The Can Am CONNECTION

Vol. 26, No. 1 - Newsletter of the Windsor-Detroit MG Club January-February 2006

'TWAS TWO WEEKS BEFORE CHRISTMAS AND ALL THROUGH THE PLACE

GIFT GIVING ABOUNDED

SEE THE SMILES ON EVERYONE'S FACE!

The Can-Am Connection
is published 10 times a year by the Windsor-Detroit MG Club, Inc.
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The Windsor-Detroit MG Club

Ellen Stuban — Editor

The Runaway MGB

(A true MG winter experience)

By Ralph Poupard

Sometimes desperation and frustration can lead to a person doing something outlandish that they would not normally do. Chaining yourself to a 300 year old tree to save a virgin forest from being logged comes to mind, or maybe plastering "lemon" signs all over your oil burning Chevy Vega after the dealer told you the warranty was up and *you* had to pay to have the engine replaced. The desperation in this tale was neither as noble as locking yourself to a tree while lumberjacks stood nearby revving their chainsaws, nor as potentially embarrassing to family members as driving around town in a smoking, lemon stickered Vega. But desperation with a little stupidity thrown in is the only way I have to explain how I came up with the idea that you will soon read about.

After our wedding in 1974, Kathi and I lived near Gesto, Ontario, where we continue to live. If you don't know, (and most people don't) Gesto is just about as close to the center of Essex County as you can get. We enjoyed the country life, especially in summer. In those days I drove the MGB year round. In the winter I installed the factory fiberglass hardtop and the MGB performed valiantly. It always started on the coldest days and could plow through snow drifts that would grind many larger cars to a halt. The MGB rarely got stuck in the winter despite it's low slung stature. One aggravation where we lived was when trouble-making local kids would come along late at night in a large pickup truck or 4 wheel drive vehicle, (the term SUV was yet to be invented), and push down the rural mailboxes along the entire road. Most times your mailbox itself was flattened beyond recognition. This happened twice within the first year we lived here. After the second time I declared war. I went to a salvage yard and bought a length of heavy gauge 4" iron pipe. This pipe had a wall thickness of about 1/4". I then dug a deep hole and cemented the pipe into the ground. And the final "piece de resistance": I filled the pipe with cement. "If one of those clowns hits this with their pickup truck, they are in for a big surprise", I said to Kathi.

The winter of 1976 - 1977 was a fairly tough one. I shoveled the driveway by hand at that time, moving huge drifts of snow as it continually filled in. Our neighbor finally took pity on me and came and scraped it with his tractor. No need to pay him, he was happy to do it, and someday maybe I could do a favor for him. One day I came home from work in the middle of a wet snow and rain storm. I pulled the MGB under the canopy in front of our garage, and left it for the night. I had been doing some woodworking and there was no room in the garage.

Continued on page 3

The Runaway MGB continued….

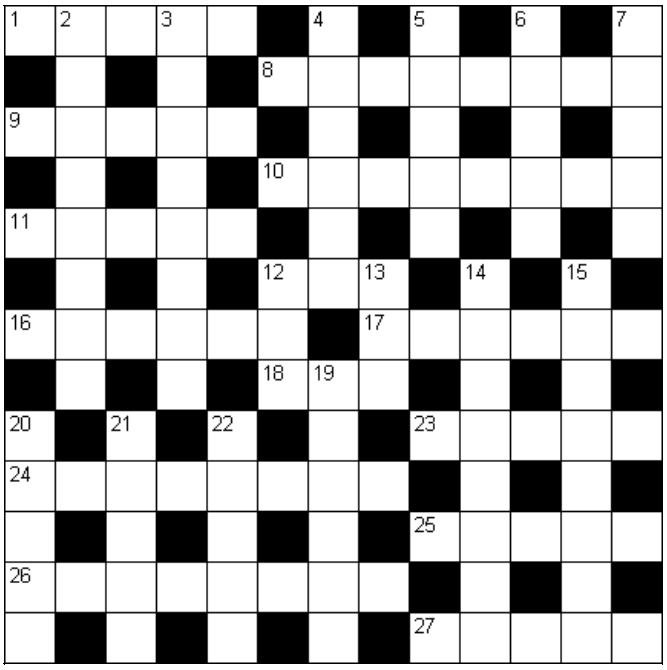
The next morning when I came out and started the car it would not move. I discovered that both front tires were sunk into icy ruts, and the rear wheels were sitting on ice with water on top. No amount of rocking would budge the MGB. I tried pushing the car, but the best I could do was to rock it, but not get the front tires free of the ruts. I was upset that I would be late for work.

