The Can Am CONNECTION

Vol. 31, No. 6 - Newsletter of the Windsor-Detroit MG Club July 2009

Terrific turnout for “Twisty Bits” tour

By Philip Wiltshire

The rain was lashing down on the Friday evening before our tour. As I confirmed that the route was in place through the driving rain and standing water, I hoped that the weather forecast of a cool but sunny day would actually come true for our Sunday May 27 event.

We left home for the trip on a gloriously sunny Sunday morning. It was only 49 degrees but dry. So with this great start to the day, we hoped that our club members would think the same and participate.

Our little convoy of GTs (GT, CGT, GTV8 and A Coupe) arrived at the Meijer’s parking lot just south of I94 on the Ann Arbor-Saline Road and was greeted by 10 MGs. Dale was our only Canadian member present, and was a little cool with the top down on his B. We invited both the Windsor-Detroit MG Club and the NAMGAR Michigan Rowdie club for a joint event.

As the 10 am start time approached, more MGs arrived including a contingent of MGAs from the Rowdies. Gordy Bird was one of them, top down and in his short pants; definitely an enthusiast!

We set off on the first leg of our tour, a 50-mile drive around some nicely curved roads. All roads were paved, although some might be classed in the “uneven pavement” category. We drove through much of the German-settled area of southeast Michigan. Then it got complicated; Jan took four phone calls from folk who had missed us at the start. Jan proceeded to navigate each of these cars by cell phone. They all caught up by the picnic stop! In fact one MGA (the Nelson’s from Grand Rapids) was awarded the Tour’s long-distance award. The Weakleys decided to start from the Meijer’s parking lot, but one that was 5 miles from the correct one.

We stopped at the historic and restored 1835 Sharon Mill for our picnic lunch. The 20-car parking lot was totally filled with our cars. There were many wicker hampers in evidence and we enjoyed a splendid hour sitting on the grass and under the covered porch by the roaring Raisin River next to the mill.

Then we continued through the countryside for our second leg. This was another 50 miles, ending up back at the Meijer’s lot. Although the weather remained sunny all day, the temperature only got into the 60s.

We finished the tour with 24 cars around 3 pm with no breakdowns, except, Ken Nelson did have to duct-tape his ignition coil back on to cure a slight misfire in his MGA. *[More pictures on pages 9 and 15]* ■

The Can-Am Connection
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The Windsor-Detroit MG Club
The International Local Club

Lise Brown - Editor

Once again, summer is flashing by - why is it that we can never say the same of winter? As I was preparing the June newsletter we were experiencing strong hints of summer to come, then suddenly the summer-like weather vanished and was replaced with what can best be described as the worst spring weather in recent memory. It's a good thing our members aren't fair-weather drivers. Indeed, as you can tell by the event reports in this and the last few editions of Can-Am Connection, our members seem to be coming out in record numbers. For example, the hugely successful Twisty Bits tour attracted 24 cars, the Fun on Wheels show in Essex had 11 of our cars on the field and the ever-popular Fort Meigs show in Perrysburg included 14 WDMGC cars. With the better weather that is surely to come we just may be setting attendance records this year!

As you will read there are many fine opportunities to take your car out for a drive with fellow enthusiasts this month, starting with our monthly meeting at the DH in Windsor on the 8th. As in the past, if the conditions are favourable members can park their British cars on the lawn on the north-east side of the building next to the patio. The next scheduled event is Mad Dogs and Englishmen and here you have two options: you can join the Jaguar Group on a two-day excursion that includes a play and dinner, or you can join the WDMGC convoy that leaves very early Sunday morning. Adventurous MGA owners will likely be heading to the annual GT that runs July 13-17, this year in Hot Springs, Arkansas. Closer to home, there will be a British Car Show and Concert in Essex on July 18 that promises to be great fun, a British Car Cruise-In on July 22 in Troy and finally, a British Only Cruise Night in Windsor on July 27. Sadly, we had to remove our Annual Cruise to Erie Shore Vineyard from the July calendar due to the cancellation of the winery's open house. However, we will try to organize a multi-winery tour in the fall, much like the one we did back in 2004.

Along with event reports and information on upcoming events, this issue also features two great articles. One warning of the effects of new fuels on many components of our classic cars, the other guiding you through the installation of 3 point seat belts in an MGA. Thanks to all the members who contributed articles and photographs; the newsletter couldn't happen without your help.

As I put the finishing touches to this issue, Dale and I are getting ready to set off on a 4-1/2 week road trip that will take us across the country to Vancouver Island and back. Major stops along the way will include Ottawa, Ontario (my home town) to visit with my sister and her family, Banff, Alberta where our eldest son and his family live, and Whistler, British Columbia where our daughter resides. In case you're wondering, no, we are not taking the MG, we're driving the Malibu and towing our recently acquired camper as well as our road bicycles, which I can guarantee Dale will be using a lot more than I, especially in the mountains! Since I won't be around for a while, Rick Astley has kindly agreed to don the editorial mantle for the August issue, for which I am ever so grateful...Thank you Rick! So remember, any submissions for the August edition should be sent to Rick Astley (contact information in the column at left.)

