The Can Am CONNECTION

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WDMGC Returns to Fort Meigs

by Lise Brown

It was a small but enthusiastic group that gathered early Sunday morning, June 4, for the club convoy to Perrysburg Ohio and the 8th annual edition of The British Return to Fort Meigs.

The obligatory freeway drive to the Nadeau Road Pilot Station is not very LBC friendly, but we all made it without losing any car parts, as far as I know. From there, Bryan and Bonnie Brown led the way to Fort Meigs via smoother and more scenic roads. When we arrived at the event site, the skies were still threatening, which might have accounted for a lesser turnout than in previous years, but the show field still had an impressive number of British cars of all marques and styles.

Though we hadn't picked up any US members at the Pilot station, we soon ran into a few who had obviously made their way to the Fort separately. As best I could tell, club members in attendance were: Gordie and Tracey Bird; Bryan and Bonnie Brown; Dale and Lise Brown; John Brown: Stephen and Nancy Brown; Jim Cox; Elvin Davis; Steve and Cathy Holliday; Marty and Sue Hunt; Roli Sylvestre; and Jeff and Jan Zorn.

From left, Gordie Bird, Jim Cox, Dale Brown and Elvin Davis with their awards.

WDMGC members enjoying lunch and shelter from the sun under the club canopy.

As we were settling our cars in their respective rows, completing registration, and familiarizing ourselves with the site and its amenities, the sun was making an effort to poke through the clouds. By the time we claimed our club spot we were enjoying sunny skies! Who knew? When we checked the weather map earlier in the morning and saw the inclement system turning on itself and determined to remain centred right over Perrysburg, we decided to bring extra shoes, socks and umbrellas - we should have brought shorts and extra sunscreen.

This event is one I always look forward to for a many reasons: it's usually my first British car show of the season; it's a relatively short drive; the site itself is lovely; the Visitor Centre is most accommodating; and the event organizers, The Lake Erie British Car Club, do an outstanding job at every level. This year's show seemed to have about 150 cars including: MGs from T-series onward; Triumphs aplenty; gorgeous Austin Healeys; many Minis; purring Jaguars; a Sunbeam; a well used Land Rover; and a stately Rolls.

Continued on page 4

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Guest Editor

As this newsletter is being prepared, our regular editor, Ellen Stuban, is at Gatlingburg attending MG International 2006 and so she has asked me to guest edit for the month. I am happy to do so and hope to find that the many members of the club who attended had a safe and fun trip there. Jeff gives a first report opposite but no doubt we will learn all about other members' journeys to Tennessee in August's *Can-Am Connection*. You will notice Lise Brown's name in several of the by-lines in this edition, my thanks to her for making this job so much easier.

There is an American Express copyrighted slogan that goes, "Membership has its Privileges". Both as an MG owner and as a non-native, that's exactly the way I feel about the Windsor-Detroit MG Club. Anne and I have made many dear friends through the club since we joined shortly after coming to the region 10 years ago. Those friendships go beyond cars and have become a magnet holding us here even though, with my approaching retirement, we have been tempted toward warmer climes.

That's not to say that we won't ever leave, after all, we could be left on our own here, many members I talk to saying they have plans to move south as soon as they have the opportunity. Indeed, less than a year ago, during dinner after the Alternative Dream Cruise, Tom and Elaine Gladfelter expressed that desire. Just last week, Tom contacted me in my role as Membership Coordinator, and gave me his new address — in North Carolina. I'd like to think that at least a small factor in their decision to move is that they can spend several more months each year enjoying the customized MG in which Tom has invested so much work. We wish them luck.

Of course, often times, and especially when at club events, the conversation is all about our little British cars and again that American Express slogan comes to mind. I remember lamenting out loud the need for a new fuel gauge and the prices being asked for them, only for Tom Newton, with just a nod and a wink, to put one in front of me at the following monthly meeting. Then at Mad Dogs last year, I was discussing with Gene Johnson how, compared to my V8 conversion, my standard MGB roadster's engine seemed to scream when doing any kind of speed. A few months later, Gene tripped upon an MGB overdrive transmission at a wrecker's yard, bought it and offered it to me at a price far below what he could have made elsewhere. After fitting it, I found my speedometer was slow, my old one obviously not matching the output speed of the cable from the overdrive transmission. Again, after a truly casual remark about the problem to Gene, without saying anything, he went to the same yard and found the donor car's speedometer intact and bought that for me for a song too. The saga of that speedometer prompted me to write the article on Page 6, and I hope that might help another member save money should he or she be thinking of buying a new speedometer to replace an inaccurate one.