At the time I was a supervisor at our small company, and I used to try to set a good example. "I've already taken 2 snow days" I grumbled. Then I devised a plan. Not a wise plan in retrospect, but it was a plan. I would leave the car in reverse with the rear wheels spinning on the ice, give the car enough of a push to free the front tires of the ruts and jump back in. What can I say, it seemed feasible at the time. The MG was by now warmed up, so I pushed the choke all the way in and put the car into reverse. I went to the front of the car and started to rock it. Finally it broke free of the ruts. Everything might have gone according to plan, except that as the car was released from the ruts, I slipped on the ice and fell down! **The MGB was backing down the driveway on its own!** I can tell you friends, an idling MGB in reverse moves a lot faster than you'd think. As I scrambled to get back up and chase it down, the B continued to lope down the driveway. At first I was expecting it to go across the road and get stuck in the small ditch over there. But no, it started to veer off on an angle towards..... you guessed it, my indestructible mailbox! To make matters worse, the open driver's door threatened to get hooked on our lamp post that was about ten feet before and to the right of the mailbox. In the meantime I was scrambling across the wet ice on the driveway, keeping up with the B, but unable to make a sufficient gain to stop the impending doom. What a wild scene it must have been! But as the driverless MGB continued to head off towards the mailbox, fate intervened. It had trouble negotiating the frozen remnants of the snow bank that my neighbor had ploughed from the driveway. This slowed its progress enough that I was able to catch up to it. I dove in and knocked the gear lever into neutral and the B stopped with about 3 feet to spare before the driver's door was to get bent around backwards by the lamp post!

I laid there for a few minutes, panting. Of course the MGB was again stuck, this time partly off the driveway, with the left rear wheel over the edge of the frozen snow bank. I had gotten so lucky I didn't care, and I was late for work that day after all, as I spent the time to free it by more conventional methods!

MGB with the lamp post and mailbox in the background

CROSSWORD COMPILED BY RICK ASTLEY

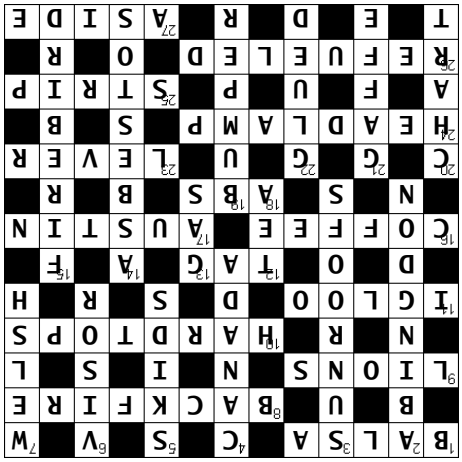


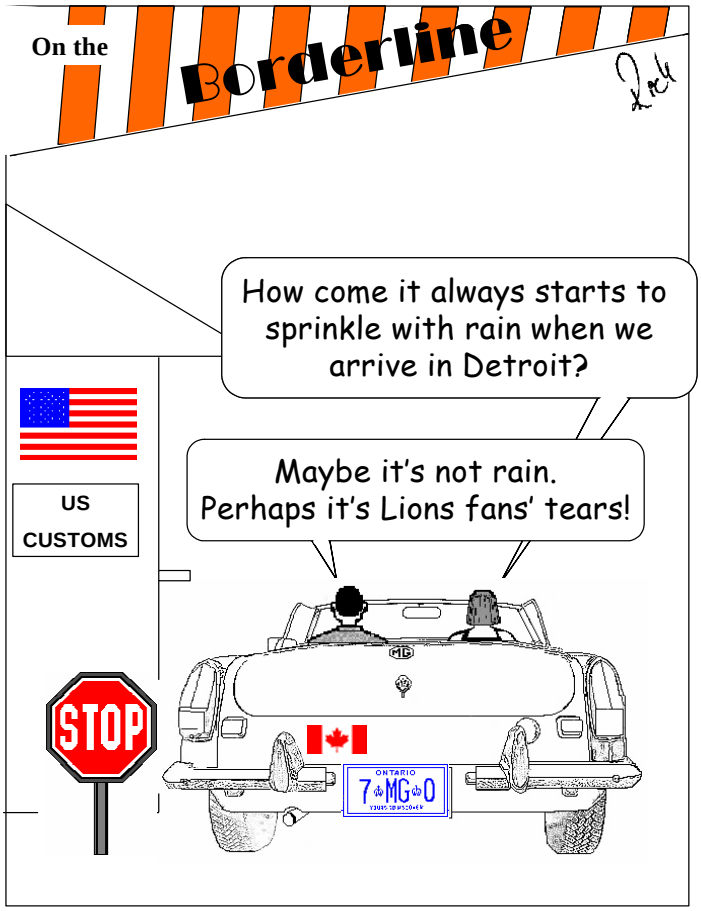
Across

1 Very light wood
8 Explosion in exhaust
9 Detroit gridironers
10 Convertible alternatives
11 Cold house
12 License plate sticker
16 Tim Horton's speciality
17 Mini maker once
18 12 down stopper
23 Gear change rod
24 Main front light
25 Remove paint
26 Filled up again
27 Remark made in undertone

Down

2 MG home town
3 Holes in car tops
4 Saskatchewan's country
5 Slides on pavement
6 Sun screen for cars
7 A British nationality
12 4:00 pm London quaff
13 Auto fuel for short
14 Banned brake shoe material
15 Pontiac sports car
19 Impact absorber
20 Map of sorts
21 Faux pas
22 Fixed with adhesive





THE KNOCK-ON EFFECT

By Rick Astley

I run a web site concerning MGB Electrical Systems, and as a result, I field tens of questions each week concerning problems that MGB owners worldwide have with their cars. In the last few months there have been several, including some from W-DMGC members, describing the same problem — poor engine performance and running-on after the key is switched off.

