's premium, now it is $100 and next year it will be $127. Whether that was fair or not was not the question, what was arguable was whether a flat fee should be levied on all car insurance irrespective of the premium. For many in our club, the fee for low value cars, driven a limited amount each year, could double the premiums.

As it turns out, Haggerty and other lobbyists were partially successful in that law makers were persuaded to reduce the MCCA fee to $20 for cars registered as Historic or Authentic. For this reason it may be worth considering whether it's time to insure your car in one of these categories.

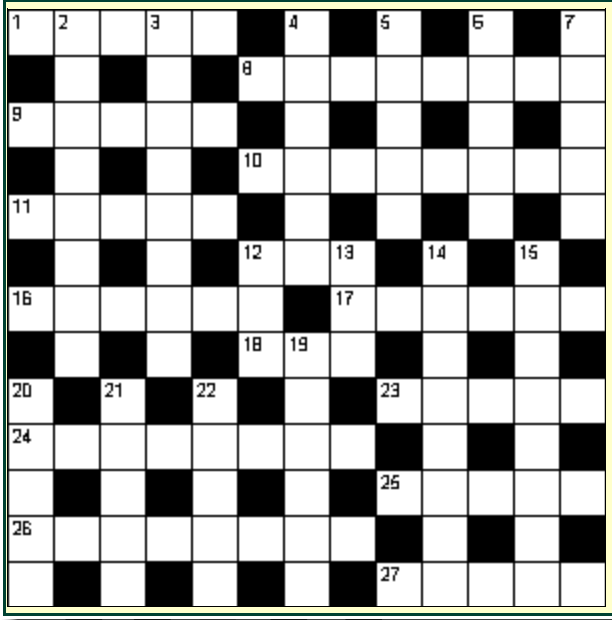
Both Historic and Authentic plates are only available for vehicles that are:

- More than 25 year old
- Owned solely as a collector's item
- Used only for events such as historical club activities, parades, and car shows and not used for routine transportation.

Besides the considerable savings in the MCCA charge, cars carrying the navy blue with yellow lettering Historic plates pay only a $30 license fee every 10 years. Alternatively, you can opt for an Authentic plate. You must first find an original license plate for the same year as your car. Note that each year, up to 1988, had a different plate color that may well not look good with your particular car. The fee to register this plate to your vehicle is $35 but it is payable only once until you sell, transfer, scrap, or modify the vehicle.

You can get more information at the Secretary of State's office and at www.michigan.gov Authentic License Plates are available from a number of places including www.amchild.org a charity that asks for tax deductible donations rather than actually sells the plates.

