The Can Am CONNECTION

Vol. 24, No. 9 - Newsletter of the Windsor-Detroit MG Club November, 2004

Fall/Autumn Color/Colour Tour

Although the day began with rain, wind and the coolest temperatures of the year, the sun was shining when ten cars gathered for the club's final drive. A hearty group, two came down from Grand Blanc, another from Metamora and (to everyone's delight), a bright red MGTD added to our mix of cars. With a hundred miles and three planned stops on the schedule, I got the cars rolling right away not knowing the trouble that was just ahead.

Turning onto Seven Mile Rd., we found ourselves in a traffic jam with no end in sight. Although we didn't understand then, this actually turned out to be a good thing, especially for Dale Brown.

Tour cars and participants line up in the Autumn sunshine

Dale had been frantically trying to navigate through Detroit's closed Freeway System and he arrived at Meijers after the group had left. Guessing that we would take Seven Mile, he drove into the same traffic mess that we were caught in. Just as he was about to give up and turn around, Dale spotted us up ahead and gave chase, driving up the center turn lane to where I was. When we finally left the traffic behind, the group pulled over until I was again the lead car.

Ask anyone who has followed me and they'll tell you I don't follow instructions very well. The group soon would learn this when I drove straight through our final turn to Dexter. Luckily, I was able to quickly correct my error, telling everyone that we'd meet at the Dexter Cider Mill.

What I did not know was that Dexter was having it's 'Apple Festival' and the street leading to the Mill was blocked. The cars had vanished and I had absolutely no idea where anyone was. Reaching Jim Cox by cell phone, I learned that the group had parked where they could and were all in town at the festival.

When we were ready to start the "Beer Run", Dale Brown performed a blocking maneuver that allowed the entire group to turn left at the same time. The next 17 miles were incredibly beautiful and it wasn't long before we arrived in Stockbridge, stopping at "The Litehouse" lounge to enjoy a drink or two together and discuss the drive. Nearly everyone was interested in dinner at our next stop, so I called ahead to the restaurant and let them know how many would be coming. Before leaving, we took advantage of another photo opportunity and then it was off to Hamburg on the "Dinner Run".

Arriving at "Alecko's" in Hamburg, we were surprised to find the restaurant crowded. It must be the place to be for Homecoming, because the restaurant was filled with young girls in evening gowns. With very little delay, all 13 of us were seated

(Continued on page 4)

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley—Editor

As many will know, for the last year or so, *Can-Am Connection* has been printed by fellow club member Dan Sokolowski using facilities available to him at his place of work at the biggest office equipment suppliers in the world. Dan sacrificed a valuable weekend morning to print our newsletter but, unfortunately, a new company policy has brought all that to an end. Dan's efforts not only brought the newsletter to us in color, but saved the club thousands of dollars a year in printing costs. We want to thank Dan for all his work.

Printing 200 copies of a full color newsletter like ours typically costs some $5,000 a year, which happens to be our total income from club dues and then leaves nothing for mailing costs and all the other things the club needs to do.

Our friends at the Detroit Triumph Sportscar Club were kind enough to point us toward their printer Vidata that happens, not only to be a very good quality and competitive printer, but one that gives car clubs a special break. Vidata's experience also produces the newsletter such a way that allows it to go through the mail without damage, negating the need for an envelope (except for Canada where USPS requires an envelope) and the extra weight and postage cost that added.

This edition is printed in full color but your board will be diligent in very carefully watching our income and expenses and we may have to resort to some black & white pages from time to time if club finances, or newsletter content, dictate it.

Some members have agreed to receive their copy of *Can-Am Connection* electronically, further reducing our printing costs. Our thanks to them. If you are prepared to accept an electronic copy, and haven't let us know yet, please contact me (see box at left).

Club awards

Who will be this year's recipients? Only you can tell!

As mentioned in an earlier newsletter, this year's selection process for club awards will be more inclusive in that we will be soliciting nominations from the entire membership. As such, we had asked you to review the awards criteria below, and to keep these in mind as you witnessed the trials, tribulations and special efforts made by fellow members during the course of the driving season.