I hope that I have had, or will have, the chance to repay Tom, Gene and all the other members of the club that have helped me out in one way or another — people like Harry Mac Lean for example, an auto mechanic of over 40 years experience, who is always ready to assist another club member when he can. I am sure none of them really mind if I don't return their generosity directly, so long as I am willing to donate to the club's pool of favours if and when I can. That's another reason why we shouldn't let our conversations revolve wholly around cars. Not every club member has dirt under their nails but there is a whole reservoir of skills and knowledge out there if you want to tap into it. Just ask Philip Wiltshire; when he had to have a new hip he knew he would need to hire a nurse to help him out for a few weeks afterward, but where could he find one he could rely on and trust? The Windsor-Detroit MG Club of course! Nurse Cathy Holliday helped Philip achieve the most rapid recovery from that surgery I have ever seen. It must be something to do with the experience she has in helping husband Steve change a universal joint on their MGA! Membership really does have its privileges.

Presidentially Speaking

by Jeff Zorn - Club Presidient

Wow July already and we have had some really nice driving days this past month. Our meeting at Brass Pointe brought out several new or long time not seen faces which was really nice. Guess that is what happens when the sun starts to shine. There have been several events in June that were notable and many members attended, such as Fort Meigs, London, Heritage Village and the big MG2006 event in Gatlinburg. There are reports in this issue on most of the events and Gatlinburg will be reported on in detail in the next issue.

As I write this we are on the on the way back from MG2006. It was a wonderful event with about 1150 MG's registered and on the show field on Friday. The weather for most of the event was very hot and humid and we did get some rain, just a little during the show, but much heavier Friday night during the register events and on Saturday afternoon there was some too.

Of course this did not dampen the spirits of those that were there, the parking lot get togethers ended up in the hotels either in rooms or in the lobbies. There were several WDMGC members there, but many I did not see at all since they were enjoying resort living offsite.

We did have one member Rich Wagner who broke his drive-shaft about a 100 miles from the event on the way down. He was lucky enough to find someone nearby that had a spare and was back on the road late Thursday. So that worked out pretty well I would say. Jan and I had a little mishap too going to the NAMGAR dinner on Friday. It was raining Cats and Dogs. We started off with the top down in the A, but were soaked within a block so we pulled over and put the hood up. We got to the dinner and there was no place to park. We headed to the rear lot which involved going up a steep hill. The SUV in front of me stopped near the top so I had to stop too. We I started back up the water flowing down the hill was like a river and would not allow me to get any traction so I elected to roll back to flat ground and try again. When I took my foot off the brake to start up the car rolled back a few inches into an unseen concrete block and the bumper good pushed into the LH rear fender. Darn.

The NAMGAR reception of which we are a chapter was very well attended though we had to move inside due to the rain. Plenty of food and friendship was had by all and a little bit of golden brew and wine too. The hotel gave out garbage bags to use as ponchos to help folks that were walking back to the hotels. Our friend Kurt Nagel from the Baltimore MG's found the bag much to small for his giant 6'6" frame so let our past president Ralph Poupard use it as you can see in the picture.

We did not get to see much of the show since we were working, but Jan claims she did see Dale Brown out there somewhere so we know Lise must have been their too. We also did see Tom Newton, Terry Frisch (with his mechanic in tow from Detroit), Rollie, Elvin and Janet Davis, the Birds and Hollidays and a few others.

Finally, as many of you are aware our Canadian side meeting place the "Moat" has closed. We just don't have good luck with meeting places on either side of the river it seems. So for July on the Canadian side we will meet at the Dominion House once again. This is under new management since last year and the folks there promise to have things in order. Information is in the web site and on page 11 of this newsletter about the DH so please come out and try the food and brew there. The parking lot is great and it is really close to the bridge for us yanks. So no excuses let's have the biggest turnout of the summer and hash over our stories of June's great events.

See you there.

Jeff

The Windsor-Detroit Run to London … Ontario!

By Dale Brown

On Saturday, June 3 some club members met for an early morning start for the annual trip to the London Car show hosted by The British Car Club of London. We met at the usual Tim Horton's for the traditional cup of joe before the trek and just as we were ready to leave, Elvin pulled in shivering from his top down ride from the north (of Detroit.) He explained that he was running late and it was faster to grab a coat than put the top up on his shiny red MGB. The initial convoy included yours truly, Steve and Nancy Brown, Tim Burston, Elvin Davis, Marty Hunt, Ralph Poupard, Roli Sylvestre, as well as Lynne and Ian Trott from the Mini club.

This was the inaugural highway trip in my '72 Tartan Red MGB and I developed an electrical problem that kept two

Drivers meeting at Tim Horton's

others and me in the parking lot as the others merrily drove away. Once the problem was solved we were on our way too, and quickly caught up to the rest of the group that was pulled over at the side of the road with an alternator problem on Steve's MGB! As luck would have it, Roli just happened to have a rebuilt alternator in his GT, but after much discussion, Steve decided to chance it with his. So off we went but my car started acting up again. The forward group drove off without noticing that the last three cars were still on the side of the road, and by the time we got going we lost the rest of the group thanks to a slow moving truck we had to follow for too many miles. So the three of us, Roli, Marty and I drove through Chatham and then a great winding river road. We were really hauling it hoping to catch up to the rest but when we pulled into the next planned meeting spot in Thamesville we appeared to have gotten there first. As it turned out, the other group decided not to take the river road and stopped for a while to wait for us, so they pulled in 5 minutes later. Shortly thereafter Rick Astley and Matt Bade arrived and our convoy was complete.