The Windsor - Detroit MG Club Crossword



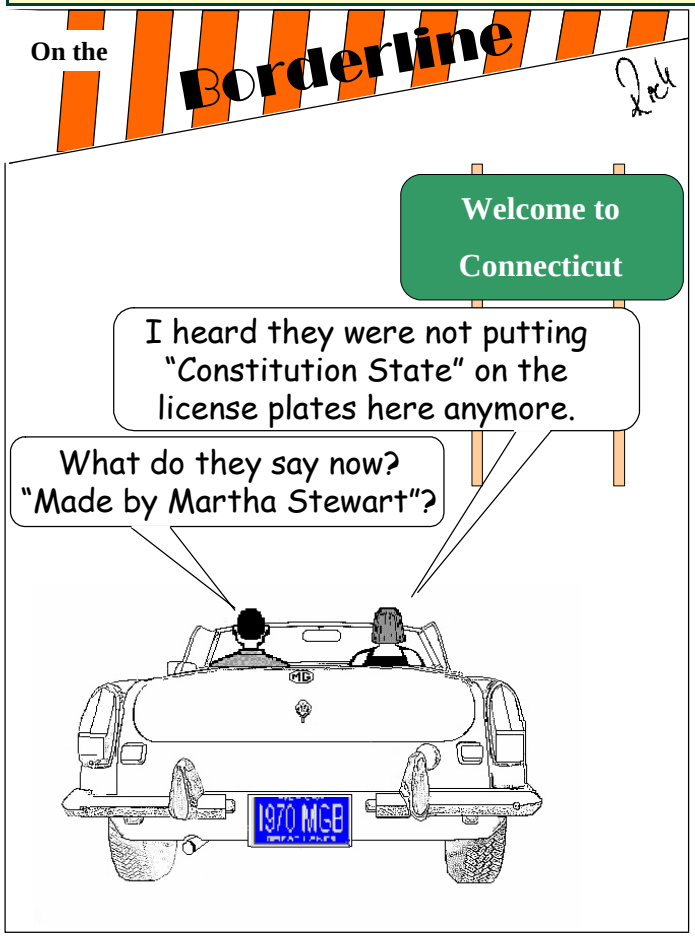
Across

1 Slow down
8 Piston chamber
9 Turn signal action
10 Vehicle turning system
11 Insect larva
12 Ambulance operating org.
16 Untie
17 Open with a key
18 Oil container
23 Open and observable
24 & 4 Spark producing circuit
25 By surprise
26 Distance measurer
27 Esso formerly

Down

2 Auto eventing
3 Regal steering joints
4 See 24 across
5 Hammered fastener
6 Allow to enter
7 Tows
12 And other things too, in short
13 & 20 Glare shield
14 Where you never keep mittens
15 VW coupe
19 Positive battery electrodes
20 See 13 down
21 Pipe coupler
22 Iron and carbon alloy

Solution below



Should we feel sorry for all the convicts in the State of New Hampshire, stamping out license plates that say 'Live Free or Die'?

If a man from Michigan is a Michigander why isn't a woman a Michigoose?

How come nobody ever says they are from "downstate" New York?

If Quebec leaves Canada where are they going to go?

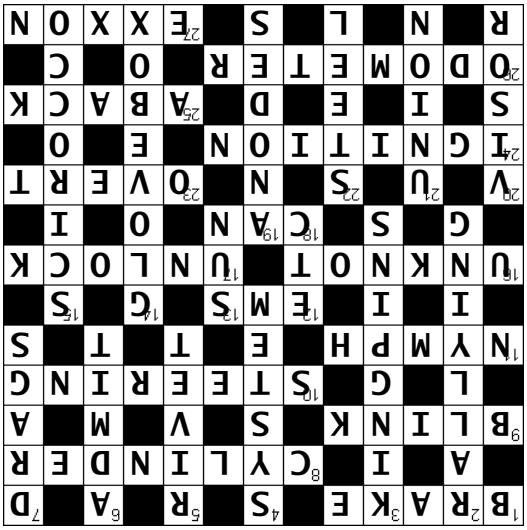
Why were so many famous Civil War battles in the U.S. fought in National Parks?

If someone who knows 3 languages is called tri-lingual and someone who knows 2 languages is called bi-lingual, why is someone who only knows one language called an American?

Did You Know?

Prisoners really do make license plates. In Michigan at the Adrian Correctional Facility and in Ontario at Millbrook Maximum Security Prison.

Oh, they're struck in Folsom Prison
By crooks and scalawags,
Which means the guy who ripped your car off
Most likely made your brand-new tags. (Folsom Prison Blues)



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Call Marcia Greiner 248-348-1473

1975 MGB, Tahiti Blue/Black interior; engine rebuilt by John Twist. $7,500.
Rich Wagner 248 624-9573

1960 MGA. Excellent condition. Same owner for 27 years. Asking $16,500 CAD. Bob Bondy, 519-736 3514. Amherstburg Ontario

1960 MGA Red. Very good condition. New battery, nearly new clutch. $13,000 or near offer.
George Uridge 248-474-6392

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

Fall Colour Tour—Sat. October 2nd

The previously advertised event could not be arranged, so Rich Wagner has gallantly offered to run the Colour Tour this year.

Summer is officially behind us, but with the club's annual 'Fall Colour Tour' on October 2nd, there's still once last chance for a top-down drive.

Beginning as usual at the 8 Mile and Haggerty Meijer's parking lot, the 100 mile (round trip) route should have something for everyone. Three stops are planned — for cider, snacks and perhaps even dinner — but easy return directions will be noted for those not wanting to go the entire distance.