In each case I have responded that I do not think the problem is electrical; it's an economic one! People are using cheap gas!

The MGB high compression engine — that's all those imported here — was designed to run on 98 octane (Research method) fuel. In North America ,which uses an average of Research and Motor method of octane measurement (note the (R+M)/2 on the pump next time you fill up), that equates to about 93 octane fuel.

The octane number is an indication of the fuel's resistance to pre-ignition or "knock" due to the heating of the air/fuel mixture during the compression cycle. Anyone who has used a bicycle pump knows how air heats as it is compressed, and that's just what happens in the car's cylinders If the mixture explodes due to compression heating then it will work like a diesel and need no spark ignition. Thus it can run with the key off. Gasoline engines run inefficiently as a diesels, but more importantly, may catastrophically fail; that characteristic diesel "knock" resulting in a hole being blown in a piston or crank bearing failure.

Mix some octane-booster with that cheap tank of gas and buy premium fuel thereafter. Alternatively, consider using octane-booster all the time. A US$2.00 bottle should bring 20 US gallons of regular fuel up to premium octane. So if, as is the case today, premium gas costs more that 10 cents per gallon than regular, octane-booster makes economic sense. That's probably more true in Canada where gas prices are even higher than in the US.

Presidentially Speaking

By Ralph Poupard — Club President

It seems hard to believe that another year has passed. The warm weather of the early Autumn that allowed us to drive our cars longer than expected has given way to bitter cold. The MGs are silent, and we may as well try to make the best of it. The Hibernation Party is coming up on February 11th. It makes for an enjoyable night out in mid winter, so make sure to get your application form in. More information is available in this newsletter. It is also time to thank everyone who helped out with the club this year. That includes the board members, those who organized events, and everyone that helped at events and in other ways. Without your efforts the Windsor-Detroit MG Club would not be what it is today. Thanks would not be complete without a heartfelt thank you to Dave Hornby and the entire British Marques in the Park organizing committee for their huge effort, as well as Ron Foster of the Windsor Regional Hospital for his assistance in making the show a success.

The club membership roster has climbed to well over 200 member families plus commercial members. We had a very busy event schedule last year, and hopefully you were able to take part in some of the events. The camaraderie of the Windsor-Detroit MG Club is what makes it so great. There are always members willing to help out in the event of difficulties with your car. We are fortunate to have experts in the British car field among our membership ranks. During the past year we also became a chapter of the North American MGA Register (NAMGAR)

The last 2 club meetings have been very well attended. In November our first meeting at the Glasgow Moate went very well. There were members in attendance that we hadn't seen for a while, and it was great to see you again! The venue is large enough to handle us, and the owner has offered to reserve the front parking lot as "British car parking only" once our cars hit the road again. Being on a busy Windsor street it should help to spark some public interest when the lot is filled with classic British cars. We have our own area to hold the meeting and a microphone as well. Despite the fact that they have a large smoke filter for cigarette smoke, it was still a bit of a problem for some non smokers, and for that we apologize. Effective June 1st, Windsor becomes a smoke free community in public places, so if you are a non-smoker after a few more meetings you will be all set. The December gift exchange meeting at the Brass Pointe in Farmington Hills was also very well attended, overflowing into the main dining room for the first time I can remember.

Now for a couple of announcements of a somewhat less happy nature. Because of other commitments of members of last year's British Marques in the Park organizing committee, and difficulties finding a suitable weekend due to MG 2006 in Gatlinburg TN and other conflicts, there will not be a repeat show this year, unless an 11th hour miracle takes place. Hopefully we can return another year. Secondly, I have decided after much deliberation that I will not seek a 3rd term as President of the Windsor-Detroit MG Club. Other commitments are spreading me too thin making it very difficult to give the President's position my full attention. Rest assured I will still be around to help out at events, attend events, write articles for the newsletter, and as always remain a strong supporter of the club in any way I can. You are a great group of friends, and I thank you for giving me this opportunity.

OK, enough of the serious stuff. Only 12 weeks (83 days) until spring! It will be here before you know it. Time to start to tackle any jobs on your car that were nagging from last year. Time to start planning for the annual Stratford weekend, MG 2006, London BCC Classic, Mad Dogs, Battle of the Brits, Bronte Creek, etc. etc. Oh boy, I'd better get busy.

Safety MG Fast

Ralph

Please join us for the

Windsor-Detroit MG Club Hibernation Party

Saturday, February 11, 2006
Windsor Yacht Club
9000 Riverside Drive East in Windsor

Menu

Demi rolls with whipped butter

Seasonal salad with house herb vinaigrette

Your choice of one of the following
- Roast Prime Rib of Beef with au jus,
- Chef Rob's Chicken Breast, stuffed with wild mushrooms &sun dried tomatoes

or

- Grilled Fillet of Atlantic Salmon

Roasted red skin potatoes and seasonal vegetable medley

Dessert, Tea and Coffee

Be sure to get your dinner reservation form and payment to us no later than Jan. 27, 2006
The form is available in this newsletter and on the club website.