We pulled onto the show field where Jeff Branch and Graham Creswick were already set up, so in all we had about 11 cars from our club.

The featured marque was the MGB-GT and we had 4 of the 6 present. From right in the photo: Roli's, Tim's, Rick's and Jeff's. Tim was the only award winner from our club taking second place with his beautiful Bedouin Grey 1970 MGB-GT. Usually this show raps up around 3 pm followed by awards, but it was just about 1 pm that the skies opened up and everybody ran for the tents. The awards presentations were made early and we were on the road again by 2 pm. Some of the group split off and took the freeway home while the rest of us took highway 2, but because of the every threatening weather we decided to hop onto the 401 to shorten the drive home.

The following day at Fort Meigs, Elvin informed us of his unfortunate accident on his way home from London. It seems he had only put in 4 or so bolts to secure the wind dam under his front bumper - there were other ones to put in, but as is usual on British cars, they were harder to get at so he figured that 4 would probably work just fine… apparently not! As he was driving on the freeway he heard what sounded like an explosion. You guessed it, the air dam had come off, he ran over it and the last he saw of it was in his rear view mirror, in the form of bits of flying red matter. In his inimitable comic style Elvin told us "Now I know how Kimi Raikkonen feels!"

Fort Meigs. Continued from page 1

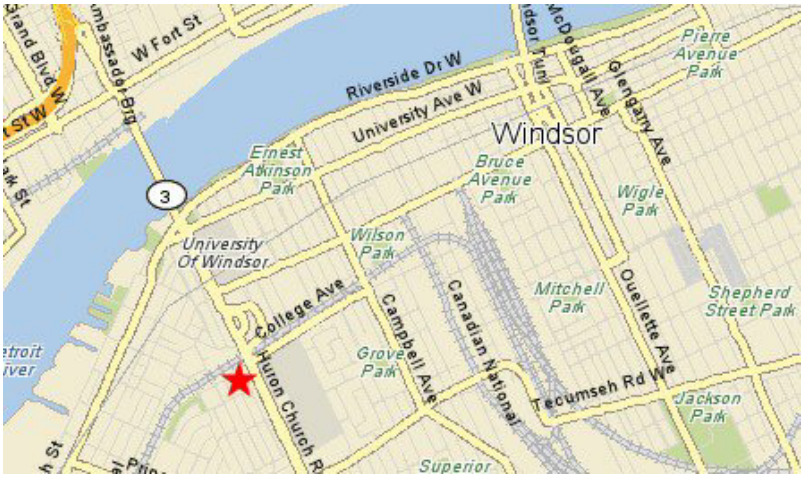
The vendor/swap area included LBCarCo, TS Imports, plus a few other individuals offering an array of treasures, or trash, depending on what it is you're looking for, and unfortunately we didn't find anything we were looking for. However, a few of our members did very well at the silent auction, especially Roli with his bottomless bag of loot (or so it seemed) while another member took home a can of detailing spray that should last, well, forever - you'll have to ask John Brown about his door prize. Of course, a perennial favourite at this event is the very clever British Car Quiz that not only stimulates the grey matter (no pun intended) but gets people mingling, meeting other enthusiasts, and most of all having fun. I'm also pleased to report that our club was well represented when the awards were handed out. Club members who received awards were: Gordie Bird, Dale Brown, Jim Cox, Elvin Davis and Steve Holliday.

Congratulations to all members who returned home with door prizes, great finds, awards, good deals, nice memories, new friendships, and hopefully, a renewed sense of WDMGC pride… let's try to up the number next time!

Sunday Cruise to the Vineyard

July 23, 2006

Do you enjoy county road cruises with fellow club members? Do you enjoy fine wines? If either or both appeal to you, how does a Sunday drive through picturesque Essex County to an award winning winery sound?



We'll meet in the rear parking lot of McDonald's Restaurant on Huron Church near the Ambassador Bridge starting at 9:30 am for coffee and start our cruise at 10:30 am. There will be a short drivers' meeting, so try to be there by at least 10:00 am. Maps will be handed out along with a list of cell phone numbers in case of emergency.

Our Essex County cruise will take us through LaSalle, Amherstburg and finally to Harrow and the Erie Shore Vineyard, where proprietors Alma and Harvey Hollingshead are hosting their 2nd annual Summer Open House that will feature live music, hors d'oeuvres, and of course many fabulous wines to try and to buy, including new releases such as a 2005 VQA Riesling, a 2005 Baco Noir, and a 2005 Summer Sun Cabernet, as well as award winners like the 2003 VQA Ridge Red (Baco Chambourcin), and the 2004 Blancs de Blanc Vidal Blanc.

