The Can Am CONNECTION

Vol. 31, No. 4 - Newsletter of the Windsor-Detroit MG Club May 2009

Brrrrright Sun for Cecil Kimber's 121st Birthday Bash

By Dale Brown

As Ed Fleming, our event organizer, would say: whatever weather we have for the first driving event of the year sets the stage for all the other events for the coming season. So for the record, we had **sun**, lots and lots of **sun**. (Disregard the scarves and toques seen in the photos and the extra Rs in the title above!)

Just as Ed had planned, cars started arriving at the Meijer's parking lot at 8 mile and Haggerty right around 9 am, all gassed up and ready to go. And as she has done for many, many years - we'll have to get an official count - Marcia Greiner baked the special Kimber Birthday Bash cake and had it safely nestled away in the boot of Fran Lewis' yellow MGC GT.

Ed distributed driving instructions and following the drivers' meeting the assembled MGers readied to roll. A few of the T cars left earlier on their own in order to meet up with the group in Holt around the same time. In all there were 17 Windsor Detroit MG Club cars that took part in the final convoy.

At exactly 9:30 am, the convoy pulled out following the leader: Guy St. John. Many drivers and their navigators bravely set out with their tops down. Of course, Tom and Marcia Greiner have no choice; no member has ever seen a top on their car!

It was a great twisty ride and as far as we know, no one experienced any trouble along the way. Just about 20 minutes from the end of the ride our leader, Guy, missed the turn onto Meridian and kept going straight. He obviously knew the final location and took us for an unexpected drive through Mason and Holt. I'm not sure if Guy had this planned or not, but this detour treated us to an unexpected drive around a brand new traffic circle aka "roundabout" in Holt…!

It seems that everyone had read Lise's article in the last newsletter regarding the rules for convoying as the entire convoy followed Guy even though they realized the route had changed. As a result, everyone stayed together for the last 20 minutes. Great job everyone! Upon entering the Delhi Café parking lot, we were joined by other WDMGC members who made it there on their own, as well as the large contingent from the host club, the Michigan Rowdies of Lansing. As best I could count, the Windsor Detroit MG Club cars numbered 25.

(*continued page 5 - **Kimber***)

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The Windsor-Detroit MG Club
The International Local Club

Lise Brown - Editor

What I love most about this time of year are the sights and sounds of nature reawakening: the spring blooms, the fresh green foliage, the robins brightly singing at dawn and of course, the colourful array of MGs roaring out of hibernation. One sure sign spring has sprung in this household is the annual ritual of removing the hard top from the B and replacing it with the soft top, a task Dale was finally able to accomplish in April when the warm weather returned. So you can bet that from now on we'll be cruising top down 99% of the time.

And speaking of cruising, this issue of the newsletter features articles and event suggestions that should motivate you as you plan for the months ahead. Whether your next event is a day trip in your area, such as the Twisty Bits Tour, or involves a weeklong road trip to an event like MG2009, you're sure to enjoy reading the tips Rich Wagner offers up in part one of his article "Enjoying the drive".

As you read the informative and entertaining articles in this and future issues, I hope you'll be inspired to submit your own stories, trip reports, MG adventures, technical advice or other material of interest for publication. Remember, the relevance and spirit of this newsletter depend on contributions from club members just like you.

BLAST From The PAST

Submissions must arrive by the 15th of the month to help ensure publication in the next issue.

Presidentially speaking

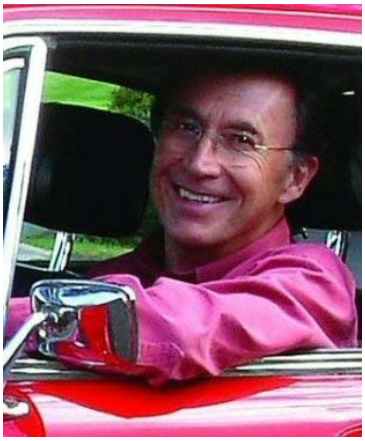
Rick Astley - Club President

As evidenced by the bright, yet still a little chilly, weather that all those that took part in the Kimber Birthday bash enjoyed, the 2008/09 winter is at last becoming one for the history books. With snowfall totals in out region of 65" against an average of 41", it was one of the snowiest winters on record. However, those of us that live in the US should remember that, unlike our national weather forecasters who blame Canada for all our cold weather, our members in southwest Ontario can rightly credit Michigan for most of the winter blasts that they had to endure.