Raffle Prizes

The donation of prizes or gifts from members and/or their companies is always appreciated. If you can help out in this regard, please contact Lise Brown or Anne Astley. Telephone numbers are on the dinner reservation form.

Entertainment

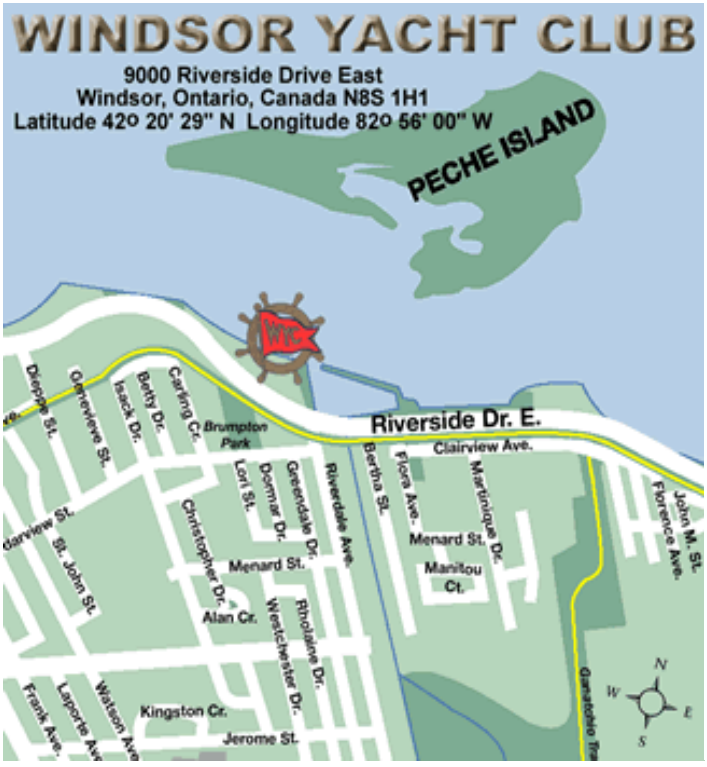
Following dinner, The Dave Clark Four will get the party started with music that is sure to keep the dance floor hopping, so have your dancing shoes ready!

Cash Bar

Cocktails, beer and wine will be available. Terms are cash (Canadian currency) or credit card.

Dress

Anything from smart casual to tuxedos.



Party Time

Cocktail hour begins at 6 pm
Dinner will be served at 7 pm sharp.

Getting there from the Tunnel

On exiting the tunnel,
Turn right onto Park Street East
Turn left onto Goyeau Street,
Turn right onto Riverside Drive
Continue eastward on Riverside to the Windsor Yacht Club, which will be on your left.

The WYC is about 10km (6.2miles) from the tunnel exit.

WDMGC Hibernation Party - Dinner Reservation Form

Use the form below (hand drawn copies are fine) to reserve your place at the party. Please make sure that your form and payment reach us by January 27, 2006 at the latest. Unfortunately, forms and cheques received after this date may be returned. Forms will be dated upon receipt and in the event that the party becomes over-subscribed, they will be handled on a first-come, first-served basis. Return completed form to either Lise Brown or Anne Astley:

Lise Brown
1970 Loraine Avenue
Windsor, Ontario N8W 1P4 Canada
tel: 519-258-5987

Anne Astley
28404 South Harwich Drive
Farmington Hills, MI 48334-4281 USA
tel: 248-737-1978

Raffle prizes*:* Donations of prizes for the raffle table are always appreciated and will be duly recognized. We thank you in advance for your generosity.

Prices quoted are *per person*

	Roast Prime Rib of Beef	**Stuffed Chicken Breast**	**Grilled Atlantic Salmon**
Member and one guest (per person)	Cdn$32.00 / US$28.00	Cdn$27.00 / US$24.00	Cdn$25 / US$22.00
Additional guests (per person)	Cdn$42.00 / US$36.00	Cdn$37.00 / US$32.00	Cdn$35.00 / US$31.00

If a special diet meal, such as vegetarian, is required, please indicate “Special” in the form and price as per Grilled Salmon.

Name: _____

Phone: _____ Email: _____

Address: _____

_____

Names	**For each person indicate beef, chicken, salmon or special**	**Enter price per person See list above**
Member		$
Guest		$
Additional Guest 1		$
Additional Guest 2		$
Total value of cheque enclosed	$	

*US cheques payable to **Windsor-Detroit MG Club** - Cdn cheques payable to **Lise Brown***

2006 STRATFORD TRIP

Friday/ Saturday/Sunday June 16th, 17th and 18th 2006
"Oliver! AND "South Pacific" musicals at the Stratford Festival

Friday June 16th – Oliver! (optional) 8.00 pm performance

In Victorian London, the orphan Oliver Twist is adopted by a gang of child pickpockets run by the sinister Fagin and his brutal accomplice Bill Sykes. A gentlemanly philanthropist tries to rescue him – but it is on the courage of Sike's girlfriend, Nancy, that Oliver's fate must ultimately depend.