Founders Award: Given to the member(s) who has contributed the most to the club over the past year. This person or persons are the most valuable members of the club. They have contributed above and beyond anyone else in the club.
Rookie of the Year: Given to the new member(s) who has contributed the most to the club over the past year. New member shall be defined as having joined the club since September 1 of the previous year.
Navigator of the Year: Given to the "Travelling Companion" or "Navigator" who has contributed the most to the club over the past year.
Hard Luck Award: Given to the member who has had the most problems with their MG during the past year (or suffered a notable loss or hardship in that regard.)
Lucky Lucas Award: Given to the member who has had the most electrical problems with their MG during the past year (or a combination of electrical and general malfunction.)

When appropriate, we also award a Certificate of Appreciation to recognize a member who has been outstanding in his or her efforts to promote and support the club, be it on the front lines or behind the scenes.

A call for nominations will be published in the next newsletter, and a form will be supplied to facilitate the process. In the meantime, I hope you have enjoyed the numerous driving events that were on our calendar this season, and that you kept your eyes and ears open for possible candidates for this year's awards.

Lise Brown
Secretary, WDMGC

Presidentially Speaking

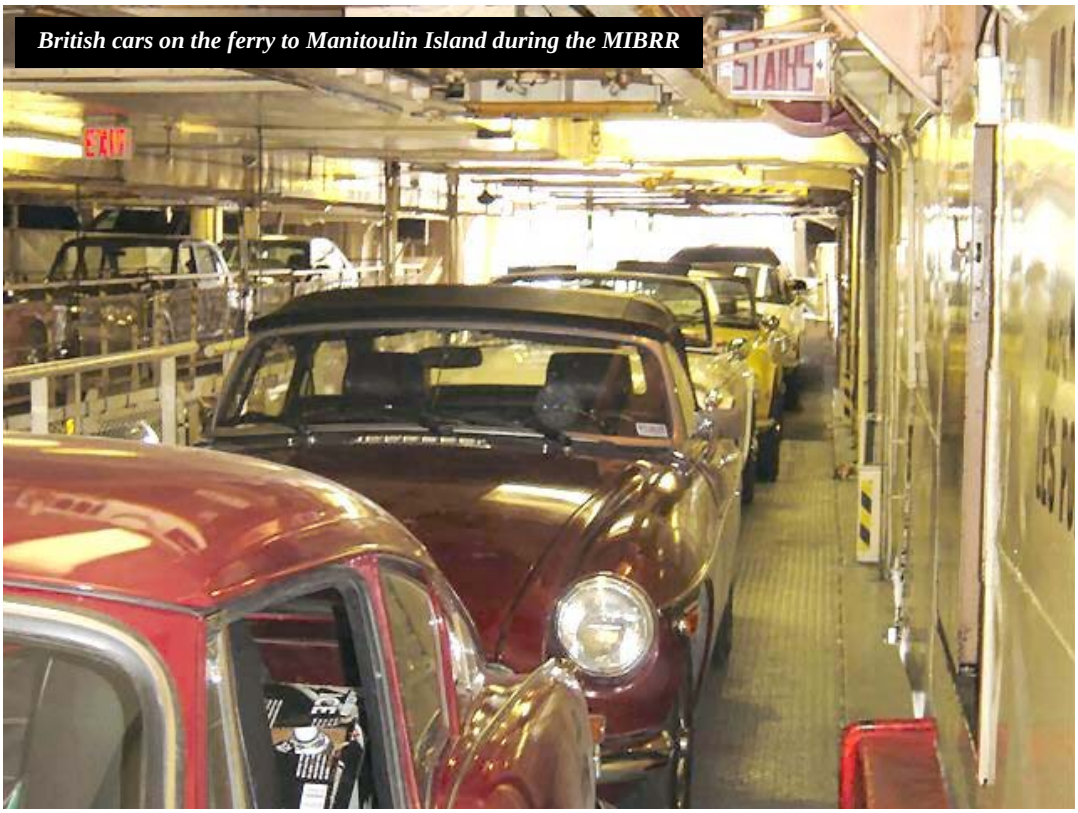
By Ralph Poupard — Club President

As I am writing this column, it is cold, windy, and raining outside. The MGs are sitting in the garage, the driving season is coming to a close, at least the top down part of it. September, however, was packed with events for myself and my trusty MGs, as it was for other members of the club.