When I leaf through MG Magazines from the UK, I am always envious of the fact that they can drive their cars virtually year-round without much fear of the effects of salt, ice or snow, although all can occasionally be a problem there. I was amused by the photo shown here, kindly provided by Rob van der Linden and Des Chalk of the Cambridge [UK] & District MGOC, showing an MGB-GT at one of their winter events that was disrupted by a "snowstorm" that must have been all of ¼" deep! I wondered if it would give our club member Elvin Davis, who runs a snow pushing business, any ideas for next winter.

Our relatively short driving season means that we confine any technical sessions to winter and we had a good attendance on that concerning NVH that took place in March. We are already planning for the next hibernation season and would welcome any ideas from members on what subjects they'd like to see covered or that they could themselves present. Our large membership makes us a little afraid that residential garage sessions might become overwhelmed, (although we have run two very successful top-fitting demonstrations in recent years) but it does also mean that we have a wide range of expertise in the club that we can call on.

On an entirely different subject, I recently had the privilege of visiting the Oakland County Schools Technical Centre where, as you may have read in previous newsletters, Bob Fougere is having some restoration work done on his '77 MGB roadster. It was really good to see how boys and girls from local high schools are being taught the skills necessary to repair and restore cars by instructors who themselves have come from the industry. It was particularly gratifying to see these young people being taught to have pride in their work, which will certainly put them in good stead for future employment that cannot be exported overseas.



The picture provides a salutary lesson. The sills (rocker panel covers) that had been removed from Bob's car showed evidence of Bondo and new paint having been used to cover the corrosion evident on the outside. However, this type of rot is invariably an indication of hidden structural damage to the rails that run the length of the car and that basically stop it from sagging in the middle. The integrity of these rails is especially important in convertibles, which do not have a roof for added structural strength. One of the first indications of sagging is that the doors tend to hit the body when being closed and the door-to-body gap is not consistent from top to bottom. Let's hope that it's not too long before we see a picture of Bob's car with no sag and with him driving it.

Also in April our club's board did some fine-tuning on the events calendar. You can see the result for the next few months in this issue and for the whole year on the web site. While visiting the site, stay a while and surf around. Lise Brown has constructed and maintains a web site we can all be proud of and each time I go there I find something new and interesting to read concerning the club and MGs.

Safety MG Fast

Rick

Video Library and Tool Crib

By Tom Newton, Video Librarian

This is the first of a few articles about the club's Video Library and something new called the Tool Crib. We kicked around a few possibilities for naming this collection of tools and when the term "tool crib" was thrown into the mix it generated a few laughs. I had to explain that the term was pretty common in a typical shop environment; it's the central location for storing special, community tools that are used occasionally by shop personnel. Basically, when people want to use a particular specialty tool they can check it out with some sort of tag or token (identifying the borrower) which is returned to them when the tool is turned in after use.

I was never sure if being assigned crib attendant duties in a high school auto shop class was a reward or punishment. I still believe that it was some sort of hazing. One of the pranks was to hook up an extra car battery to the metal grating of the cage/crib with a set of jumper cables. There was always a lot of excitement when an unsuspecting customer would approach and lean on the grating. Lots of laughs were usually followed by several threats and expletives. Once in a while the tables would be turned when one of the resident "toughs" would check out an oil gun and immediately turn it on the crib attendant and start firing; the term "shooting fish in a barrel" comes to mind. The poor victim would have to wear the oil stained clothes to classes for the rest of the day.

Aside from that sort of fun stuff, these articles will show up every once in a while if I haven't got anything to do, or something comes along that the membership needs to know or might find interesting. Any constructive suggestions are welcome.

Video Library

The club's VHS tape collection is slowly being converted to DVD format. We're also proceeding with plans to make the Library more accessible to Canadian members. A complete list of titles will be published in a future issue of the newsletter. In the meantime you can see the list on the club's web site: http://www.mgcars.org.uk/wdmgcc/techtips.htm

Two of the most popular videos will be the first available in DVD. I've used both and found them helpful:
- ***Dr. Doolin's MGB Engine Rebuild***, with booklet… (and no, it's not our Dave Doolin!)
- ***SU Carb Rebuild***

Also, two new titles have been added to the collection, they are:
- ***Inside the Octagon Part 1 (1921-1945)***
- ***Inside the Octagon Part 2 (1946-1980)***

Both new titles were checked out as soon as the announcement was made.

Tool Crib

The club currently owns 3 different tools that are available for use by club members only.
1 - Portable Engine Lift, Cherry Picker or Hoist
2 - MGB King Pin Bushing Reamer Please note that the reamer was just sharpened and needs to be tested.
3 - SU Carb. Throttle Shaft Bushing Reamer I'll need to correct the comments I made at the last meeting, at the DH, regarding the need to replace the throttle shafts in your SUs, but I guess that can be an article for the next newsletter.