Alma and Harvey are looking forward to seeing us again and are happy to welcome us to their open house. However, as a courtesy to our hosts I would like to let them know ahead of time how many cars (and people) will be in our party, so if you're interested in participating please contact me by the date below. The photo at right was taken at Erie Shore Vineyard in 2004.

Also, if anyone wishes to join us for dinner in Amherstburg at around 6 pm, we will be making reservations at Caldwell's Grant, a lovely bistro style restaurant with a great menu, but I will need firm numbers a few days in advance. Go to www.caldwellsgrant.com to view the menu and wine list.

Remember to pack your lawn chairs and a cooler of water, juice or pop, but be sure to leave room in the boot for all those fabulous wines you'll want to take home!

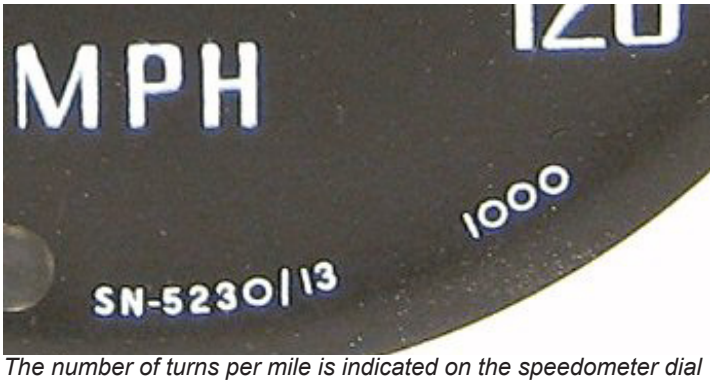
If you're interested in participating please let me know before July 22.
If you also wish to join us for dinner, let me know by July 19.

Lise Brown - 519-258-5987 - lise@wdmgc.com

Are Your Speedos Correctly Adjusted? by Rick Astley

With the invaluable help of fellow member Gene Johnson, I recently acquired an overdrive for my 1970 MGB roadster. It took me only a day to pull the engine and fit it and what a difference it makes, it is like having an automatic transmission in 3rd and 4th gears. I revel in being able to flick the switch and cruise at a relatively slow engine speed and just flick it again when I need a little more acceleration. However, there was one odd thing, the car seemed to be moving a lot faster than the speedometer indicated, Luckily, before I was pulled over for speeding, I learned that it was indeed going quite a bit quicker. The error was significant. When in a residential area and indicating the posted 35 mph limit, I was apparently moving at nearly 45 mph; while in Canada on the 401 doing the prescribed 100 kph or 62 mph, I was doing 128 kph or 79 mph (yes you can sustain that speed with an overdrive).

The speedometer was obviously not suited to the output gearing of the drive from the overdrive transmission. Gene came to my aid once again by rescuing the speedometer from the same car from which the transmission came. Every Smiths speedometer has a number on it that indicates the cable revolutions per mile or kilometre. My old speedometer required 1280, while the new one was marked 1000. On some older MGBs it is 1080.



The number of turns per mile is indicated on the speedometer dial

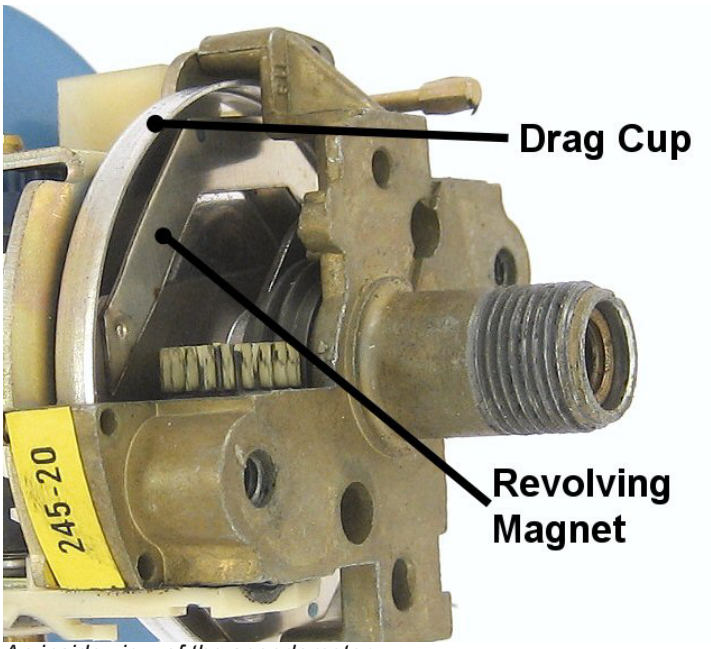
Changing a speedometer can be a pain — literally. Access to the under-dash area is very limited and generally requires a lot of swearing as the hands get scratched during the blind operation of removing and installing the gauge fixtures, illumination lamp, ground terminal and, hardest of all, the speedometer cable. After doing all of that, I was disappointed therefore to find that the odometer was still slightly inaccurate and that the speed measurement was nearly as bad as before.