The second weekend in September many members attended the Battle of the Brits. Congratulations to those club members won prizes in their classes. Another group of us travelled to the Watkins Glen Grand Prix Festival. MG was the featured marque this year, and it was an experience I won't soon forget. The weekend was filled with events from Winery tours to the race re-enactment, from the concours show to the vintage racing all weekend at the track. I put about 890 miles on my MGB, a warm-up for what was to come later in the month.

The next weekend a group of club members went to Bronte Creek for the Annual British Car Day. "The largest single day British Car Show in North America" lived up to it's name. I drove my '57 MGA and camped in Bronte Creek Provincial Park at the show site. It was a quiet night with the stars of late summer shimmering above, and a nip of autumn in the air. I racked up just over 500 miles on the A, trouble free. We were on a roll.

Without much time to rest the following weekend was the Michigan British Reliability Run. This charity event was a blast. All of the fundraising culminated in the final reward: the driving! Kathi and I and the MGB tackled this one. We drove a circuit around Lake Huron with 43 other vintage British cars. We gave some of the towns we passed through a bit of a thrill as evidenced by the many smiles and waves that we received. While disembarking the ferry at Manitoulin Island I overheard someone say "lets wait here and watch the little cars leave before we go". And, after filling the boat with the sound of raspy sports car exhausts we were off. Thanks to Blake Discher of the Detroit Triumph Sportscar Club for what I am sure is a tremendous amount of work to organize this event. Over 1,050 miles were logged on the B in about 48 hours and it ran perfectly. In fact all of the MGs on the trip made the complete circuit without any significant problems. I love to be able to tell that part of the story. How about that for 25 to 56 year old cars breaking a myth?



British cars on the ferry to Manitoulin Island during the MIBRR

We have set up an organizing committee to host a British Car Show next year. The event will tentatively be held on Sat. June 25th in Windsor. We are now in the process of booking the site, and we have several good choices available. There will be more information available in the future, but the important thing is to mark that date and start making plans to attend.

Also, we have to make a few changes in the newsletter due to printing costs. Rick Astley is outlining them in his column.

Canadian Thanksgiving has just passed and the American Thanksgiving is just ahead. We should all be thankful that we live in two of the greatest countries in the world, where we have the freedom, means, opportunity, and time to take part in this great hobby; the opportunity to have good times with friends, and preserving and driving some of the greatest automobiles ever made.

Until next time....

Safety MG Fast

Ralph

(Continued from page 1)

together for dinner and judging from what I saw and heard, the meal was a big success for everyone.

Twilight was setting in when we left the restaurant and before we were able to leave, I was approached by a local MG owner asking for details about our club. After taking information from him, Adrienne and I discovered that everyone else had already left for home. Knowing our way, off we went heading down our familiar route through South Lyon to Pontiac Trail and home.

Our thanks to a wonderful group who took everything in stride and enjoyed the day with us. Adrienne and I can add another good memory to our MG experience.

Story by Rich Wagner
Photos by Gary Odor

MGs across the Globe

by Ralph Poupard

Club president Ralph Poupard with wife Kathi pictured during the Michigan British Reliability Run. Photo by Philip Wiltshire

At the Bavarian Inn motel in Bruce Mines, Ontario on the Saturday night of the Michigan British Reliability Run, I went out to the car to bring something in from the boot. There was a man in the lot taking pictures of the cars. I thought it was one of our group, but the fellow came up to me and we started to talk. He spoke somewhat broken English, which was more than I could say for my Japanese. It ends up that he was a visitor from Japan, and was travelling on the Trans Canada Highway and happened to stop at our motel looking for a room. When he pulled in the lot he couldn't believe his eyes. You could tell he was absolutely thrilled to see the vast array of vintage British cars. Then, with a huge smile on his face he told me that he drove an MG in Japan, which explained his fascination. He was so excited that mostly what I could make out was that it was a 1996 (or he had it since 1996), which would make it an MGF I suspect. Just another aspect of the global appeal of the MG marque.

A Bird's Eye View Photo of the Michigan British Reliability Run *by Philip Wiltshire*

Battle of the Brits 2004

Photo by Paul Lester

Open Meeting Report - British Car Show

by Ralph Poupard - Club President

We have had 2 meetings at the Nisbet Inn regarding setting up a British Car Show and forming an organizing committee to manage the project. The original intent was to host a 25th anniversary show. The Club was founded in Sept. 1980, which would mean that the 25th year would start in September 2005. We would like to do a show in 2005 as a kind of "dry run" to gain experience for the actual Windsor-Detroit MG Club 25th anniversary show in 2006.