If you have any ideas about adding a tool that you feel would be appropriate for the club's Tool Crib, please make the suggestion and it will be seriously considered. Generally the typical club tool is one that is a bit pricey and only occasionally used. This is your club; make it work for you.

Kimber *Cont. from pg. 1*

Once inside and after a much-enjoyed lunch, each attendee introduced him or herself by name, club affiliation and the car they drove. Following the introductions we sang Happy Birthday to Cecil Kimber, blew out the candles (well, someone did) and tucked into the cake… Yumm, our compliments to chef Marcia. Afterwards members retired to the parking lot for more tire kicking before the drive home.

Our thanks to the Michigan Rowdies for organizing this event every year, to Marcia for the lovely cake and to Ed Fleming, our perennial Kimber Run organizer, for making this, our first driving event of the year, so successful.

Some of our members enjoying lunch at the Delhi Cafe.

Randy Lioz and Becka were part of the few who braved the cold and drove top down.

Marcia and Tom Greiner always drive top down... or is that top off?

New Members

The WDMGC welcomes its newest members

Arthur and Maxcine Jackson
Troy, Mi
1980 MGB-LE, Black

Mike Bucala
Troy, MI
1968 MGB, Red
1971 Triumph Spitfire 6, Red
1972 Triumph Spitfire, BRG
1973 Midget, BRG

High Zinc Content Oil Update

Following recent discussions in the Can-Am Connection concerning the high wear that can occur to older car engines when using modern oils with low in zinc phosphate, the club was contacted by the American Refining Group, which makes Penn Grade 1 oils (the old Kendall Oil formulation) that contains high levels of zinc and phosphorus.

Brad Penn oils are distributed in Michigan by M J Harris Oil of Novi, which has several distributors around the region that sell the oil for about $5.99 per quart. To find a distributor near you, call Mike Harris at 248-249-8485 or A P Motor Sports of Windsor at 519-967-8200.

More information about Penn Grade 1 oil may be found at www.bradpennracing.co

Joint club tour to GM Heritage Center

By Bill Reeves

On March 27 Friday afternoon we enjoyed a private tour of the GM Heritage Center located in Sterling Heights. Eighty members from the Windsor Detroit MG Club, Detroit Triumph Club and the East Side “A’s” gathered together to experience 100 years of GM history expressed in the vehicles manufactured here in the U.S. Cars on display ranged from the 1903 curved dash Oldsmobile to a 2005 Buick with window stickers. The display contained restored trucks, fire engines, sports cars and concept vehicles.

Concept cars are also on display. You can see the ideas contained in these cars and how they were used in production cars later. There was an electric powered van from 1966 and the 2002 Hydrogen powered chassis, which was the star of the Auto Show that year. Each of these concept cars represents thousands of hours of research and engineering. No amount of money could reflect the value of cars like the 1938 Buick Y Job of Harley Earl and the Firebird I, II and III. The Corvette Manta Ray and mid engine Corvair were also in the building.

I found it interesting to see how design progressed through the years and how it reflected the changing landscape of America. You can see how the large sedans of the late fifties were created to use our new interstate highway system. The cars of the thirties display the art deco movement while cars of the early sixties show influence of the jet age. One can see it in the large fins and rounded body side panels to represent the jet engine.

I parked my Model "A" Ford on the lawn of the Heritage center to mark the location for everyone attending the event. Each building on the street looks the same in this industrial area. The employees of the GM Heritage center wanted to go outside and hang a bow tie on the front, to cover the Ford logo. I believe a good time was had by all. This was a good event to start the driving season.

Some of the WDMGC members in attendance

Noise Vibration and Harness Tech Session

By Rick Astley

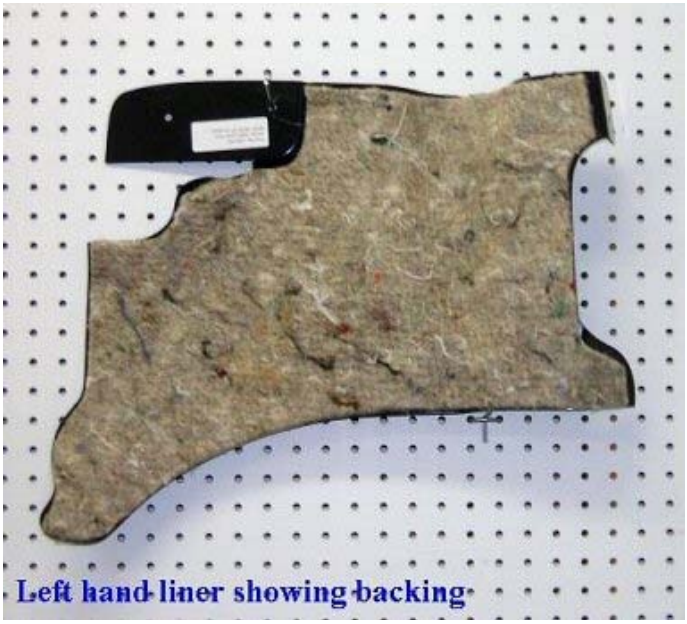
Some 17 members attended the presentation given March 14th by David Langstone concerning noise, vibration and harness (NVH). Using simple analogies David was able to provide our amateur group with an understanding of noise, how is transmitted in the car and what steps to take to limit, if not eliminate, it. Various techniques and materials were described involving combinations of the distinctly different systems of barriers, absorbers and dampers.