Saturday June 17th – South Pacific 8.00 performance

On a pacific island, during the Second World War, nurse Nellie Forbush and Lieutenant Cable, a young Marine on a dangerous mission, both fall in love with local residents. But prejudice casts its shadow over both romances, and even these two loving hearts have lessons of tolerance and understanding to learn.

We have booked the whole Westover Inn Hotel once again (built 1867) at nearby St Mary's for the Friday and Saturday evenings.

New for this trip is our stay for the Friday night as well. If we stay the two nights, we will get complimentary breakfasts. If enough of our party decides to stay Friday night as well, the Westover will arrange a BBQ for us in the grounds. We will also dine here prior to the evening performance of "South Pacific" on Saturday.

Many of the rooms for Friday and Saturday are already booked by us, so please call them (or your favorite B and B) and make your reservation under "MG Tours". The Westover's phone number is (519) 284 2977. Rooms only held until December 31st !!!

I will also need a check for your tickets, so please call me when you have made your reservation and send me a check (US funds, US checks only please. …Or cash by hand) for $120 for each 2 tickets. I will have an exact ticket price in the New Year

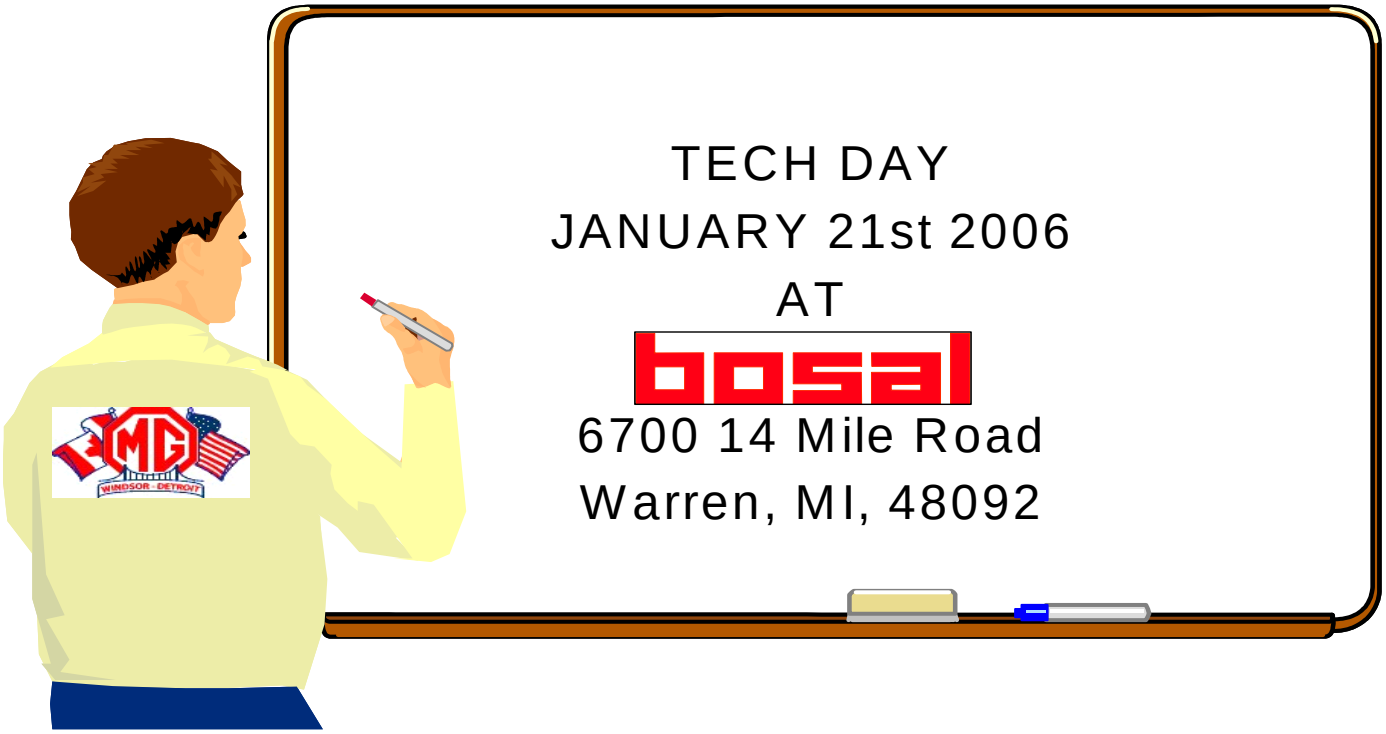
If you have an e-mail address that you use regularly, then l would also like those details.

Give me a call !!!!!