I apologize for the late notice in September and only one of the US board members was able to attend the meeting. Since there were mostly Canadian members at the meetings we are making the proposal to host a show on the Canadian side of the border for 2005 and 2006, since the experience gained from the first year can be more easily applied to the second year if it is held in the same location. After that if we wish to continue, the show can alternate to each side of the border each year or 2. Several other reasons behind choosing the Canadian side are that it is centrally located for visitors from clubs etc. in Ontario, which we intend to invite, as well as visitors from the US, where we also intend to send invitations to clubs in Michigan and nearby states. Local traffic won't be a problem, and we have the choice of several good venues, number one of which is Willistead Manor. (Willistead Manor is home to a concours auto show every August, has beautiful shaded grounds, and is the former home of Hiram Walker of Walker's distillery fame.) Also we may be able to tie in with the Freedom Festival Celebrations with the date proposed, which would essentially give us free publicity. The Holiday Inn Select on Huron Church Road, which we hope to use as the event Hotel has an English Pub on the premises. There are historic sites, Point Pelee National Park as well as numerous other parks and conservation areas, wineries, beaches, the Windsor Casino, and of course Detroit and Suburbs, with all their attractions, all within reasonable driving distances.

We have decided to make the event a charity event where all the proceeds, after costs are deducted, will go to the Windsor Regional Hospital. When the show moves to the US side the charity of course will change. There are several advantages to this:

1) The club will be doing a community service.
2) Windsor Regional Hospital will help in many aspects. They are very enthused about this event. They can help with liability insurance, promotions, various equipment and supplies, and help with organization.
3) Any sponsors which we procure can receive a charitable donation receipt, which is an additional incentive for them to sponsor us.

The items that we have decided on so far are:

Committee Structure:

Chair:	Dave Hornby
Co Chairs:	Ozzie Pillon and Rick Astley
Treasurer:	Scott Turner
Regalia:	Roli Sylvestre and Elvin Davis
Poster/Logo:	Marty Hunt
Venue Coordinator:	Lise Brown
Accommodations:	Roli Sylvestre
Sponsorship/Advertising:	TBD
Refreshments/Food:	Ralph Poupard
Door Prizes/ Auction Items:	John Woodall
Registration Packets:	Lise Brown and Lyn Turner
Dash Plaques:	Lise Brown
Car Show layout/voting/prizes:	Dale Brown

Tentative Date: Saturday, June 25th 2004 (Car Show)
June 24th Possible Hospitality Suite at Holiday Inn Select, Huron Church Road depending on demand.

Tentative Venue:	Willistead Manor, Windsor, Ontario
Proceeds Donated to:	Windsor Regional Hospital
Name of Show:	TBD
Show Format:	All British Cars and Motorcycles
Target Geographic Area:	Michigan, Ohio, Illinois, Indiana, Ontario**.**

Preliminary list of Clubs to be invited:

Detroit Triumph Club, Michigan Rowdies, Speckled Hens, Michigan Chapter NE MGT Register, Hoser A's, London British Sportscar Club, London British Saloon Car Club, Minis of Windsor Owners Group, Waterloo British Car Club, Lake Erie British Car Club (Others may be added to this list)

Minutes of the meetings are being recorded on tracking sheets.

A show is no small undertaking, and we will need all the help we can get from the members of the Windsor-Detroit MG Club. We will be working on a budget for the event, and there should be no permanent outlay of funds from the club itself. We may ask for some cash advance as an outlay for costs, to be paid back in full after the show. Depending on sponsorship, this may or may not be necessary. We tried to pick a date which has the least competition or interference with British car events in the target area, and yet be at a time of the year when the weather is (hopefully) nice. The British Car season calendar is full of events, and it will be nearly impossible to not have something conflicting, so we tried to pick the best date. One thing we have going for us locally, is that there is little in the way of British Car events in the Windsor area, and I'm sure with good promotion we could generate a lot of interest locally, as our cars remain very popular and desired automobiles, and this would be a unique car event for this area, the remainder of the events being hot rod/ custom, and muscle car oriented.