David is a retired NVH engineer from Chrysler where he worked closely with club member Al Finch who was a buzz, squeak and rattle (BSR) expert. Al was able to expand on David's talk with some great tips on how to find and eliminate BSR annoyances.

David was kind enough to provide a handout sheet to the attendees that provided tips specifically for dealing with NVH in MGs. For those who were unable to attend, a copy can be found at www.wdmgc.com/Suggestions-for-MGs.doc. One of the more surprising lessons learned was how important the under-dash liners 0 installed on MGBs from 1968-80 0 are to blocking and absorbing engine noise coming from the firewall. These items (Moss part # 453-863) have often been long-removed after having succumbed to the affects of water leaks and the need to have easier access to the under-dash area. Other nuggets included the fact that the gear lever opening in the floor is a big sound port, which we learned the rubber gaiter does little to block, and that carpet with a layer of a material called 'Mass Back' (Google it) is far more effective than the standard type in eliminating noise.

It was noted that all but three of the attendees were from Canada. With the attendant problems of the border crossing, this was not surprising. If we can persuade David and Al to come cross the river, and if interest appears to warrant it, we may do a reprise presentation in the USA at the end of the driving season. It's true that this subject has limited relevance to MGs, but many of our members own other collector cars or are just interested in learning something new, so this subject, to which we might add some noise generation facts from the club's tire and exhaust experts, could well play to a bigger audience.

Our thanks go of course to David and Al as well as to Scott Turner who helped me greatly in organizing the event.



Enjoying the Drive

Traveling in Michigan and Surrounding States on Two Lane Roads - Part I

By Rich Wagner

Introduction

Imagine what it must have been like to own a British roadster back when they were new. Just like today, you'd still have wind blowing across your face while you drove down those two lane roads and the thrill would be yours to enjoy everyday.

Well, maybe not everyday? You see, I owned one of these cars back then, and like me, it probably would have been your only car. Driving it every day meant driving in summer rains and the bitter winter cold.

And those two lane roads? They were known as "Truck Routes" back then and if you did drive on them, you'd be sharing the beat up asphalt with all the trucks. Take it from me, some of those 'good old days' were pretty miserable.

I'VE GOT GOOD NEWS FOR YOU

The "Good old Days" could never compare with the thrill of exploring our world today. While the whole world rushes by on the interstate, those back roads have never been so lightly traveled or better maintained than they are today. Back then, expensive parts could only be gotten from your local dealer, but today, most anything is both affordable, and readily available by phone. Unlike many "American" classics, the availability of parts means these cars can easily be maintained in 'like new' condition without ever visiting a junk yard. For those who really want to drive their car, modern features can also be adapted to improve your car's comfort.

If this is your cup of tea, or you simply want to enjoy driving more than you do now? The ideas in this series can both prepare you for the unexpected as well as make your driving much more enjoyable. No special skills required.

First Things First

This will sound very much like advice given to someone about to begin an exercise program. Still, the analogy is pretty good because what I'm talking about is much the same as exercising your body. If you're a "Couch Potato," you won't be able to run very well and the same thing goes for your car if it just sits around in your garage.

"As with any exercise program, consult with your doctor before beginning." In this case, what kind of condition is your car really in? Does it start easily? Does it run well? Does everything work? If not (and this is important), does what's wrong affect your safety? Just how well do you know your car? If you're not your car's doctor, have a mechanic check it out for you.

Is something not quite right? Be aware that if you do not take action to repair the problem, it can easily catch up with you later. Repairs are always best done in a shop or at home, but make sure they're done properly. Just like 'Junk Food,' sloppy repairs will hurt your car's reliability.

"Begin your exercise program gradually, increasing the difficulty as you progress." When is the last time you really drove your car? Was it at least 100 miles round trip? You can learn a lot about your car if you first begin driving less than 100 miles. Take the long way to the Dairy Queen and make sure you can survive a 30 mile trip first. Watch your gauges and listen to your car. Does everything feel and sound okay? These little cars make lots of noise even when everything is fine, but if there is a problem, usually you can either feel it or hear it as you gradually increase your travel distance.