Philip Wiltshire
3105 Exeter Drive
Milford, MI, 48380

Home phone: 248 676 0986
Cell phone: 586 354 8855

E-Mail: pwiltshire@comcast.net



10 am – 11.30 am - Tyres Tech Session

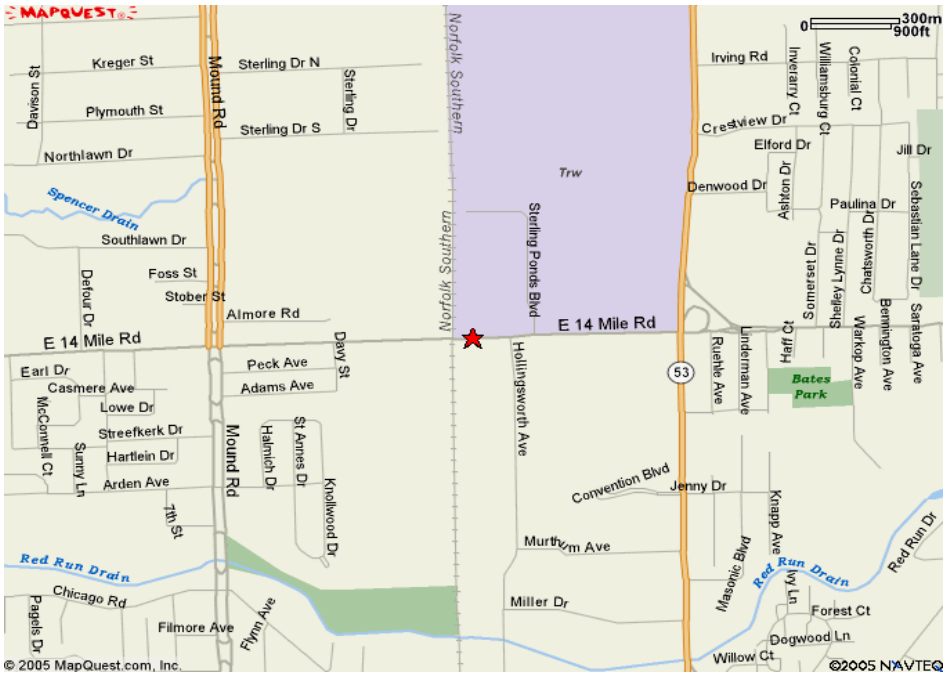
11.30 am – 12.30 pm – Pizza Lunch/movie shorts

12.30 pm – 2.00pm – MG Electrics Tech Session

Philip Wiltshire 586 354 8855 pwiltshire@comcast.net

Meeting location:

★ Bosal,6700 14 Mile Rd, Warren, Michigan 48092



Directions:

North on Mound from I696. Right (east) on 14 Mile Road. We are on the right side (south) next to the railroad

EnjoyClassicCars.com

A Regional Website for the Classic Car Enthusiast

If you have access to the Internet, check out this web site and become part of the circle. The site is run by MG and Italian car enthusiast Peter Pleitner who is a professor in the vehicle restoration portion of Washtenaw Community College and who facilitates our annual trip to Rivertech

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Club awards - Call for nominees

By Lise Brown

All right folks, the time has come for you to help determine this year's recipients of our coveted club awards. Please review the awards criteria, and nominate the members whom you believe are most deserving of each award and why - just a few words are fine. You can use the form below or a reasonable facsimile.

You can submit your nominations to Lise Brown or Rick Astley a number of different ways; by phone, email, snail mail, or by bringing the completed form to the next club meeting. Please refer to the club roster for the telephone numbers and relevant addresses.

The deadline for submissions is January 27, 2006.

As always, the awards will be presented at the Hibernation Party, which this year will be held on Saturday February 11, 2005 (see details elsewhere in this newsletter and on the web site). We sincerely hope you have enjoyed the numerous 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.

Award Nominees 2005

Founders Award: Given to the member 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.

Nominee(s):
Reason:

Rookie of the Year: Given to the new member 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.

Nominee(s):
Reason:

Navigator of the Year: Given to the "Travelling Companion" or "Navigator" who has contributed the most to the club over the past year.

Nominee(s):
Reason:

Hard Luck Award: Given to the member who has had the most problems with his/her British car during the past year (or suffered a notable loss or hardship in that regard.)

Nominee(s):
Reason:

Lucky Lucas Award: Given to the member who has had the most electrical problems with his/her British car during the past year (or a combination of electrical and general malfunction.)

Nominee(s):
Reason:

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.

WDMGC Board Elections
Call for nominees/volunteers

A reminder to all members that in accordance with Article 16 of the WDMGC by-laws, an election must be held every year for the following positions: President, Vice-President, Secretary, and Treasurer.

"The term of office for any elected position shall be one year. The maximum number of consecutive terms a member may hold in an office effective January 1, 1995 is three (3). A member who has served three consecutive one year terms in an office may run again for the same office after a one year term break. That member may run immediately for a different elected office."

Please forward your nominations as soon as possible to the club secretary either by phone, post, or e-mail (see details below), or submit them by hand at one of the next two monthly club meetings. The form below is provided for your convenience.