My odometer actually records low now. Using the mile posts on the highway, it was recording about 2.1 miles each 2 miles, an error of some 5%. I suspected it was a tyre issue and so turned to the club's resident tyre expert, Doug Butcher. Doug told me that although the aspect ratio was not listed on tyres when the MGB was first produced, the recommended 165-SR-14 on my car were of the standard ratio for the period for radial ply tyres of 80% and so equate to a 165 80SR 14. If the car originally had cross ply tyres, then the standard aspect ratio, Doug says, would have been 90%. My current 175 P70 14 tyres though wider, are slightly lower profile and would result in the odometer reading marginally low. My odometer error isn't entirely explained away by the tyre size but maybe I am running them a little softer than originally recommended. If you have different tyres and/or wheels from standard you can calculate the speed difference yourself but, if you have web access, there is a great calculator on a Miata site. We have made a quick link to it at: www.wdmgc.com/speed.htm.

Using the mile-posts I also tried to estimate the speed error of the newly fitted speedometer. I tried to keep to a constant 60 mph which means that the car should travel one mile each minute. It's hard to keep a constant speed in traffic with no cruise control and to do any accurate timing, but using the sweep hand on my watch, at an indicated 60 mph, I travelled a mile in about 50 seconds, so I was doing about 72 mph! It was time to do something about the problem.

Modern speedometers are wholly electronic in operation, using electrical pulses taken from a sender at the output of the transmission and a very accurate quartz clock. The system counts the pulses over a sample time period and calculates the speed and distance travelled.

The speedometers in our MGs, and all cars of their era, use a cable that spins a magnet inside the speedometer. The magnet is in close proximity to an aluminium disk called a drag cup. The drag cup is mounted on the same shaft as the indicting needle, which has a light snail spring attached to it that ensures the needle returns to zero. When any magnetic field crosses a conductor, it causes a current to flow and the faster the field crosses it, the stronger that current is. Moreover, when a current flows in any conductor, it produces a magnetic field around itself, the higher the current, the stronger the field. The aluminium cup is not magnetic, but it is an electrical conductor. The spinning magnet induces a current in the cup that itself creates its own magnetic field that attracts itself to the magnet. The drag cup therefore tends to try to follow the magnet, but is held back by the spring. The faster the magnet rotates in response to the speed of the vehicle, the more current is induced in the cup, the greater the cup current's resultant magnetic field and the stronger is attraction to the magnet and its ability to overcome the force of the spring. In



An inside view of the speedometer

this way, the indicating needle, mounted on the same shaft as the cup, reads higher as the speed increases.

Being a well known cheapskate, I decided to try to adjust the speedometer myself. I knew that the indicating needle is only pushed onto its shaft and that it should be possible to rotate it relative to the shaft, spring and drag cup, so changing its reading. All I had to do was devise a method of determining the real speed. Not possessing a stroboscope or any of the other specialized tools used by an instrument house, I looked around my workshop.

The set-up I used is shown in the photo above. When I fitted the overdrive I had to buy a longer speedometer cable and so I had a spare one available. I attached that to the opened speedometer. Now I needed something to drive it and for that I chose my electric drill. That drill has three features that are very important for this job, it can be run in reverse to emulate the normal rotation direction of the cable, it has a latching trigger and the speed can be controlled. As it happens, my drill's adjustment control is rather course, but I found that my wood router's speed control was able to provide very fine adjustment; it is shown at centre right of the picture. I also found that I needed to put some weight on the cable jacket to stop it from riding away from the drill and pulling the inner cable out of the back of the instrument. I also needed a stop watch, and that I found that as a function on old digital watch I had thrown in a drawer; once fitted with a new battery, it worked fine.

First I set the drill at a speed that indicated 60 mph on the speedometer. Then I timed how long it took for the odometer to turn over one mile. It took only 52.20 seconds, not that far off my estimate made while timing between mile-posts. Remember too that my odometer isn't absolutely accurate. I could have chosen to compensate for that, but decided not to do so.

The speed calculation is 3,600 ÷ time for 1 mile. In this case, 3,600 ÷ 52.20 ≈ 69 mph. I then took the speedometer in hand and turned the drag cup until the needle on the front read 60 mph. I gripped the cup hard to lock it at this point and then rotated the needle against the stationary shaft so that it indicated 69 mph. I repeated the test and found I had to make a small additional adjustment. I then checked the speed first over a longer period and then at 30, 40 and 50 mph. It worked fine on the bench and has since proven to work accurately in the car. I think any fast speedometer may be adjusted in this way but I believe my 15% error represents the maximum possible for a slow instrument. That's because the spring now hardly returns the needle to zero and there is some noticeable, but acceptable, flutter at low speeds.

Our headline is obviously a deliberate *double entendre*, referring also to a story I heard many years ago about Speedos, those swimming briefs popular with would-be macho men who cruise the beaches of the Mediterranean.

Tony and Frankie were good friends but Frankie was always jealous of the way Tony seemed to be able to attract more girls than he did.

"How do you do it Tony?" Frankie complained one day, "I don't seem to he half the success you do!"