Doug Pohlod's Flame Red 1971 MGB

I have been an MG enthusiast since 1971 when I bought my first 1968 MGB for $150 and drove it all summer long only to sell it for $500 because I did not have a place to store it. Once this British marque got in my system I was hooked. Since then I have owned two other MGBs. A red 1964 MGB and my current 1971 MGB. My current B is rather special because I customized the car to look like a 1968 MGB (my true favorite).

Custom touches included the installation of an original 1968 steering column and steering wheel, replacement of the 1971 chrome with 1968 chrome and original 1968 Lucas tail lights. The Teal Blue paint was replaced with Flame Red and the biscuit vinyl interior has been replaced with black leather seats piped in red. Recently I added a custom leather center console. I plan to eventually remove the 1971 side markers (1968 cars didn't have any) and ultimately supercharge the engine.

When I go to shows people ask why didn't you just buy a 1968. I tell them it was more fun to personalize the car than to buy one that didn't need anything. I drive the car every chance I get and the car gets attention when I go to events.

I attended my first club meeting in August and already was able to network with two members for mechanical advice. What a great club to be affiliated with.

Doug Pohlod

The Windsor-Detroit MG Club Welcomes its Newest Members

"Beau" Beauchene - Southfield, Michigan
1974 Black MG Midget

Ray Burke - Bloomfield Hills, Michigan
1976 Black MGB

Jerry & Christine Des Rosiers
Sterling Heights, Michigan
1976 Red MG Midget

Mark Wallace - Ferndale, Michigan
1976 MGB-GT
1974 Blue MGB

Jamey & Leigh Harold - Belle River, Ontario
1945 Red MG

Richard Winterburn - Harrow, Ontario
1953 Austin Healey , 1968 Morgan +4
1974 Green MGB

Greg & Robin Ornazian - Troy, MI
1977 White MG Midget

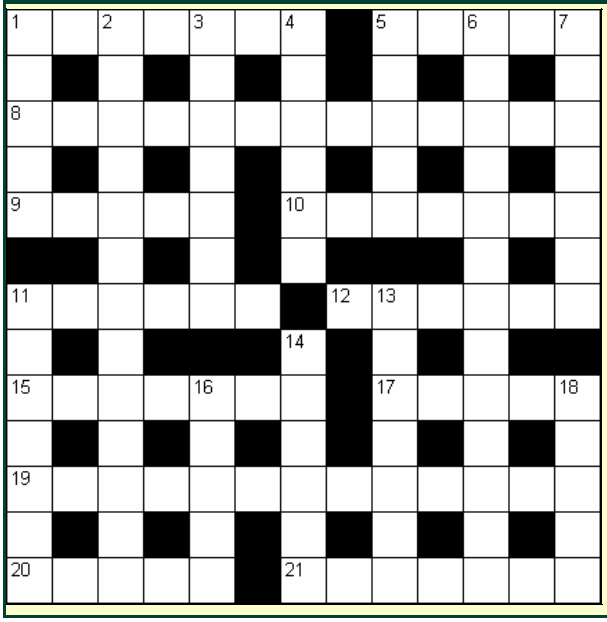
Guy's Garage, Inc.
Service & Repair for the Vintage British Motor Car

Guy St. John
Phone: 248..349..3649
email: guystjohn@comcast.net
Hours: M – F 8:30 – 5:30
Saturday By Appointment

624 Carpenter Avenue
Northville, Michigan, 48147

English Motors, Inc.
ENGLISH CAR REPAIR
Don Ensley
(586) 786-1187
51200 Milane Dr.
Suite D
Macomb Twp., MI 48042
OTHER FOREIGN CARS WELCOME
HOURS
MON - FRI
8 - 5:30

