25th Year
Can Am MG CONNECTION
WINDSOR-DETROIT
**Vol. 25, No. 3 - Newsletter of the Windsor-Detroit MG Club** **April 2005**

# Nisbet Inn to Close

The Nisbet Inn, our much loved Canadian meeting place for the last 10 years, will be closing its doors at the end of May. Lise Brown reports that the pub's landlady, Kim D"Amore, has sold the property and there is no indication of what the new owners have planned for the site. The features that made the Nisbet Inn so popular with club members are going to be hard to find elsewhere. Not only did it have a true British pub ambiance, typical pub food, British beers and have a reasonably sized parking lot, but American members appreciated the fact that it was only a few minutes from the tunnel exit.

Finding a replacement will not be easy, but a tiger-team of Canadian members is already formed to find a new venue. The team, made up of Dale and Lise Brown, Scott and Lyn Turner and Ralph Poupard are visiting prospective establishments, clipboards in hand, scoring each on a number of parameters including, location, parking, meeting area, atmosphere, bar/kitchen offerings and price. The results are then be entered into a spreadsheet to allow easier comparison and evaluation. Some good candidate meeting venues have already been identified and we understand that the team is finding it necessary to make several visits to those with the best food and beer!

While we will remember with affection our good times at the Nisbet, we look forward to many great Windsor meetings in the future, wherever our new home will be. Let's wish our search team good luck and make the last Nisbet meeting one to remember.

See you there.

*A typical parking lot scene at a summer's meeting at the Nisbet Inn Photo by Dale Brown with more on back page.*

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# The Windsor-Detroit MG Club
## The International Local Club

Rick Astley—Editor

It has been my pleasure and privilege to have been the editor of *The Can-AM Connection* for exactly 3 years now. During that time I have taken every effort to produce the very best newsletter I could, and always promised myself that if circumstances were such that I would be forced to do otherwise, then it would be time to go. That time has come.

My work situation will be familiar to many. People leave the company, or are asked to leave, and they are not replaced. That would be fine if the amount of work reduced too; but it doesn't. As a result my work load has increased and eaten into the personal time that I would have previously used to produce this publication.

I leave this post with some ambivalence. I won't miss looking at the calendar and seeing that we are in the second part of the month, wondering how on earth I am going to bring a newsletter together and get it to the printer in time so that it drops into mailboxes during the first week of the upcoming month. On the other hand, I will miss being part of the conduit through which this club communicates, as well as being in contact with all the people who help by contributing articles and pictures.

Although I feel I am handing over a baby that I have nurtured, I need not worry, I am sure it will be in very good hands. Ellen Stuban, ably supported by husband Joe, will be your new editor starting next month. I have already started handing over the tools of the trade and will do my best to ensure a smooth transition. I will still contribute as long as Ellen wants me to, but I am sure as editor she will have new ideas for both content and style. As long as she allows me to I shall continue to compile the crossword and produce the On-the-Borderline cartoon each month.

*Ellen Stuban learns the ropes from Rick Astley*

Producing a newsletter that is entertaining, interesting to read, provides necessary information, acknowledges members' achievements and reflects well on our club takes a lot of time and effort and cannot possibly be produced by a single person. Please think about how you can contribute to meet any of those goals; you'll be helping both Ellen and your fellow members.

In closing, I would like to thank all those who have helped me with ideas and contributions during my guardianship of this newsletter but I won't say good bye. I will continue to manage the membership roster and be an active participant in club events. I hope to see many old faces and lots of new ones over the fast approaching driving season.

# Presidentially Speaking

*By Ralph Poupard — Club President*

I had been wondering what I would write about in this month's column. As sometimes happens, something came along at the last minute, but I wasn't prepared for this news. Our Canadian meeting place for many years, the Nisbet Inn has been sold, and will be closing at the end of May. Our May meeting will be the last club meeting there. This is sad news, since the Nisbet has always seemed so much like the typical local British pub. It has to be one of the best authentic British pubs for many miles around. I was once in a pub in Bracebridge, Ontario billed as winning an award for the "Most Authentic British Pub This Side of The Atlantic". It couldn't compare with the Nisbet. We always felt at home at there, no matter what the season, and I can recall many a great tire kicking session after having held the meeting on the back patio on a warm summer evening. If you have never been to the Nisbet Inn, the May meeting will be your last chance to experience this great venue. The present owner is unsure what the new owners have planned for the property. I am hoping they aren't going to demolish that great building to build condos, or a parking garage.