IS YOUR CAR COMFORTABLE?

Come on now, you bought this car to enjoy it didn't you? If it isn't comfortable, what needs to be done? Too often this is not addressed, but if you are not comfortable driving the car, you can never really enjoy using it! When I tell others (even British car owners) about all the long distance drives that we've taken, I usually hear responses like, "That sure must have been a long, difficult drive."

Difficult? If it was, we never would have taken it in the first place! I don't care much for freeway driving, but I really do enjoy driving down tree covered country roads, and here in Michigan (and the surrounding States), we can take them most anywhere.

If you've done the required things needed to maintain your car, and have insured that everything that must work will work (not only for a moment, but as long as needed), you are now ready to begin looking at how your car performs on the road. There are common sense solutions for just about any problem, and that's something we'll cover in the next part.

Driving Comfort

Today's automobiles have features that were never imagined 40 years ago giving drivers more comfort behind the wheel than anywhere else. Many of these features can be adapted to even the oldest car. Your old bucket seat can be made better than new simply by

adding a lumbar support into the seat's padding. Suspensions can either be modernized, or worn parts can be renewed to restore the car's handling ability.

Exactly how comfortable are you sitting in your car? It's very important to have sufficient room and this can be a problem for many of us. At 6' 3", I'm much too tall to fit properly into most of the smaller British cars, but there is enough room for me to fit into my MGB or Triumph. While you may fit comfortably in an MGA or many of the other smaller cars, as much as I admire them, I know they're all too small for me to really enjoy driving.

It's not easy to increase the space within the car, but with some effort, seats can be moved further back and even lowered slightly. If you are the only driver, an option would be to remove the seat tracks and mount it directly to the floor for added headroom. Done carefully, the removed parts could be replaced in the future.

Is your car comfortable to drive? Does it have one of those big or skinny steering wheels, or does the wheel rub against your leg while driving or shifting? Is your foot comfortable operating the gas pedal? Every car is different, but improvements can usually be made.

Smaller steering wheels, leather wheel covers and/or driving gloves can help, and the gas pedal position can be adjusted. In my MGB, I've modified the gas pedal position because I always felt I was holding my leg in an uncomfortable position. After doing this, my MGB has much the same feel as modern cars do.

If your car still has a 'Positive Ground' system, most modern accessories (and common sense) require you to change it. Conversion is very simple and instructions are written up in many "Moss" parts catalogs.

Speaker behind seat

Want to install a radio and speakers? Modern radios feature push button tuning that finds the station for you, much safer than how it was before. Make certain that you have room to install adequate speakers so you'll be able to hear with the top down because it won't be much use if you cannot hear it. One trick I've learned is to keep earplugs available. Using these, especially on windy days, I'm able to hear both the radio and my passenger more clearly because earplugs block out the wind noise. If you drive with the top down (and who doesn't), they really are essential for hearing protection as well as adding real comfort to the ride.

I'd be the first to admit that I'm not a Mechanic, but I do know something about preventative maintenance and that's coming next.

Maintenance

It may seem strange, but regular drives of at least 30 miles long is probably the best preventative maintenance that you can do for your car. Just like your body, occasional exercise does little more than cause pain, but consistent exercise really develops both a sense of well being and improved fitness.

Provided that your car is road worthy, frequent drives down winding roads with the engine running between 2,000 and 3,000 RPM can add years of healthy life to the mechanical parts of your car. Harm that has been caused from extended storage can be reversed because everything has a chance to benefit from the good lubrication you should have already done to your car.

Occasional bumps and turns exercise everything that moves, both in the suspension and drive-train. Squeaks will either begin to disappear or you'll locate their source and eliminate them.

If you'll listen, your car has a lot to say. The engine, transmission, rear axle and body all have their own unique sound and regular driving is the best way to learn what needs attention while at the same time, you practice your driving.

Planning ahead is vitally important before you venture out and really begin driving. Just like with exercise, you need to have the items available that you need. In this case, you're planning for both you and the car, so you need to be ready for just about any emergency.

Being prepared is important, because having to find help when you're stranded on the road in an old British car can be both difficult and embarrassing.

Coming up next: Planning ahead.