"If I tell you my secret", Tony whispered, "you must swear not to tell a living soul. I put a potato in my Speedos".

"Wow", said Frankie, "that's a great idea, I'll try it today"

"When they met later that day, Tony asked Frankie how it got on.

"Fine friend you are", moaned Frankie, "I did worse than ever."

I think I see the problem", said Tony, "your supposed to put the potato at the front!"

Stay Cool Dude!

by Harry Mac Lean

I recently read an article in which a so called expert claimed that water is the best coolant to use in an MG, or any early car for that matter. This could not be further from the truth.

Overheating problems can be caused by many things other than just hot weather. For a couple of reasons, you should be running a 50/50 mix of antifreeze. First, if you have that mixture in your car you don't need to worry about Michigan winters as it will be protected down to about -40°. Secondly, antifreeze boils at a higher temperature than water, so will help prevent boil-over.

If you are having a overheating problem with your LBC then the very first thing you should check is the radiator cap. Later LBCs are pressurized at about 15 lbs and for every one pound of pressurization the boiling temperature of the coolant increases 3°. Pure water boils at 212°F but under 10 pounds of pressure, it won't boil until it reaches 242°F degrees. If you use a specialized radiator coolant the boil-over temperature will be even higher.

Radiator caps are checked using a radiator pressure tester and it takes only about 5 minutes to do this. The next thing to check is the radiator itself. This can be done by getting the car hot, that means driving it about 20 miles or so, then shutting the car off and putting your hand against the radiator core in several spots — it should be warm all over. If it has cool or cold spots then the radiator either needs to be "rodded" out or replaced. If there are loose fins on the radiator then the whole thing should be replaced because that is a sign of impending failure.

If the car continues to overheat then you probably should have the head gasket checked, this being an MG weakness.

Don't forget the thermostat. A 180°F 'stat' is a good choice for an MGB. Anything lower and your car will not get the best fuel mileage because running cooler reduces the fuel burn rate inside the engine.

One last but very important thing. IF YOU EVER OVERHEAT YOUR CAR, WAIT UNTIL IT COOLS DOWN BEFORE OPENING THE RADIATOR CAP! Otherwise, a very dangerous situation could occur that can result in bad scolding, especially if you hear cracking and popping noises inside the cooling system. Also, if you wait, you may not have to use so much coolant fluid to top-up the system.

SOAP BOX

Got a pet peeve or grouse? Share it with other members.

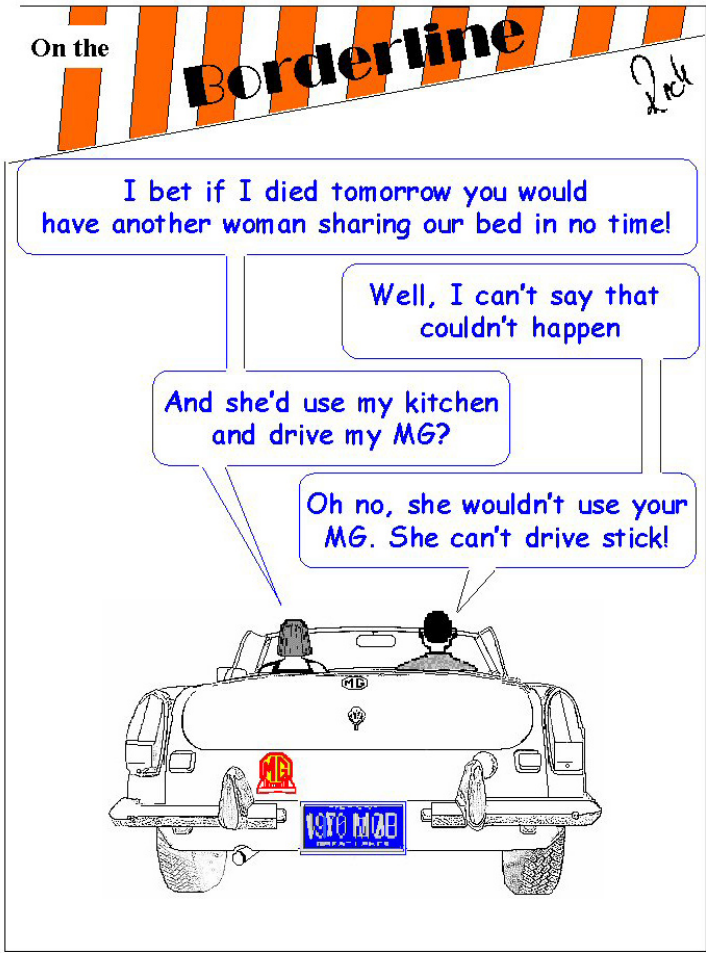
This month Rich Wagner gets his 10¢ worth

I'm beginning to see a real trend for many to absolutely hate hot sunny weather. It almost sounds as if they wished it would be cold and rainy. Last year, over and over in both newsletter and meeting reports (even last month's), everyone seemed to lament how miserable it is to drive these little British cars on beautiful hot sunny days. People have become so accustomed to being refrigerated, they cringe at the thought of not staying inside something that is cool to the touch.