So now we are searching for a new site for the Canadian meetings. Among the priorities are secure parking, easy to get to and a reasonable distance from the Tunnel or Bridge, good choice of food and drinks, a room to hold the meeting if possible, and willingness of the management to accommodate us. Stay tuned for more developments.

In more pleasant news, the driving season is fast approaching, only you wouldn't know it judging by the weather. It has been downright cool. I finally got into the garage this week after a winter of home renovation. I charged the batteries, and did a few of the other spring rituals. The MGB started right up. No real surprise there, since the car has been incredibly reliable for the past 32 years that I have owned it. Not wanting to push my luck, I will leave the MGA a few more weeks before starting it. The Kimber Birthday Bash is set for the 9th of April, only three weeks from the day that I am writing this. So I guess it's time to shift gears from inside to outside. On April the 19th a group of us will be driving to Ancaster ON, for the All British Flea Market.

*Cecil Kimber and Wilfred Matthews in "Old Number One" in the 1925 Land's End Trial*

We have been continuing to work hard on our show, British Marques in the Park. At the past several meetings we have been asking for volunteers to help out at the events. If you were unable to attend the meetings and would be able to volunteer on the evening of Friday, June 24th or during the show on Saturday the 25th please contact one of the board members via the contact information on page 2 of this newsletter.

Check the newsletter and website calendars for information on upcoming events. As usual if you need more information on any event, contact one of the board members, and we will steer you in the right direction.

So, getting ready to turn the key, I'll see you at the Kimber Birthday Bash.

Safety MG Fast

Ralph

# The Story of the Loose Nut!

***Dale Brown tells the story of the trip that earned him the club's annual Loose Nut Award.***

Over the last many years, Lise and I have had a chance to travel extensively in the MGB. We've driven to Ottawa, Quebec City, Montreal, St. Louis, Stowe Vermont, Watkins Glen, Indy, Pennsylvania, Mosport and even St. Paul Minnesota. But we always thought it would be nice to drive to the East Coast. So in the summer of 2004, we set aside 16 days at the beginning of July and started making plans. We received lots of travel brochures from Maine, Nova Scotia, P.E.I. and New Brunswick. We even heard of a major British Car Show that would be going on right on Prince Edward Island during that time period. We said, "Let's go for it!"

We have lots of camping gear and decided we would rough it on this trip. But for such a distance and time, there just wasn't enough room in the B to at least bring enough stuff to rough it comfortably. Lise just got a new Malibu Maxx but with the heavy tongue weight of our car trailer I decided it just wasn't worth trying to tow the MG. (In the past we have sometimes used our Chevy Astro which was just fine.) So I looked into the possibility of renting a car dolly to save on weight, but it was so expensive that I realized it would be best just to pay the extra fuel price and drive them both. I figured since we had walkie-talkies for the travelling part, we would simply camp at just two or three central areas and use the MG once we got there for most of the trip. Little did I know that we would actually move camp many, many more times than that!

So anyway, on the first of July with lots of maps in hand and our faithful walkie-talkies Lise jumped in the Maxx loaded with camping gear and I left in the front with the top down MGB and we had quite an enjoyable ride pretty much non stop all the way to our friends home just this side of Montreal. Our first evening and next morning was spent casually around a pool eating wonderful French cuisine. After saying our goodbyes the next morning, we departed toward the south-east and made our way into a bit of New York State and then over to Lake Champlain and into Vermont. It was fabulous driving and we finally made it to Highway 2 to the east. It was getting cool and time to put the top up and start looking for our first campsite. The hills were getting higher and higher and it was getting cooler and cooler. We drove and drove and stopped at a tourist information place just near the Vermont, New Hampshire border. After a brief break, we continued on and found a family owned campground just about in the middle of the top of New Hampshire. We set up, started a fire and had nice dinner. I could have sworn that it got cold enough to snow, but we survived and continued our quest to the east down highway 2 into Maine the next morning. The weather warmed and we had yet another nice drive (separately) all the way through Maine and crossed the border into the west side of New Brunswick. About 20 miles down the road, we found a nice Provincial Park and set up camp just before nightfall. (That was a long drive!)

Well, we finally made it into the Maritimes and we were looking forward to less separate driving. We again checked the maps the next morning and decided to make it to Fundy National Park and set up for a couple of days to take in the highest tides in the world. We got lost and separated while driving around St. John and were out of walkie-talkie range. But thanks to Lise's quick thinking, she used On Star in the Maxx and contacted me on my cell phone that I just decided to turn on. We were back together in no time, thank goodness. We drove through miles and miles of hilly forest areas with little or no gas left in my car and finally pulled into Fundy National Park. We found a site on the top of a huge cliff overlooking a fishing harbour across a river. Fishing boats were sitting on the bottom as the tide was out. It was a beautiful sight.