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Look for part 2 of this multi-part article in the June Issue of Can-Am Connection

MG Car Club, Abingdon Works Centre 2009 Pre-Silverstone Dinner

For many years, overseas visitors have joined the many home-grown MG enthusiasts at the MG Car Club's annual weekend at the Silverstone race circuit in the UK. A few years ago, during a discussion amongst members of the Abingdon Works Centre of the MGCC, the view was taken that perhaps more could be done to make the international travellers feel welcome and enhance their visit to the UK. Abingdon, the spiritual home of MG, is only a one hour drive from Silverstone and consequently to combine something in Abingdon with MG Silverstone could prove a distinct practical possibility. After some thought, it was decided to offer an evening in a distinct location where guests could enjoy, not only good food and wine in pleasant surroundings, but also the company of fellow MG travellers as well as local MG people, some of whom had worked in the Abingdon factory. From such gatherings, firm and long-standing friendships have grown! These evenings are held at either a venue in Abingdon or in an Oxford University college which offers many beautiful settings and is only a few miles from Abingdon. (As the first MGs were produced in Oxford, the city has it's own MG connections!) Thus our Pre-Silverstone Dinners were formed!

Past visitors who have sampled the hospitality on offer have included those from Australia, America, Japan, South Africa and Switzerland with many taking the opportunity to either explore the beauty of Oxford during the day, or seek MG connections in Abingdon and the surrounding area.

The 2009 event is being held on the evening of Thursday July 9th in St Cross College right in the heart of Oxford, the City of Dreaming Spires. If you would like to attend or know more, please contact Brian Moylan, brianmoylan@hotmail.com or me at the address below.

Richard Martin,
Chairman, chairman@mgabingdon.org.uk
Abingdon Works Centre of the MGCC
www.mgabingdon.org.uk

The Twisty Bits Tour

Sunday May 17 2009

This tour was last run July 19th 2003, where we had 22 cars running. It starts at 10.00 am at Meijer's parking lot on the Ann Arbor-Saline Road, just south east of I94 at the exit #175.

We will drive about 50 miles around some nicely curved roads. All roads are paved, although some might be classed in the "uneven pavement" category. We will drive through much of the German-settled area of south-east Michigan, plus see some small lakes and two small towns typical of the area.

We will stop at the historic and restored 1835 Sharon Mill and participate in a picnic lunch. So either bring your wicker hamper from home or purchase something just prior to leaving the Meijer's lot. Last time many MGs had their wicker picnic hampers tied to their boot racks and we enjoyed a splendid hour sitting on the grass at the mill.

Then we will continue through the countryside for an-other 50 miles, ending up back at the Meijer's lot.

The tour distance is 101 miles and we should finish around 3 pm, so we can all get home before the Lucas bewitching hours of darkness.

Please call Philip Wiltshire at 586 354 8855, or e-mail at pwiltshire@comcast.net with any questions or to let me know that you intend to drive along with us.

This is a joint WDMGC and Michigan Rowdies (MGAs) event.

BRITISH Car Week

Drive your British Cars
May 30 - June 7, 2009

The Border City Mini Club and Jose's Noodle Factory Present

BRITISH ONLY CRUISE NIGHTS

We would like to invite all British car or motorcycle owners to the 2009 British Only Cruise Nights at

Jose's Noodle Factory
2731 Howard Ave in Windsor
on the following Mondays
May 25, July 27 and September 28, 2009
from 6 pm until ??

Hop in your British car, cruise on down and enjoy an evening of fun with awesome food, great cars, make some new friends, door prizes and 50-50 draw with proceeds to Transition 2 Betterness cancer research

For more info contact Wayne at
Bordercityminis@cogeco.ca

Join us for our annual Stratford Festival Tour

Friday June 19 to Sunday 21, 2009

This year we will be enjoying the musical "A Funny Thing Happened on the Way to the Forum" playing at the Avon theatre.

Friday June 19 - We will be traveling to Stratford leaving the Detroit area mid-morning.
Saturday June 20 - "A Funny Thing Happened on the Way to the Forum", 8.00 pm performance

Bruce Dow as Pseudolus

Play synopsis - In ancient Rome, the slave Pseudolus yearns for freedom, while his young master pines for the girl next door. A deal is struck: in exchange for his freedom, Pseudolus will devise a plan to unite the young lovers. But, even in musical comedy, the course of true love never does run smooth, and the plan goes awry in an increasingly hilarious series of complications. Music and lyrics by Stephen Sondheim.

We have booked the Westover Inn Hotel once again (built 1867) at nearby St Mary's for the Friday and Saturday evenings. If enough of our party decides to stay Friday night as well, I will arrange a group BBQ; this has been popular on previous trips. We will also be dining as a group at the Westover Inn prior to the evening performance of "Forum" on Saturday evening.

Many of the rooms for Friday and Saturday are already booked by us, so please call them (or your favourite Stratford / St. Mary's Bed and Breakfast) and make your reservation under "MG Tours". The Westover's phone number is 519-284 2977.

I will also need a cheque for your tickets, so please call me when you have made your hotel reservations and send me a cheque (US funds, US cheques only please, or cash by hand) for $110 for each 2 theatre tickets.