The Windsor - Detroit MG Club Crossword



Across

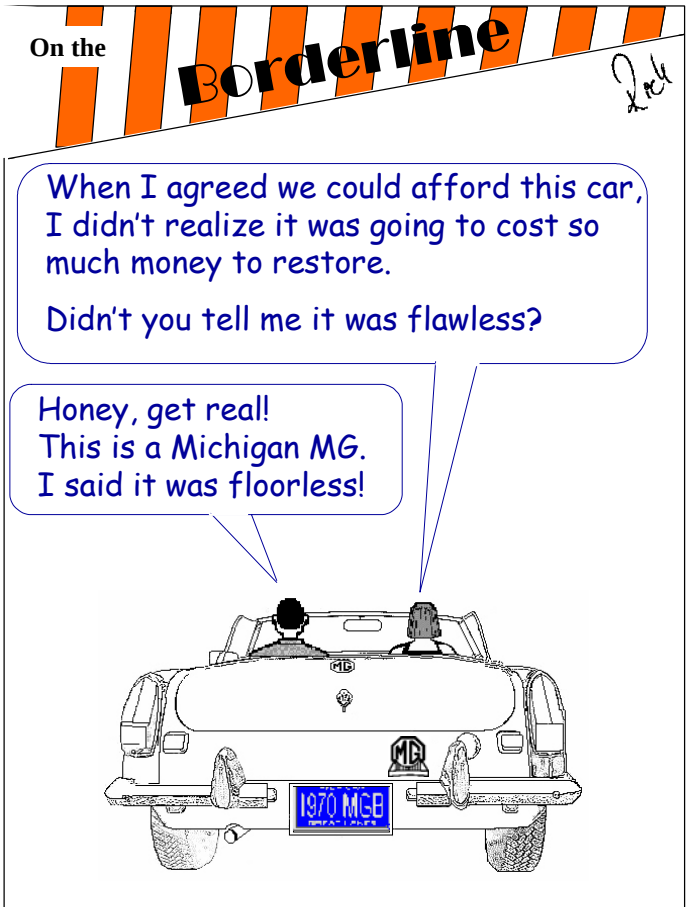
1 Fuel reservoir (3-4)
5 Tree of the *populus* family
8 Advice for winter drivers (3-10)
9 Lotus model
10 Coil spring shape
11 Canadian gasoline units
12 Big planes with long noses?
15 Formerly Standard Oil
17 One way electrical component
19 Autocross events (2-4-7)
20 Polish the car again
21 Thoroughly drenched

Down

1 Dash instrument
2 Takes all the awards (6-3-4)
3 Ms Bening of movies
4 Elton John for one
5 Precedes fool or showers
6 A James Bond actor
7 Some carburetor adjusters
11 Kind of paint or varnish
13 Endure
14 Like new
16 Expensive watch brand
18 Reduced the tension

Solution below

On the Borderline



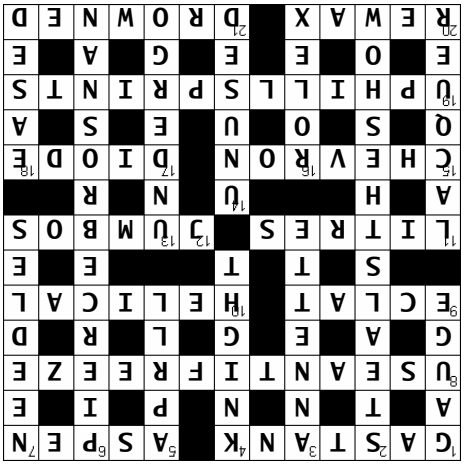
What have these smiling gentlemen to do with our club's main interest?
Clue: Their names are: Donald "Duck" Dunn, Booker T. Jones, Steve Cropper and Al Jackson.
Answer Page 11

YOUR COMPLETE AUTO REPAIR SHOP

SOUTH MARION RADIATOR & AUTOMOTIVE

THE BEST PLACE IN TOWN TO TAKE A LEAK

The above is a real advertisement seen in Marion, Indiana.



Classified Advertisements

1974 MG Midget 1275 cc Triple Black. Professionally appraised at 79,600 miles $4,000. Best offer.
Doug Beauchene 248 798-6968

1966 MGB parts. **Black vinyl tonneau cover**, good condition, no tears, zippers work .Duplicate came with the car - fits only vehicle without roll bar. **Set of MG mud flaps** still in package - MG logo on back. Both parts may fit other years or models. I would prefer to swap them for something rather than sell them
Paul Lester 248 408-6961

1974½ MGB-GT teal blue with only 22,000 miles. $7,000
Location Ann Arbor
Call Ron 734 662-4075

2 MGBs and 24 years of Parts. Selling as 1 Lot.
1969 MGB-GT Primrose. Body and Paint by Tom Shipley. 70% restored.
1974 MGB Roadster Blaze Orange. 77,600 miles. One owner. Good Condition, runs well. Factory hard top.
$4,500 for both.
Ron Harmon. 734 676-1514