The next morning, we woke up to heavy fog and ventured out together in the MG into the tiny fishing village of Alma for the day. We walked on the ocean floor collecting seashells and eating at the local establishment. At least we had one whole day of not driving apart!

The next morning we planned a route that would take us to the northern shore of Nova Scotia. We figured it would be pretty central to the whole area and be able to leave the Maxx alone for many days. Actually, Amherst Provincial Park that we found turned out to be a beautiful location although it took a while to get use to the little black biting flies that we encountered. We spent several days there, walking the beaches, driving along the cliffs of the south west side of Nova Scotia on a Light House drive and enjoying all the local hospitalities and shops. We even came across an area for fossil hunting.

One day we headed off into New Brunswick and drove up the east coast in search of Lobster and Mussel Festivals. There were several on in the various small villages. This area was very strong in the French language, so Lise was right at home. It was here that our first of many MG troubles began! We had just finished a nice lunch at a roadside restaurant and we came out to discover a flat tire. Unfortunately, we were on a severe incline and I couldn't get my scissors jack to keep the car up without falling off. Grrrr! (I learned a long time ago not to bring the stock jack on any trip as they have a tendency to put a large scratch on the doors if on a slope. Happened to me in Quebec City.) As I was struggling, an older man, about 80 called Lise into his house just on the side of the street. She came out carrying a nice hydraulic jack just like the one that I had at home still in my garage. Well thanks to the kind generosity of the villager we were off in no time. We travelled all the way to the top of New Brunswick near Bathurst and then came back south towards our camp in Nova Scotia. On the way we found out that there was a major lobster festival taking place in a town called Shediac. It was nearing the dinner hour and we thought that would be perfect. But the Lucas gods were starting to appear. Just as we were approaching, a major rainstorm came up suddenly. (It was a good thing that we had just put the top up on the MG.) We couldn't see a thing and then it appeared all the power in the town went out. Our luck, we were right at the Lobster Festival and they had to close. So we continued down the highway and found another village that still had power. We stopped at a restaurant and had a nice Lobster and Mussels dinner anyway. So all was not lost.

The next day was the large British car show on Prince Edward Island. With the flat tire in the trunk (remember that for later on), we headed over the Confederation Bridge and through nice roads along potato fields we made it to the

show. It was misty and rainy all day, but it was a lot of fun. There was even a door prize from Little British Car Company given out. They brought in Guinness just for the day. That was a treat! After the show we spent the rest of the day enjoying downtown Charlottetown and then popped in to see our neighbours from Windsor that spend summers at their cottage on a cliff overlooking the ocean. After the nice ride over the bridge we settled back to our campground. Still no opportunity to get our flat fixed. By the way, it's not so easy to find a place that can fix a tire that's mounted to wire wheels.

Well, it's Sunday now and we broke camp and headed with both cars down a freeway south toward Halifax. We chose an area on the south shore that was halfway between Lunenburg and Halifax, actually, not far from world famous Peggy's Cove. I was following Lise in the Maxx travelling about 75 miles per hour when all of a sudden… POW! Another tire blew. Remember the flat in the trunk? I radioed Lise and she backed up down the shoulder. The tire on the car was destroyed so we threw the flat one in the back of the Maxx and turned around at the next interchange. We figured we would find a garage that could fix the original flat then be on our way. What luck, a young man at the first garage said sure! Well that's till he realized that his machine wouldn't take a tire off a wire wheel. And these tires have tubes, so they have to come off to make the repair. We asked if there was a Canadian Tire or a Wal-Mart nearby. He said yes and gave us directions. We travelled another 25 minutes and still couldn't find either one. We stopped a motorist and asked again and were on our way. We came across the Canadian Tire and it was closed. We continued and found the Wal-Mart and it was also closed. To our bewilderment, we found out that in Nova Scotia, just about everything and I mean everything is closed on Sunday. (You would have thought that when we asked several people for directions they might have added, yes there is a Canadian Tire and Wal-Mart, but they are closed on Sunday) Grrr! Again.

Well we searched and searched and could not find anything at all. So we headed back down the freeway to the stranded MG, took the other destroyed tire off the MG, left it sitting on the axle at the side of the road with a note taped to the inside of the window and headed for our campsite.