If you have an e-mail address that you use regularly, then I would also like those details.
Give me a call!

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Imagine mild summer days, cool summer nights, crystal clear blue skies, and twisty roads through mountains and valleys with unbeatable scenery and views that go on forever. Now imagine sharing all of this with 400+ friends all driving MG's. This dream will come true at the NAMGBR MG-2009 Annual Meet in the Kingdom of Breckenridge, **June 24 through 28, 2009.**

The MG Car Club Rocky Mountain Centre is thrilled and pleased to be hosting the North American MGB Register's annual meet **MG-2009 - MG's in Breckenridge**.

The event will be held in the beautiful resort town of Breckenridge, Colorado. Click on the links to the left for more information, or send e-mail to mg2009@comcast.net

For more info visit the event web site www.mg2009.com

NAMGAR GT-34 is the annual get together of MGA, Magnette and MG Variant enthusiasts from around the country. This year's GT-34 will be held in beautiful Hot Springs, Arkansas. The city of Hot Springs is the perfect backdrop for GT-34 with its scenic terrain, which means fabulous driving; luxurious accommodations in our host hotel, the Arlington Resort Hotel and Spa and countless local attractions for every interest. NAMGAR GT-34 events include tech sessions, car show, rally, driving tour, vendor concessions and many hospitality opportunities. Join your fellow MGA devotees in Hot Springs. NAMGAR GT-34 is open to all models of MG with the primary focus on MGA.

For more information checkout our website www.GT-34.com

NAMGAR GT-34

July 13-17 2009
Hot Spring, Arkansas

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MG Costello V8

Do you own or know someone who owns an MG Costello V8? These are the cars converted to V8 power by Ken Costello in the UK from 1970 to about 1974.

If you do, or know someone who does, you may be interested in this web site:
http://www.mgcostello.com
The site's owner is trying to locate MG Costello V8 owners from around the world and unite them on this site, which features articles, a gallery, technical info, history and much more on this rare beast of a car.

Club calendar

Bold text indicates WDMGC events
Put these on the top of your list!

May

Wed. 13	**Monthly meeting - DH, Windsor, ON**
Sun. 17	**Twisty Bits Tour - MI** ***See details p. 10***
Mon. 25	All-British Cruise Night - Windsor, ON *See details p. 11*
Sun. 31	Spring Fun On Wheels, Canadian Transportation Museum - Essex, ON

June

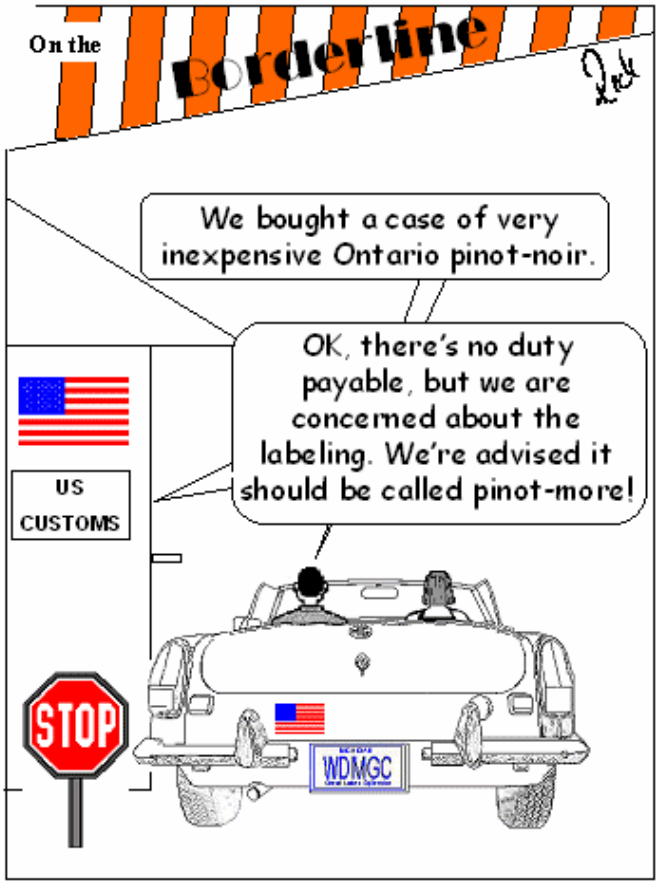
Sun. 7	British Return to Fort Meigs - Perrysburg, OH
Sun. 7	Orphan Car Show - Ypsilanti, MI
Sun. 7 Wed. 10	British V8 Meet - Durham, NC
Wed. 10	**Monthly meeting - Brass Pointe, Farmington Hills, MI**
Sat. 13	London Classic British Car Show - London, ON
Fri. 29 to	**Stratford Festival Tour - Stratford, ON** ***See details p. 11***
Wed. 24 Sun. 28	MG 2009, NAMGBR Annual Meet - Breckenridge, CO *See details p. 12*