The election of officers will take place at our Annual General Meeting, held in conjunction with the Hibernation Party, on 11th of February, 2006 at the Windsor Yacht Club in Windsor, Ontario. Details of this event are available on the club web page.

If you are willing to participate in some capacity other than an elected office, remember that volunteers are always welcomed for new and/or existing committees, offices, or duties. Any help you can provide will be welcomed and appreciated. Any board member may be contacted to find out where help is needed, and what level of commitment is involved.

Scott Turner
Secretary, WDMGC

Telephone: 519.254.9510
E-mail: turnerscott@mdirect.net
Postal Address:
2348 Gladstone Avenue
Windsor, ON N8W 2P1
Canada

Club Elections - Nominations Form

President:
Nominated by:
Seconded by:

Vice-President:
Nominated by:
Seconded by:

Treasurer:
Nominated by:
Seconded by:

Secretary:
Nominated by:
Seconded by:

V8 SNOWBLOWER

For the man with everything - the V8 Snowblower

If you're tired of anemic, one-lung snowblowers with their slipping drive belts, you might consider Kai Grundt's V8 snow blower, which raises the bar on the traditional snow blower in every respect. With electric start, electric block heater, antifreeze heater and eight cylinders, it has no drive belts to freeze up and you'll never get bored with the job as the 454 cubic inch big block Chevrolet V8 produces 412 horsepower, 430 foot pounds of torque and can throw snow 50 feet at just 3500 rpm. Nor will you get cold as the machine has been ingeniously designed to route the engine coolant through the handle bars, with the rear mounted, enclosed radiator keeping the operator nice and cozy.

The first point to make is that this is not a V8 grafted on a traditional snow blower carriage but a purpose-built unit crafted around a motor of this magnitude. It functions very much like a traditional blower by way of operator input and feedback and offers effortless safe operation.

Maneuvering the massive beastie (it has a total wet weight of 912lbs) is a snack thanks to the hydraulic-drive 4WD skid steer on independent walking beams which offers a zero turning radius. It's also as fast as you like, with an infinitely adjustable speed range on the drive wheels via dash mounted flow control. At the opposite end of the scale, it has more than enough torque to pull your car out of the ditch before the hydraulic motors stall!

Adding to the well-balanced feel of the unit, just 15 pounds of down force on the handlebars will lift the auger blade off the ground in order to climb stairs/walkways for ease of snow removal. Safety has and continues to be paramount with spring return to centre "fail safe" type directional controls with emergency stop and tether cords.

Safety is one of the key theme, with a flashing blue light (as required by law in many areas) being the least of the safety features. No-one will fail to hear you with those twin throaty exhausts, which come standard with 92 decibels at the controls, though if the rumba of a V8 exhaust is music to your ears, you can obviously go much louder. Evan at the standard baffling, hearing protection is strongly suggested.

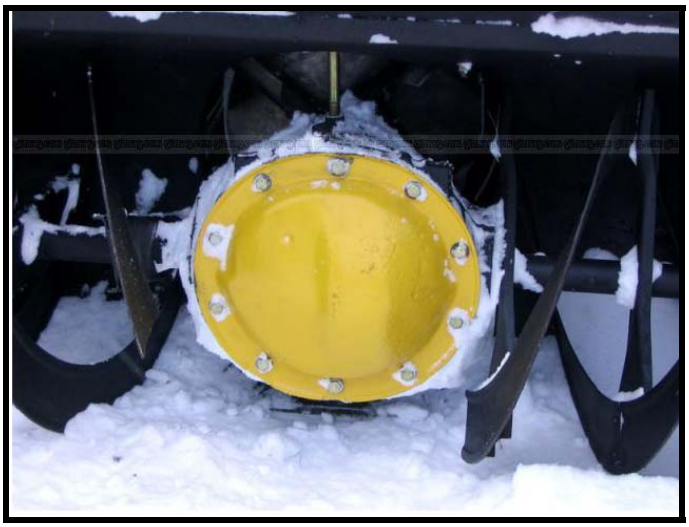
The powerful yard machine lights and a dashboard with backlit gauges complete the package to ease the burden of this normally reviled task

V8 SNOWBLOWER continued...

The custom 42 inch, two stage auger has a Chevrolet 10 bolt truck differential with spool and a centrifugal auger clutch with shear pin protection, further adding to the image of this “automotive theme blower.” As each unit is custom-built, optional extras for the snowblower are both diverse and outrageous as the base unit – there is unlimited auger choices from single to multi stage designs and various motor combinations to suit the religious preferences of the customer (Chevy, Dodge Hemi, Ford) and such exotica as a V-10 or a diesel engine or remote starting can be accommodated.

And if, after a while, you feel you’ve outgrown the 400 horses, this particular engine is well catered for in the performance modification area, with Lunati camshaft, Milodon Gear drive, Holley and Edelbrock components to name a few, and there’s always the fuel injection option too, if you feel you need to throw the snow out of the county or ensure your seat in the “neighborhood blower blingster hall of fame."