It was a great camp on a nice island in a bay of the ocean connected by a bridge. In the morning, I got up early and headed into the closest town called Chester and found a service station. To my luck not only did they have the right tire machine, but they had the exact size tires I needed and the tubes. What luck. I got two new tires and went back to the camp and picked up Lise. We drove all the way back to the car (about 90 minutes), put the wheels on and started driving back to the camp one more time. But on the drive, I noticed my brakes beginning to fail. I didn't want to alert Lise, but I gingerly made it back to the camp. I brought the car back to the same garage and after a quick inspection found that one of the rear brake cylinders had sprung a major leak and was beyond repair. (I remember having a spare one back in my garage in Windsor! Grrr.) Where am I going to get one of those all the way out here? Well the owner of the shop had a contact in Halifax and within a few hours he would have the exact part in hand. So after getting a ride back to the camp, Lise and I decided to take the Maxx and spend the rest of the day exploring Peggy's Cove. It was a great afternoon of visiting in the tiny fishing village, doing some shopping and taking pictures of one of the most picturesque areas in the world. We headed back later that night and retrieved the MG and it was perfect. (I might add, that was to be the end of any car trouble for the whole rest of the trip. Hooray!)

*Peggy's Cove*

*Sitting on the axle*

*Fresh Mussels for Dinner*

*(Continued on page 9)*

## British Marques in the Park

*by Lise Brown*

As the Windsor-Detroit MG Club enters its 25th anniversary year, we are marking the occasion by hosting a celebration of British cars and motorcycles in Windsor, Ontario Canada, and in the spirit of giving back to the community, the event will also be a fund raiser for the Windsor Regional Hospital Foundation - Oncology Program.

**Friday, June 24**
Here are just a few of the activities planned:
Winery tour of Award winning Essex County wineries
Funkhana in the parking lot of the host hotel, the St Clair Residence and Conference Centre.
Evening BBQ and get together at the host hotel.

I can assure you that the party committee is planning a great evening with even more surprises in store, so stay tuned!

**Saturday June 25**
We'll celebrate our beloved British cars and motorcycles at the event show field in Malden Park. The show will include awards, dash plaques for the first 200 registrants, door prizes, a silent auction, and much, much more. And of course, vendors, food and beverage providers and lively entertainment will be on hand to round out the event.

Event Regalia
T-shirt $12 with your pre-registration and $15 after the cut-off date and at the event.
Commemorative poster (artist Marty Hunt) $5 while quantities last.

Ordering details for T-shirt and poster are on the event registration form on the opposite page.

## 50/50 Cash Draw winner for March

*by Lise Brown*

Congratulations to **John Woodall**, winner of our 50/50 cash draw, held at the March club meeting. The next draw will be on April 13, 2005 at the Brass Pointe Restaurant.

Just a reminder, tickets are $1 each or 3 for $2, and the winner gets half of the night's receipts plus half the pot. The other half is then added to the amount collected at the following meeting thus increasing the amount to be won each month. Have your cash ready when you come to the next meeting; you could be the next lucky winner.
Winners to date: Dave Torby, Jack Renaud, Anne Astley, Ted Hight, Drew Hastings, Mark Wallace, John Woodall.

## Blaming Lucas Again? Look Closer to Home

*by Rick Astley*

I recently met with a designer who works for one of the largest starter motor manufacturers in the world. He told me that the single biggest cause of starter motor failure is attempting to start the car with a discharged battery. He explained that a certain amount of power is necessary to get the starter cranking the engine, and if the battery cannot deliver all that is necessary, what electrical energy it does supply is simply turned into heat that burns insulation, fries brushes and melts welded and soldered electrical connections in the starter motor.

As he told me this I remembered a couple of occasions when people had related to me how their starter motor that was perfectly good when they stored there car at the end of October, was discovered — when they tried to start the car 5 months later — to have mysteriously failed during hibernation. Of course, they blamed Joseph Lucas, the Prince of Darkness, for this expensive misfortune. Even if his starter motor wasn't turning, poor Joe Lucas must have been spinning rapidly in his grave because the real culprit in each of these cases was probably the car's owner.

We have all read articles on how to bring our cars out of the long winter hibernation and we religiously check the fluids and pump up the tires, but darn it, we meant to charge the battery a couple of days ago and forgot. Never mind, we'll give it a try and maybe it will start. A brand new battery looses about 0.2% of its charge per day so after 5 months it will be down to about 74% of full charge. An older battery might self-discharge at a rate of 1% per day which could bring its charge down to only 22% of the maximum. On top of that, the first start of the season is the hardest. The oil has drained out of the oil-ways and the bearing surfaces and cylinder walls are dry. The fuel in the float chambers has become gummy and so the engine is going to have to do a lot of turning before fresh fuel reached the cylinders. Months without heating has allowed moisture to ingress into the ignition system components and getting a good spark is going to require a fast spinning engine.