July

Wed. 8	**Monthly meeting, Dominion House - Windsor, ON**
Sun. 12	Mad Dogs and Englishmen, Gilmore Car Museum - Hickory Corners, MI
Mon 13 Fri. 17	GT34, NAMGAR Annual Meet - Hot Springs, AR *See details p. 12*
Sat. 18	British Car Show and Concert - Essex, ON
Sun. 19	**Cruise to the Vineyard - Essex County, ON**
Mon. 27	All-British Cruise Night, Jose's on Howard - Windsor, ON *See details p. 11*

May Meeting at the DH

Our next club meeting will be Wednesday May 13 at the DH in Windsor, Ontario. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving at around 6:00 pm.



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Classified ads

Please let us know if for any reason you don't want your ad to run in future issues. If your ad has been running for 3 months and you want it continue to appear, please let us know as it may otherwise be removed to make room for later entries.

FOR SALE

MG Midget Parts Two SU carbs with heat shield and intake manifold (note: one ear of the intake manifold is broken off.) One Mallory dual point dist. with coil. Two rear shocks with complete lever arms, shocks have been rebuilt once. All parts were on a 67 midget. Just an honest offer will fine. Thomasheckman@att.net *(09-05)*

1955 MG-TF Red w/ beige interior. Excellent condition. $25K or near offer. Car currently located in Florida. Dick Kubit. 810-229-6237 KubitRichard@sbcglobal.net *(09-05)*

1980 MGB Brown w tan seats, black carpet. Approx. 35,000 miles. 3rd owner. Orig. window sticker, sales slip, owner's manual and title. New tires, canvas top. Original tonneau cover in great shape. Recent engine work done with items too numerous to list. Body in good shape. Car has been undercoated. Asking $5,000. Located near Wixom. Contact Valerie by email Vklock@ci.wixom.mi.us or call 248-802-1668 *(09-05)*

MGB aluminium hood slightly damaged, no holes $50. Located near Windsor. Contact Brian at 519-674-2957 *(09-05)*

1980 MGB LE 26,000 original miles, original owner, car was garage stored for 20 yrs. Original sales paperwork from Bob Owens-Westland, MI. Rock solid body, no rust! Some updating, Weber carb kit, Header, pertronix ignition, new electric fan. All removed parts included. Wheels were glass beaded and repainted (silver actually better matches the stripe) Asking $7,500 obo. Kevin 734-765-7498 *(09-05)*

1974 Midget parts Some original and some brand new. There are too many to list here. For further info, please contact Larry at 313-893-4338 *(09-05)*

5 painted wire wheels for MG Midget or AH Sprite with tires. Tires are Kelly 145 R 13. All have very little wear; the spare has never been on the road. The wheels are used good condition. I replaced them with chrome wires. These worked okay while they were on the car. Pick up only. $250.00 for the set. Call Mike 734-416-3839 or email at jaguarinterests00@yahoo.com *(09-04)*

MG Midget Not sure on year, between 1969-1971. Green, all original parts, wire wheels, soft top, trim, headlights, taillights, motor and trans. Was running great when dad parked it. Looking for best offer. Jds6377@yahoo.com *(09-03)*

1970 MGB GT Runs good, reliable, nice car. 4 speed stick shift, 30-35 mpg. Beautiful black interior. Red exterior w/ silver stripe. Original Dayton spoke knock-offs. Recent carburetor and intake manifold upgrade. Can use paint job to be perfect. $4,000 obo. Car located in Howell, MI. Call or email: 517-540-655, lakookarocha@yahoo.com *(09-03)*

1979 MG Midget 62,500 original miles,1.5L 4 cyl, 4 speed, runs great, rebuilt carb, smog junk removed. Green w/ new tan leather interior, luggage rack. Many items replaced over the years. Also have original top boot cover and tonneau cover both excellent condition, and a repair manual. $3,500 obo. Contact Ron 248-828-7418 *(09-03)*

WANTED

Brake Master Cylinder 1968-74. Condition unimportant as long as it can be rebuilt with new seals. Rick Astley 248-760-7531 rick@wdmgc.com *(09-05)*

77 MGB motor parts. Call Scott 586-484-7173 *(09-03)*

1200 series motor to fit a 72 Mini. If you know where I can find a used one please contact me, Alex 1-810-982-3780 or email ataylor01@talkamerica.net *(09-03)*

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Car of the month, May 2009 - Kevin Wolfe's 1969 MGB