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

British Car Repair and Maintenance. North Oakland County area. Complete service available. Very reasonable. Also available for computer repairs and virus scans.
Gordon Bird 248-391-2395. Email. gobird@comcast.net

1980 MGB. White with black interior & top. Original owner. Stored winters. 34,000 miles. Very nice condition. $7,000
Doug Balsis 248 474-0470

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

1978 MGB, dark brown/tan top, tonneau, car cover, excellent appearance and mechanical condition, 2nd place winner in class 2 yrs at Battle of the Brits, must be seen to appreciate. Stored in barn. Drive away for $9,950. Farmington Hills, MI.
Only serious buyers- contact vsnider@mbia.org

1950 MG TD Original, fair condition, runs and drives very well. Solid body and frame. All electrical works. Has new brake pads, brake lines and re-built brake cylinders. Also new tires, fuel pump, flywheel ring gear, clutch pad, and battery. Needs canvas, interior, paint and TLC. Has not been regularly driven since 1967. Garage kept. $5,500. Davison, Michigan. Call Dave at 810 658-3732 after 4 pm or e-mail dreid@gfn.org. I can provide pictures if interested.

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.

Look Familiar? The Datsun Fairlady SP310 & SR311

Paul Lester brought this car to *Can-Am Connection's* attention.

This is the Datsun Fairlady 1500 SP310 1962-1964 The SP310 originally had a 1488 cc 75 hp 4 cyl. G series engine with a single Hitachi SU carb. Most have the 1488 cc 85 hp 4 cyl. G engine with twin Hitachi SU carbs. The 62-64 model is the 3 seater model, with a third seat mounted sideways behind the driver (on RHD cars). It has 13 inch wheels with drum brakes on all 4 wheels. As with the SP311 and the 2000 cc SR311 (bottom picture) , the SP310 has double wishbone independent front suspension with telescopic shock absorbers, cam and lever steering, leaf spring rear suspension, a 4 speed gearbox with synchros on 2nd, 3rd and 4th, and a huge cross-braced separate chassis.

There are certainly hints of MGB, Sunbeam Alpine and Triumph TR4 here but the production timing of the British and Japanese cars seems to rule out any copying by any company. Let's put it down to contemporary styling.

By the way, that top doesn't look any easier to put up than that of an MGB!

50/50 Cash Draw for Club Meeting Attendees!

At our September monthly meeting, which was at the Nisbet Inn, we introduced the first of what will become a monthly 50/50 cash draw for members who attend club meetings. The tickets are $1 each or 3 for $2 (in Cdn funds when in Windsor and in US funds when in Detroit). The club's share of the draw is added to the amount collected at the following meeting thus increasing the amount to be won each month. So have your cash ready when you come to the next meeting; you could be the next lucky winner.

The winner of our first draw was **David Torby** who won $22 Cdn. The winner of our second draw was **Jack Renaud** who took home $23US and $10 Cdn. Congratulations David and Jack, and good luck to everyone who participates in the next draw.

Lise Brown

Cobra Henrob 2000 Welding Demonstration

This is a commercial demonstration of the Cobra Henrob 2000 Welder. It should be a fun an interesting session but be aware that the objective is to sell you a system. At the same time, there is absolutely no obligation so you can use this free opportunity to see if this equipment can make you into an accomplished welder. After the short 20 minute (approx) demonstration the session will be open ended with plenty of time to ask questions and try your hand at welding and cutting.

The Henrob 2000 is a portable welding system claimed to weld like a TIG torch and to make it easier to produce excellent quality welds. It is also claimed to provide the user with a cutting torch that produces clean precision cuts in metals up to 1" thick as well as cutting light gauge sheet with minimum distortion. Only 4 PSI pressure is required for both the oxygen and acetylene with no other power source required. The low pressure cuts gas usage by 50% to 70%.

The technical session will be held at:
7:00 pm Tuesday November 23rd
Cobra Torches Inc.
219 South Street, Rochester, MI 48307

Directions from I-75:
Take M59 East. Go 5.2 miles.
Take the M-150 exit toward ROCHESTER/TROY.
Turn LEFT (north) onto S. ROCHESTER RD/M-150.
Go 3.2 Miles. Look for a Cadillac dealership on the RIGHT
Turn RIGHT onto DIVERSION ST. Go 0.1 miles to end.
Turn RIGHT onto SOUTH ST. Go 0.1 miles.
Arrive at Cobra Inc.