To allow more for 'sightseeing' than 'street sign' hunting, most driving instructions will only occur at road ends or Stop signs.

Plan on being there by noon for the usual photo opportunity and drivers will need to assemble at 12:30 to exchange cell phone numbers. Cars should begin rolling by 1:00 pm.

Sunshine, warmth and fall Colour? It has happened before!

Dodge the Lodge (M10 Freeway)

The Lodge is an important highway for Canadian members who use the tunnel to attend events in south Oakland County and it is also a major route used by many American members going to Windsor.

Beginning Sept. 24, the northbound Lodge Freeway will be closed at I-94 and the southbound Lodge Freeway will be closed at West Grand Boulevard. The closures are necessary to facilitate the reconstruction of both Lodge Freeway bridges over I-94 in Detroit. The schedule calls for the bridges to be open to traffic by Thursday, Nov. 25.

Northbound Detour:

1. Exit northbound Lodge onto northbound I-75.
2. Use northbound I-75 to westbound I-94.
3. Use westbound I-94 to northbound M-10.

There are several options for southbound travelers:

- Southbound I-75 to southbound I-375 to exit onto Jefferson Avenue for the downtown area.
- Eastbound I-96 to northbound I-75 to southbound Lodge for the downtown area.

Summer British Knights. Our good friends at the Detroit Triumph Sports Car Club have once again invited us to join them the 3rd Wednesday of each month through to September. This year, Summer British Knight will be at Gatsby's, 45701 Grand River, Novi. September 15th is the last date.

Murder Mystery MGs

Southwestern Ontario Heritage Village & Transportation Museum

Heritage Village Saturday October 30th

We will meet at the **Kildare House at 3:30 - 4:00 pm**

The Kildare House is a British Style Pub at the corner of Kildare and Wyandotte St. in Windsor (red star in the map below) with a good selection of British brews and food. We will have dinner and drinks until 6:00 pm sharp and then we will caravan to Heritage Village.

If you can't join us earlier, you can meet us at the **Kildare House for 6:00pm** to join us for the caravan. And if you can't make it for 6:00 you can meet us at Heritage Village where we should be arriving at about 6:45 pm.

Heritage Village is about 30 minutes from Windsor.

The 18th century village is made up of historic buildings moved there from throughout Essex County. For those who have not attended before, you are given a leaflet as you enter that describes the murder and a description of each of the characters and their relationship to the deceased. Any of the characters may have a motive for the murder. As you attempt to determine who the fiend is you move throughout the village interviewing the characters - the barber, doctor, minister, town gossip etc. There are always false rumours that spread, and the usual red herrings.

There is a Cdn$5:00 entry charge per person and refreshments and snacks available on site.

You deposit your ballot of who you believe the murderer to be and at about 9:30 they will reveal who done it. They draw randomely from the correct ballots and you have a chance to win a prize. As an added bonus this year we will give out our own cool prize, randomely drawing from any club members who correctly guessed who the murderer was. And if no one gets it right? We will draw from all the members present.

Afterwards for those who are interested we can retire to Quigbees, another British style Pub in Essex to wind down the evening. Heritage Village and Quigbees are easily accessible from highways that lead directly to the Ambassador Bridge making for an easy drive home for US members.

A flashlight, notepad and a pen or pencil will be useful. This is primarily an outdoor event, so please check the forecast and dress appropriately. The event runs rain or shine, so we will go no matter what. Just bring the regular cars if you don't like to drive your British car in the rain.

Calendar of Events

Bold Text Indicates Windsor-Detroit MG Club Events.
Italic Text Indicates club participation.