So if you are thinking of starting your car in the next few days and haven't trickle charged your battery over the winter, get out and charge it for about 48 hours at 2 Amps or the lowest setting on your charger. That will help rid it of sulphation, a phenomenon in which crystals build up in an inactive battery and impedes charging and discharging. If you simply must start the car and don't have time to charge the battery, consider jump starting it, connecting and running the donor vehicle for several minutes before cranking the recipient car. Your starter motor and the ghost of Joseph Lucas will be glad you did.

# British Marques in the Park

**All British Car and Motorcycle Show**

June 24-25 2005, Windsor, Ontario, Canada

Hosted by the Windsor-Detroit MG Club

## Event Registration Form

### Registration fee

Before June 1, 2005: **$15** for first vehicle, **$10** for second vehicle registered by same owner (no charge for additional vehicles registered by same owner.)
After June 1, 2005 and at gate: **$20** per vehicle.

Send this completed form along with a cheque or money order (payable to *British Marques in the Park*) to:

Scott Turner
2348 Gladstone Avenue
Windsor, Ontario N8W 2P1
Canada

If you require further information you can reach Scott by phone or email.

Telephone: 519-254-9510
Email: scott@wdmgc.com

### Participant and vehicle information/registration

Name _____

Address _____

_____

Telephone _____ Email _____

**British vehicle(s) entered**

Marque _____ Model _____ Year _____

Marque _____ Model _____ Year _____

Marque _____ Model _____ Year _____

(If more than three vehicles, list on back of form) **Registration fee total $** _____

### Optional purchases

**Event T-shirt** $12 with pre-registration, $15 at event. Indicate number of T-shirts per size.

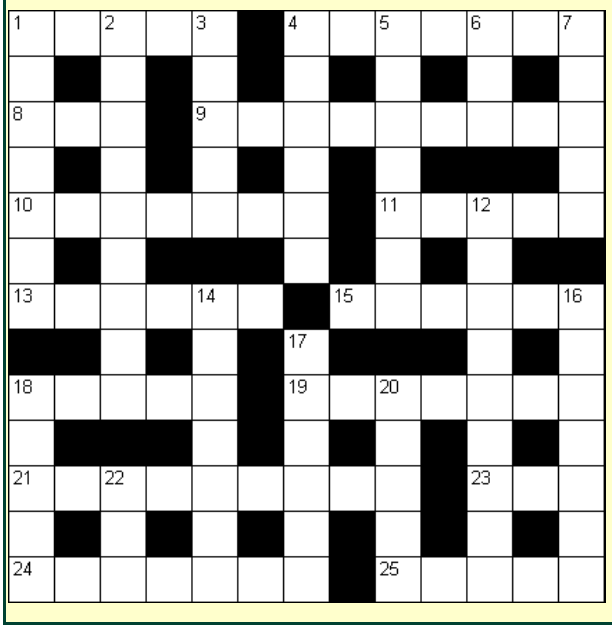
Small _____ Medium _____ Large _____ X-Large _____ XX-Large _____ **T-shirt total $** _____