The V8 Snowblowers site can be found here (http://www.v8snowblowers.com/) , and if you’re interested in purchasing one of them, drop Sale Manager Kerry Phibbs an email: Sales@v8snowblowers.com.



50/50 Cash Draw Winners

Congratulations to **Guy St John**, winner of our 50/50 cash draw in November, and to **Sandy Kuivenhoven**, December's lucky ticket holder. The next draw will be on January 11, 2006 at our meeting in Windsor.

Tickets are $1 each or $2 for three. The winner gets half of the night's receipts plus half the pot. The other half is 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, Michael Gedeon, Greg Fast, Elvin Davis, Marty Hunt, Guy St John, Rick Astley, Guy St John, and Sandy Kuivenhoven.

JANUARY MEETING

The Glasgow Moate Pub
6124 Tecumseh Road East
Windsor, ON Canada

The pub is on the northeast corner of Tecumseh and Jefferson. The easiest way to get there from the tunnel or bridge is to head east on Tecumseh, turn left at Jefferson (there is a turning lane and traffic lights), then turn right into the front parking lot. Although Jefferson does run from Riverside Drive to Tecumseh, a traffic island precludes any left turn from Jefferson into the front parking lot. If you would still rather take The Drive, you'll need to turn right on Pillette, continue south to Tecumseh, turn left on Tecumseh, then left again on Jefferson (about 10 streets down) as mentioned above. The pub is roughly 9 to 12 minutes from the border crossings.

Although not mentioned by name on the map, Tecumseh Road is the third major east-west artery counting down from the top at the river. The red dot indicates the pub's location.

Calendar of Events

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

JANUARY 2006

■ Wed 11 **Monthly Meeting** - Glasgow Moate
Windsor, ON

■ Sat 21 Tech Day
See details in the Newsletter or the Website for information
www.wdmgc.com/Tech-Session.pdf

FEBRUARY 2006

■ Wed 8 **Monthly Meeting** - Brass Pointe
Farmington Hills, MI

■ Sat 11 **Hibernation Party and General Meeting**
Windsor Yacht Club – Windsor, ON

MARCH 2006

■ Wed 8 **Monthly Meeting** - Glasgow Moate
Windsor, ON

APRIL 2006

☐ TBA Obsolete Automotive Garage Sale - Pointe Edward, ON

■ TBA **Kimber Birthday Bash**
Lansing, MI

■ Wed 12 **Monthly Meeting** - Brass Pointe
Farmington Hills, MI

☐ TBA Ancaster All-British Flea Market
Ancaster, ON

Classified Advertisements

1975 MGB, with rebuilt motor and more. Call Rich Wagner (248-624-9573) or check it out on line at: http://community.webtv.net/OurMGandTR/MGB

1970 MGB, white, for sale in Detroit area. Mechanically in excellent condition and body and interior in good to very good condition. Dayton wheels. Relatively new top and tonneau. Approximately 5,000 miles on "completely" rebuilt engine. Pictures available on request. Email John at jdhertz@hertzbergpc.com, or call my office at 248.540.3200 if you are interested."

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

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

1978 MGB
78,000 miles very nice - new fenders, rockers, black Deltron paint, leather interior, cloth top, Moss lowering kit, downdraft weber carb, stainless exhaust, alloy wheels, [over $8000 in parts], $7,500. Dave Reed 586-781-2716

1971 MG Midget
Red -New convertible top. Interior is in good condition. Has extra doors and windshield. Starts, Runs, Drives Great! Can email pictures on request.
$2,000 OBO
Call Brian at 586-665-1417

1977—1980 MGB Parts For Sale Included are Radiator—$25; Oil cooler—$30; Oil /Fuel /Water Gauges—$15 each; Speedometer—$50; Tachometer—$40. Call Harry Mac Lean at 248-641-5011

Trailer, flat bed with ramps, 6.8 wide X 15 8 inches off ground, ideal for MG or Midget. New tires came with a car and I don't need it anymore.$500.00 Call for details or pictures. Ron Pruette 248-821-8670 email: rpsurfr@flash.net

1966 Midget. Black/white. Good condition.
Moving to Florida. Must sell. Car located in S.E. Michigan.
$4,000 o.b.o.
Mike Sowards 313-383-8156 or 313-715-0817

Wanted. Laycock LH Overdrive. Either full transmission or O/D unit alone. For 1980 MGB.
Perry Burford 519-737-6424 pburford@sympatico.ca

1969 MGB Rds.
Originally British Racing Green / black interior
Wire wheels about 65,000 org miles
In storage since 1986
Some reparable floor rust rest of the car is excellent
Very complete car missing no parts
Also over $1000 worth of new parts included, carbs, brakes, radatior, shocks, and Lucas Hi performance ignition system, shocks
Price for all $1,500 USD-------Also rubber nose for late MGB Great condition bought back in 1988 to use but never did (is used) $200 I can be reached at 586.506.1732

1974 1/2 MG roadster. White, Mini Lite wheels, new carpet, good driver. $4500. Contact Elvin.at ejdavis2@peoplepc.com.
Home: 248-960-2296 cell phone: 248-613-5939

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

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