September	
Wed. 8th	**Monthly Meeting — Nisbet Inn**
Thurs. 9th - Sun. 12th	*Watkins Glen Grand Prix Festival Watkins Glen, NY*
Sun. 12th	**Battle of the Brits –Sterling Heights, MI Look for the club banner**
Sat. 18th - Sun 19th	*British Car Day - Bronte Creek Oakville, ON*
Sat. 25th - Sun. 26th	*Michigan British Reliability Run for Charity Info at www.mibrr.com*
October	
Sat. 2nd	**Fall Colour Tour - Note changed location. See opposite page.**
Wed. 13th	**Monthly Meeting — Brass Pointe**
Sat. 30th	**Murder Mystery - Heritage Village Essex, Ontario. See opposite page.**
November	
Wed. 10th	**Monthly Meeting — Nisbet Inn**
TBA	**Tech Session - Rochester Hills, MI Henrob Welding Torch Demo**
December	
Wed. 8th	**Monthly Meeting — Brass Pointe Gift Exchange Night**

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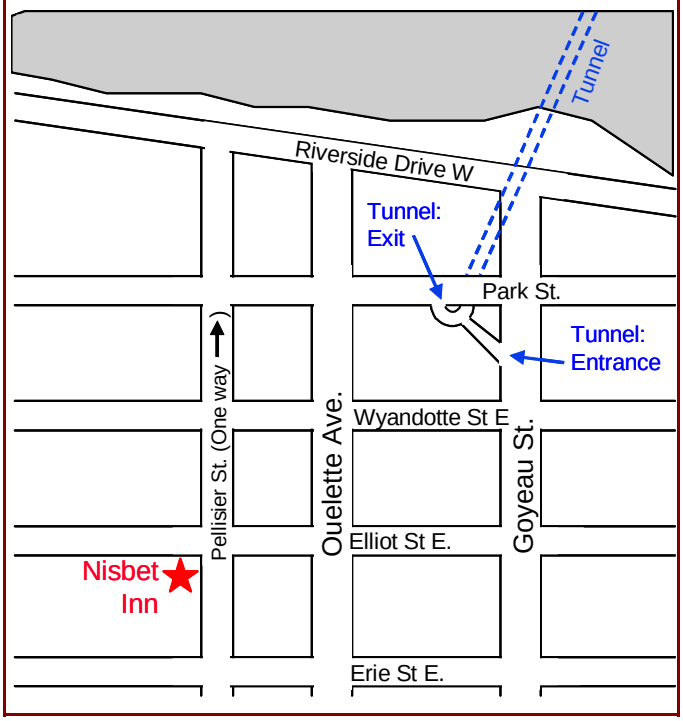
OTHER FOREIGN CARS WELCOME

HOURS
MON - FRI
8 - 5:30

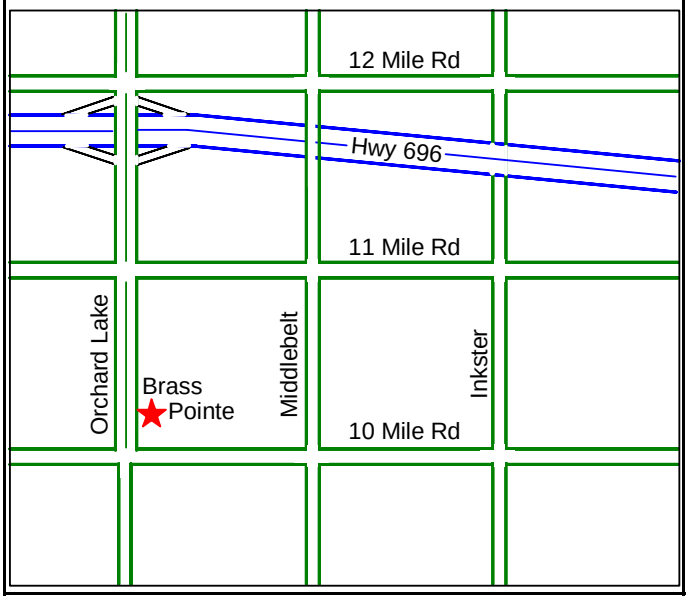
September Meeting

September 8th — The Nisbet Inn,
131 Elliott Street West, Windsor, Ontario



October Meeting

October 13th — Brass Pointe Restaurant
24234 Orchard Lake Road, Farmington Hills, Michigan



Tail Piece

Here's another view of Graham Creswick's MGB V8 Conversion, also shown on page 7.

Apart from the discreet V8 badge on the grille, the first idea that most people have that the car is a V8 are the twin tail pipes they see as the car passes them.

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