**Event poster** $5 (while quantities last) Quantity _____ **Poster total $** _____

**Total amount enclosed** (registration fee plus any optional purchases) …… ……. **$** _____

# The Windsor - Detroit MG Club Crossword

Compiled by Rick Astley



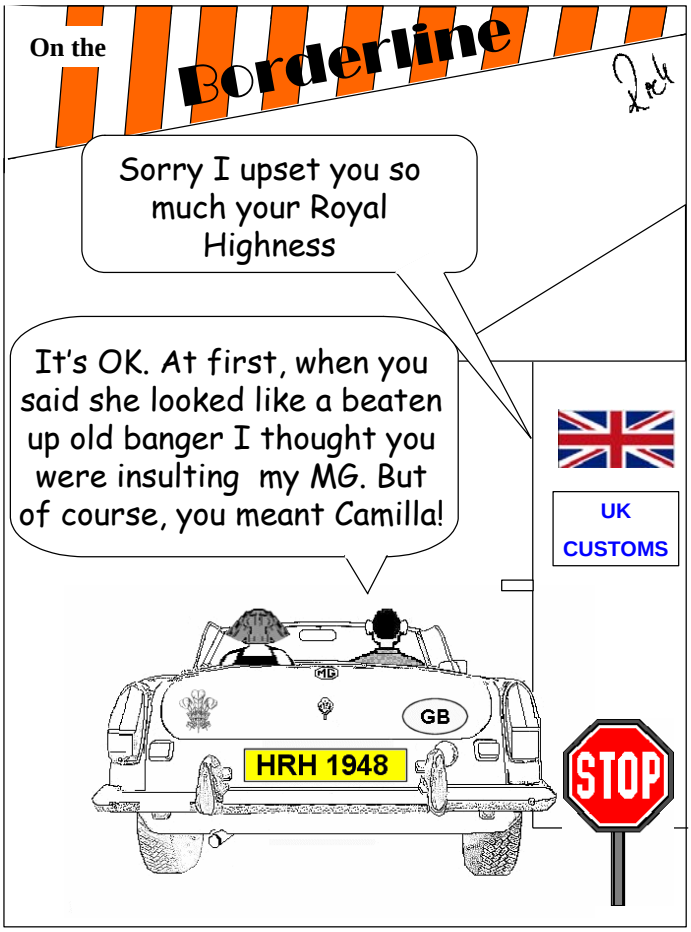
**Across**

1 Race course
4 Ford luxury brand
8 Tear
9 Dynamo rotors
10 Ferrari nationality
11 & 17 MG founder
13 & 23 Canadian meeting place for now
15 Decorates
18 More capable
19 Ameliorate
21 Bike's steering device
23 See 13 across
24 Waterway deepener
25 What limeys call Americans

**Down**

1 Twisting action
2 Insurance evaluation
3 Sandy colour
4 French race track
5 Observed
6 Galley propeller
7 To do with the proboscis
12 Metal destroyer
14 Sound and water stopper
16 Toyota minivans
17 See 11 across
18 Was sore
20 —— and Bess
22 Born

*Solution below*

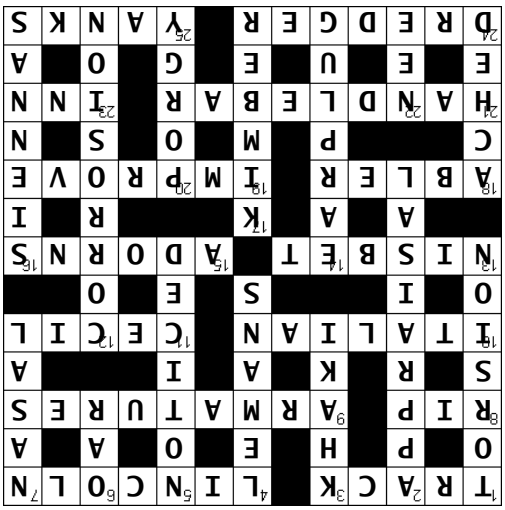



**A Serious Charge**

Two lady MG owners were comparing their cars to their husbands. One asked, "So why do you wish your husband was more like your car's battery". The other replied, "Because my car battery is a low maintenance type and has a positive side"!

**Smart Plant.**

The tiny Mercedes Smart Car has a bad reputation for going in any direction it pleases. It's believed that the pointed front was originally meant to make it aerodynamic but it seems that Mercedes is now trying to propagate them like plants.



*(Continued from page 5)*

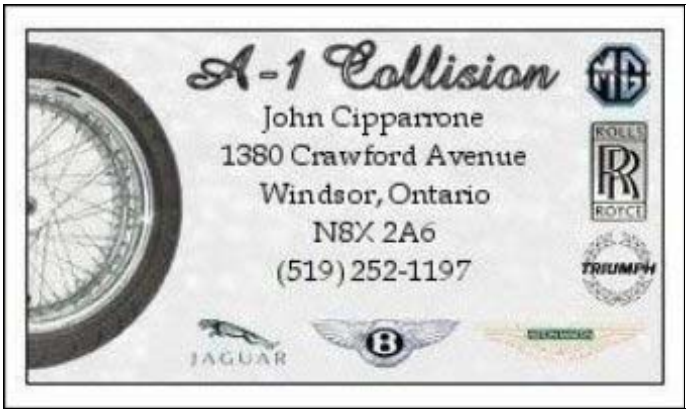
The next few days we spent touring in the MG. We visited a nice town called Mahone Bay and then on to historic Lunenburg. We came across a fisherman who harvested his own mussels, got some fresh ones, bought some garlic, a baguette and wine and had the best dinner at the campsite than you could even imagine. The next day we found a nice Scottish Pub near our camp in Chester and spent some time there as well.

During the whole stay we really wanted to head to the northeast tip of Nova Scotia and drive the cliffs of the Cabot Trail. Unfortunately during the whole time it was foggy and rainy in that part of the province so we never made it. After breaking camp we spent an afternoon on the Harbour front of Halifax and even walked through some historic buildings that Lise had been involved with 20 years earlier when she worked for Parks Canada. She really enjoyed seeing the end result of all the time she spent researching and doing the necessary renovation drawings.