Estimated time and distance from the Windsor-Detroit tunnel: 35 minutes - 26 miles

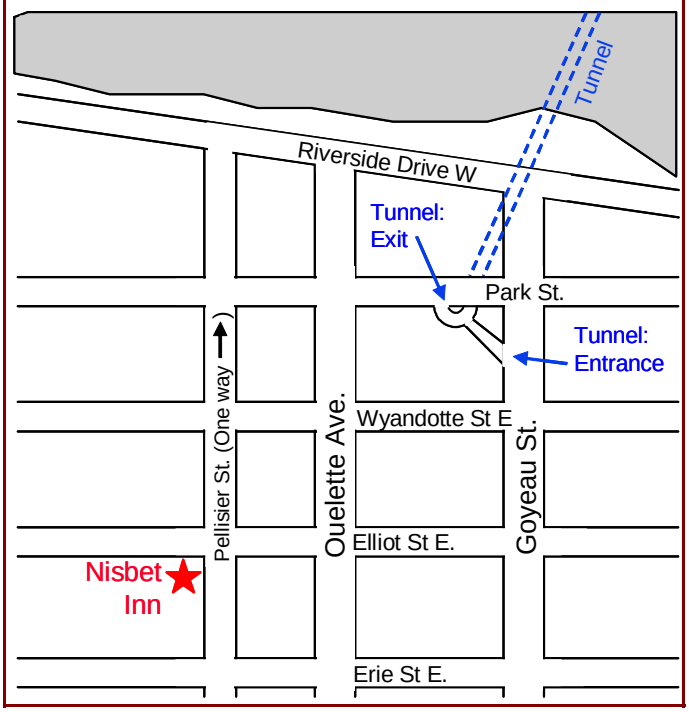
Calendar of Events

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

November	
Wed. 10th	**Monthly Meeting - Nisbet Inn**
Tue. 23rd	**Tech Session - Henrob 2000 Welder Rochester Hills, MI**
December	
Wed. 8th	**Monthly Meeting - Brass Pointe Gift Exchange Night**
January	
Wed. 12th	**Monthly Meeting - Nisbet Inn**
February	
Wed. 9th	**Monthly Meeting - Brass Pointe**
To be Advised	**Hibernation Party**

November Meeting

November 10th — The Nisbet Inn



Historic License Plates *by Mike Chachich*

As a follow up to the Historic Licensing article from the last newsletter may I urge members to contact their state legislators to support a bill which has been proposed to add "occasional use" into the definition of historic vehicle. That way, just taking your classic car out for an ice cream run would no longer be a criminal activity. See details at: www.hagerty.com/news_advocacy.

I've already written several legislators and below is the most detailed update I have received:

Dear Mike:

Thank you for writing my office to indicate your support of Senate Bill 663.

As you know, this bill would amend the Michigan Vehicle Code to allow historic vehicles to be used on an occasional basis, as opposed to only for club activities, exhibitions, tours and parades. In response to your letter, I have contacted Senator Jason Allen, the bill's sponsor.

He has informed me he is continuing to work with interested parties in an attempt to narrow the scope of the legislation, as "other occasional use" may lead to problems in enforcing the law. If I have the opportunity to vote on this bill, please know that I will keep your thoughts in mind.

Again, thank you for indicating your support. If I can be of further assistance in this, or any other state matter, please contact my office at any time.

Respectfully yours,
Ken Sikkema
Senate Majority Leader

VIDEO LIBRARY

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

Inside the Octagon	SU Carb' rebuild
Engine Rebuild MGB 1800cc	BRM Story
Italian Job - Michael Caine	MGB Film Library
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Answer to the question on Page 8.

The group is called Booker T and the MGs.

Booker T. Jones began working at Stax Records in Memphis as a saxophonist in 1960. In 1962 Booker T. and the MGs were formed as the house band for Stax-Volt Records.

Sorry to tell that they neither named their group because they liked riding around in little British sports cars nor because the group was formed the year the MGB was launched. MG meant Memphis Group.

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