It's too bad, because, in the past, the convertible was the one and only sure way to find relief from the heat. Adrienne and I enjoy the outdoors either in our screened in room or driving the long way to dinner or to get an ice cream on those really hot nights. Often, we don't return until the sun is going down and the evening breeze has set in. To find relief from the heat at home, we just jump in our car.

I'm the first to agree that car events can be stifling hot, but cruising the back roads at near 60 mph even on hot days is the coolest thing I've ever experienced.

On really hot sunny days, keeping the top up with the back window unzipped will be nearly as comfortable as driving down tree covered roads. We did this last Memorial Day when it was so sunny & warm.



Classified Advertisements

Please send your classified advertisements to the Editor for inclusion in the newsletter and to the Webmaster for posting on the club's web site. Advertisements normally run for 3 months. Please keep us informed if you need it withdrawn early or extended further.

1976 MGB runs solid. Lots of time restoring - Just welded in new floors, sills & rockers. Includes top, extra door, hoses, electronic ignition, new tank, battery, headlights, new carpeting & chrome trim in box. I don't have time to finish this one. Yours for only $1,000.
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1948 MG-TC Not a show car but it's in good condition, easily restored. Asking $12,500. For further details or description:
Contact Gerald at iamronjer@yahoo.com

1979 MGB 31,400 miles, original owner, garaged vehicle. British Racing Green. Newer top, body in good condition. Needs a fuel pump. Owner being transferred and looking for a good home. $3,000.
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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

MGB Overdrive transmission removed from car years ago $750.
Contact David Burstyn 519-776-8377 or dsburstyn(at)sympatico.ca

1969 MGB Roadster. Originally British Racing Green / black interior Wire wheels about 65,000 orig miles In storage since 1986
Some reparable floor rust rest of the car is excellent. Very complete car missing no parts. Also over $1,000 worth of new parts included, carbs, brakes, radiator, shocks, and Lucas high 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.

1969 MGB yellow, 81,000 miles, 4 speed, wire wheels, driver-side roll bar, soft top, full tonneau, stainless exhaust, stored winters, ready to drive. $7,500 obo. Located Amherstburg ON. 519-736-1163.

1972 MGB (chrome bumper) Very good condition. Comes with soft-top and hardtop, needs nothing and is ready to drive and enjoy, $8500 obo. Will safety. Also have a real nice **1975 MGB** with overdrive and a **reconditioned MGB head** with all new valves
Contact Paul tel: 519 -776-7470 cell: 519-551-7471
email: pking(at)sympatico.ca

1978 MGB roadster, deep red and a black interior. Daily driver, new clutch, master cylinders, bushings, kingpins and front shocks. Newer top and interior, dual SU carburettors. Stored winters, acceptable tonneau cover. $7,500 Cdn call 519-948-8730 ask for Marty Hunt.

1974 MG Midget, red, white top, running before being stored last 8 years. New master cylinder, brakes, gas tank, throttle cable, other parts. Body fair. 2 workshop manuals. $800 or best offer.
Lynorart(at)comcast.net 313-885-2174

50/50 Cash Draw Winner

Congratulations to Bob Fougere, winner of the 50/50 cash draw in June. The next draw will be on July 12, 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.

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Mad Dogs and Englishmen

July 9th. Hickory Corners near Kalamazoo.
Leader: Matt Bade. Cell # 586-291-8043

If you like cars you will love Mad Dog's and Englishmen. Not only is this a terrific British car show, but the Donald Gilmore Automobile Museum is on the same site. Barn after barn is filled with some of the extremes of automobile history; the biggest, the oldest, the rarest are there.

Meet at the usual Meijer's parking lot at 8 Mile Rd and Haggerty Rd in Northville at 7:00 am. Departure will be at 7:30 am sharp.
or
Meet at 8:00 am M-36 (9 Mile Road) and US23 at the gas station on the NW corner.

There will be one planned stop along the way for rest rooms, food, leg stretching etc.

The goal is to arrive at the show by 10:30 am. The show concludes at 3:30 pm and we will head back around that time. Matt will supply maps.

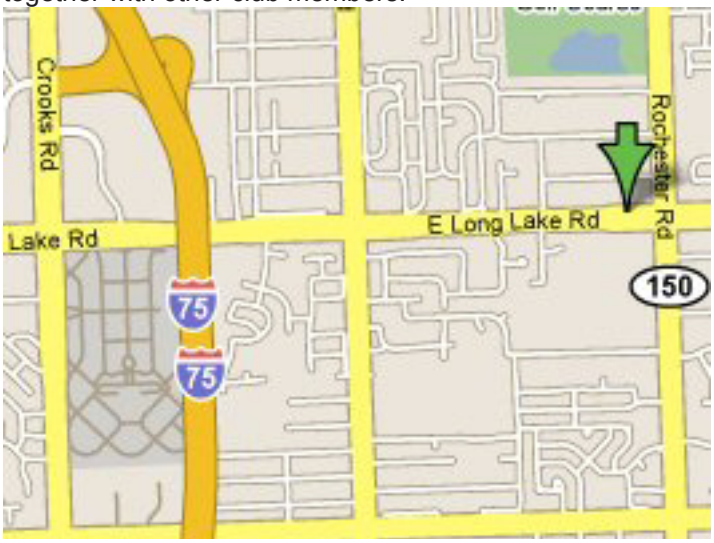
Please bring 2 way radios if you have them.