We then headed north through Nova Scotia, back into New Brunswick and found a camp just south of Fredericton. The camp owners were originally from England and use to have an MGB-GT. They were happy to see an MG again.

The next day we spent time in Fredericton and then headed all the way north back into Quebec well above Quebec City. We took back roads toward Ontario and spent our usual afternoon at our favourite deli in Montreal. Another stop overnight (this time at a motel, it was raining) and we were back on the road. We camped at a nice park right on the St. Lawrence River for our last night. On the last day of driving down the 401, the MG clicked over 200,000 miles and I was lucky enough to grab a picture while I was driving. (Note: Don't try this at home!) We finally made it into Chatham just in time to meet the rest of our MG Club at the summer picnic at my brother's house.

It was a great trip that I would recommend to anyone. Just as a footnote though, after I got back I was able to put a trailer hitch onto the MG and with the gracious loan of a small utility trailer from Jeff Zorn, we took our next trip to Watkins Glen with all our camping stuff, but only needed the one car!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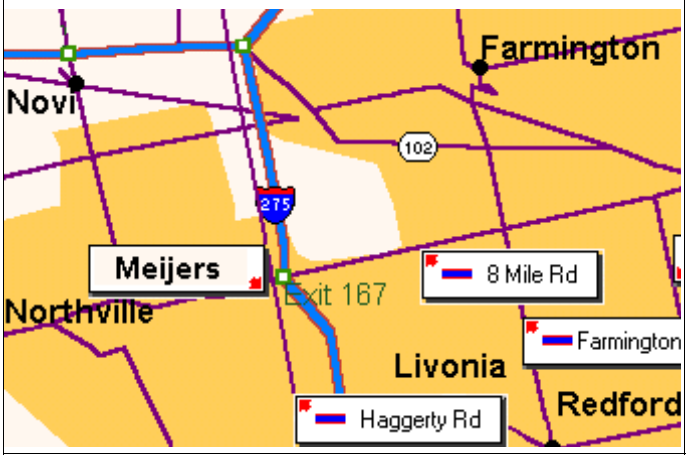
# KIMBER BIRTHDAY BASH

***New Route this Year!*** ***Saturday, April 9th 9:00 am***

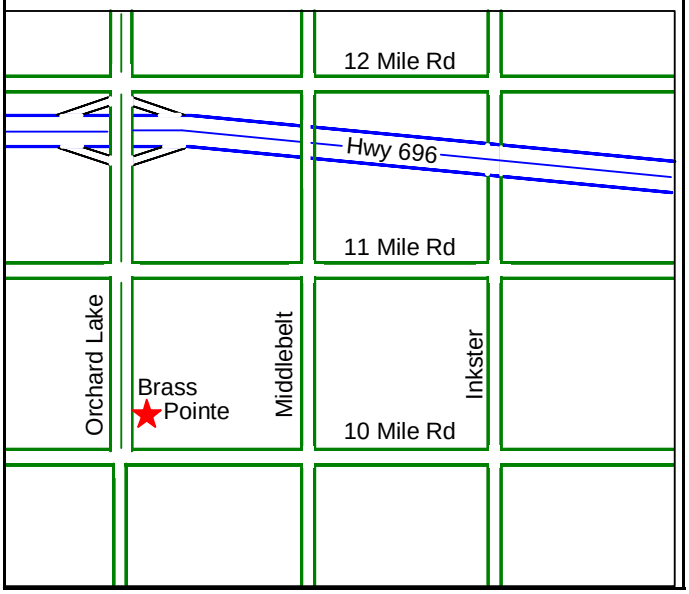
Each year, together with other Michigan British car clubs, we celebrate the birthday of MG's founding father Cecil Kimber who was born on April 12th 1888 in south London. We will gather at our usual west side meeting point, in the Meijer parking lot at 8 mile and Haggerty.

This year Ed Fleming has planned a new route from that we have used in the past, and knowing Ed and his racing history, there will be some twists and turns to negotiate that will make for some fun MG driving. Don't worry about keeping up though, we will be following Ed in his VW camper and everyone will be reminded at the start to follow our touring rules, the most important of which is look out for the car behind. We will go directly to the Delhi Café at 4625 Willoughby Road in Holt to toast Cecil and to enjoy good company, lunch and birthday cake. Those who prefer to go directly to the restaurant can meet us there at noon.




## April Meeting

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




## Calendar of Events

■ - **Windsor-Detroit MG Club Event**
☐ - **Organized participation by W-DMGC members**

### April

| | | |
|---|---|---|
| ■ | **Sat. 9th** | **Kimber Birthday Bash** See this page |
| ■ | **Wed. 13th** | **Monthly Meeting** - Brass Pointe, Farmington |
| ☐ | **Sun. 17th** | **Ancaster All-British Flea Market -** Ancaster, ON. Contact Scott Turner, see page 2. |

### May

| | | |
|---|---|---|
| ■ | **Sat. 7th** | **Rivertech Trip -** Ypsilanti, MI |
| ■ | **Wed. 11th** | **Monthly Meeting -** Nisbet Inn , Windsor |
| | **Sun. 15th** | **British Only Auction -** Orangeville, ON See this page |

### June

| | | |
|---|---|---|
| ☐ | **Sat. 4th** | **London BBC Classic Car Show** London, ON |
| ☐ | **Sun. 5th** | **The British Return to Fort Meigs** Perrysburg, OH |
| ■ | **Wed. 8th** | **Monthly Meeting -** Brass Pointe, Farmington |
| ☐ | **Thur. 9th Sun. 12th** | **British V8 Meet—Terre Haute, IN** www.britishv8.org/index2.htm |
| ■ | **Sat. 18th Sun. 19th** | **Stratford Festival Tour -** Stratford, ON |
| ■ | **Fri. 24th Sat. 25th** | **British Marques in the Park WDMGC All British Car and Motorcycle Show -** Windsor, ON Friday evening Meet and Greet: St Clair College Residence - Windsor Saturday Show: Malden Park - Windsor |

### July

| | | |
|---|---|---|
| ☐ | **Sat. 9th Sun. 10th** | **Mad Dogs & Englishmen,** Hickory Corners, MI |
| ☐ | **Wed. 12th Sun. 16th** | **NAMGAR GT-30 -** Mackinaw City, MI www.gt30.blackmga.com |
| ■ | **Wed. 13th** | **Monthly Meeting -** Windsor venue TBA |

## British Only Auction

This popular event will be taking place Sunday, May 15th, 2005, at Caledon Creek Farms, 207393 Hwy 9 East, Orangeville, Ontario. There will be approximately 235 lots, 50 toy lots and 125 lots of parts and miscellaneous as well as 60 cars and/or project cars. Showing will be from 9 am Saturday May 14, with auction bidding beginning at 11 am Sunday May 15. For further information, visit the event website www.kmrestorations.com or contact Ken Mason at 519-942-1722

# Classified Advertisements

**Parting out 1974 MGB**. Engine, trans, rear axle, front cross member w/ suspension, good windshield in frame, top bows, decent boot lid, wire wheels, and much more. I am even willing to deliver big and/or heavy parts.
Call Mark Wallace 248 591 6076

**MG Parts for Sale** First time offering of excess inventory from a British car repair shop. This is the owner's 35 year collection of parts. A partial listing of items are as follows: engines, transmissions, generators, alternators, distributors, carburetors, etc. Also available are body panels for MGA, MGB & Midget. Reasonable prices. Call Downriver Sports Cars, John Coleman for further information. Telephone 313-381-2540.

**1959 MGA** Mid-restore, all needed parts plus many spares and NOS included. Engine already done with about 3,000 miles on it. Owned for 35 years, driven for five, in storage 30. All exterior rust conquered, frame solid, some interior panel work (inner fender) to complete. Asking $7,500. Contact Richard Alan, Grand Blanc, MI; Phone 810.695.2045 or wesson@triton.net

**1971 Midget Parts.** Good 1200 engine/trans, hood, doors, deck lid, windshield frame, rear axle, and a clear title.
$250 or best offer.
Jason Hogan 734 675-0982 janethogan@sbcglobal.net

**1951 MG-TD and 1967 Midget**--TD apart and Midget is mostly together but doesn't run. Some spare parts. Both have been garaged for over 15 years. Located in Plymouth, MI. Prefer to sell both as a package for $6500.
Call 734-604-0378

**1977 MG Midget Parts** Complete engine, dash with gauges, 2 leaf springs, 1 trunk, 2 jacks, glove box door, 2 tail LT lens, "midget" letters, Lucas Alternator, starter, new spark plug wire set, 2 chrome headlight bezels, exhaust manifold & pipe, master cylinder, turn signal, horn & wiper lever, roll bar hardware, mirrors, drivers vent window, new flex channel weather-strip, PH 922 A oil filter, plus misc box of parts, would like to sell as one complete package.
Greg at W - (248)689-3300 or H - (248)650-9727.

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

**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

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