British Car Cruise In

MEDITERRA GRILL
935 E. Long Lake, Troy

Organizer: Harry Mac Lean
July 20th. 5:30 pm to 9:00 pm
Location: Long Lake Road just west of Rochester Rd.

Make the most of the summer and take the ride out to get together with other club members.



Club Calendar and Events

■ Windsor-Detroit MG Club event.
☐ Organized participation by WDMGC members.

	July 2006	
☐	Sun. 9	Mad Dogs and Englishmen, Gilmore Car Museum - Hickory Corners, MI See this page
■	Wed.12	**Monthly meeting, Dominion House** - Windsor, ON. See opposite page
	Sat.15	British Car Day - Ottawa, ON
■	Thur. 20	British Car Cruise In - Troy, MI See this page
■	Sun. 23	**Erie Shore Vineyard Cruise** - Essex County, ON. See page 5.
	August 2006	
■	Wed. 9	**Monthly meeting, Brass Pointe -** Farmington Hills, MI
■	Sat. 19	**Alternative Dream Cruise** - MI More details next month.
	September 2006	
☐	Sun. 3	30th Annual Fall Fun On Wheels & Auto Flea Market - Essex, ON
☐	Sun.10	Battle of the Brits - Sterling Heights, MI
■	Wed.13	**Monthly meeting, Dominion House** - Windsor, ON
☐	Sun.17	British Car Day at Bronte Creek Provincial Park - Oakville, ON
☐	Sun. 24	British Car Day, Waterford Hills Road Race Course - Clarkston, MI
■	TBA	**Lucas Night Rally**
	October 2006	
■	Wed.11	**Monthly meeting, Brass Pointe -** Farmington Hills, MI
■	TBA	**Fall Colour Tour**
☐	TBA	Obsolete Automotive Fall Garage Sale - Point Edward, ON
	November 2006	
■	Wed. 8	**Monthly meeting, Dominion House** - Windsor, ON
	December 2006	
■	Wed.13	**Monthly meeting, Brass Pointe -** Farmington Hills, MI Holiday Gift Exchange

Windsor Meeting Place - Return to the DH

By Lise Brown

As mentioned on the web site, the Glasgow Moate closed unexpectedly in May and we've been scrambling to find a location that meets all the criteria for an appropriate meeting place - trust us when we tell you that such places are hard to find!

Over the last few months we had heard that the DH had changed hands, so as a last resort we went back to check. I'm happy to report that since our last collective experience at the DH, a new management team has indeed taken over, and that some improvements are already noticeable (newly refurbished/refurnished patio, un-boarded windows, etc.) While there we met with two of the proprietors and spent some time discussing our needs and concerns (i.e., issues we faced last time), and have their assurance that our next experience will be far more pleasant .

So with that, I hope you can all don your "positive thought" caps as you head to the DH for our next club meeting Wednesday July 12 !

The Dominion House Tavern
3140 Sandwich Street

Commonly referred to as the DH, the Dominion House is the oldest remaining continuously run tavern in the area. The picture at left dates from the late 1880's, and except for the porch and veranda, which were removed circa 1946, the building still looks pretty much the same.

For those coming from the US, here are directions on how to get there via the Ambassador Bridge:

- When approaching customs and immigration, try to get to one of the booths on the far right; you will be making a quick right turn afterwards.

- Immediately after passing through customs (labelled Toll Booth on the map), proceed to the far right and take the first exit, which is a sharp right-hand U-turn onto Huron Church Rd. (this exit is not evident on the map but is within 50 ft of the customs booths). You're now heading north toward the river.

- Continue through to the 2nd set of lights and turn left onto University Ave. (This will be about ½ mile from where you turned onto Huron Church from the bridge).

- Proceed to the stop sign and turn left onto Sandwich St., heading west.

- Just after a long s-curve you'll see a white house on your right with a large painted sign that reads Bake Shoppe; the DH is the very next building, with the parking lot entrance on the far side or west side of the tavern. (The DH is less that a mile from the where you exited the bridge.)

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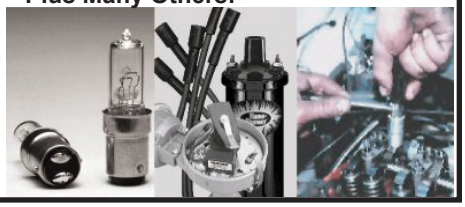

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