I wish you all a Happy Canada Day, Happy Fourth of July and many enjoyable hours driving your LBCs this summer. See you in September!

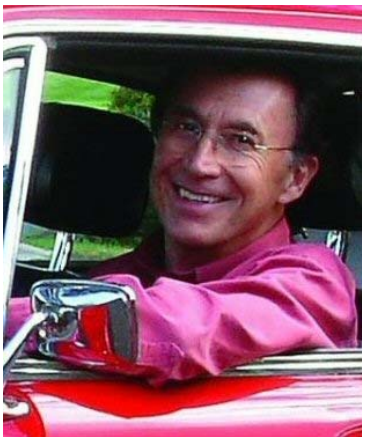
Lise

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

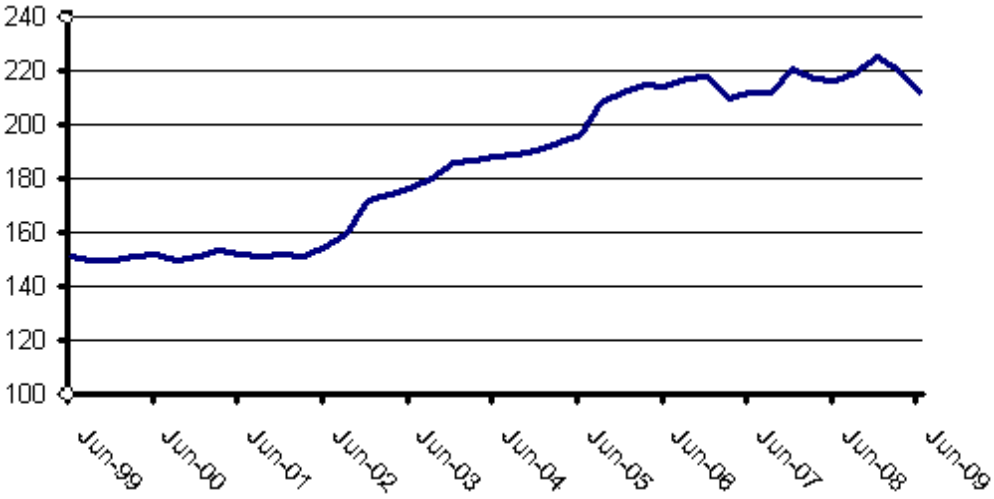
Presidentially speaking

Rick Astley - Club President

In addition to being the current club president, I continue to manage the membership role as well. Over the years, it's been a pleasure to see a gradual rise in the number of club members, which always brings with it the opportunity of meeting new people. Of course, we've always seen some attrition - people move away, have health issues or otherwise choose to terminate their membership - but overall, with a few bumps in the road, we have always had more people joining than leaving: that is until recently. In the last couple of quarters, our rates of non-renewal have increased and the number of new members joining, which is normally high in the spring, has declined. All the evidence is that the current economic climate is to blame for people either not choosing to pay membership or just giving up their non-essential cars. On the bright side, as Lise points out in her editorial, we are certainly not seeing any waning from existing members in their interest in club events.



The graph shows how membership numbers have changed over the last 10 years. Membership dues are by far our primary source of income so any reduction is always of some concern to the board. However, the drop in membership is only a small one and the revenue decrease has by far been more than been matched by the cost reductions we've achieved, most notably in newsletter production and in postage through embracing electronic communication. Nevertheless, this is not a trend we'd like to see continue, so if you're thinking of not renewing your membership next time, please let a board member know so that we can address your concerns. All of us can also do our part by encouraging anyone we know with an MG to become a member.



I'm as affected by the economic situation as everyone else, so as usual, I've been doing my own maintenance on my cars. Last month, before the trip to Stratford, I wanted to quiet the clatter from the valve train in my V8. Everyone with a standard MG knows of the tapping sound that occurs as a result of the expansion gap between the valve stem and rocker arm. However, in the V8, hydraulic tappets are supposed to automatically adjust the gap to zero, making for a much less noisy system. I wasn't certain that the tappets were my problem, but if they weren't, I was in for a much more serious repair to piston rings or wrist pins. The hydraulic tappets cost $6 each: not bad for an item made from three precision turned hardened steel parts plus a pressing, two springs and a clip, but I needed 16 of them and new gaskets too, so I didn't want this to be a wasted investment. Once I had access to the push rods I was disappointed to find that their was no play in them that I could detect, making me think that I'd embarked on a futile exercise; but I needn't have been concerned. When everything was put back together, the engine, as I expected, was noisier than ever for a short time, but once the tappets had pumped themselves up with oil, the car ran more smoothly and quietly than ever. I think it has better performance too, and maybe it has, if the valves are now opening just that little more, then the engine should be that more efficient.

Safety MG Fast

Rick

The British keep returning to Fort Meigs

By Fran Lewis

Sunday, June 7th didn't look very promising for the 11th annual "British Return to Fort Meigs" car show. Despite the overcast and a few brief raindrops, I left Waterford for Perrysburg, Ohio early Sunday morning. I made the drive down on my own, but was glad to see other WDMGC members had also arrived for the show and Elvin had set up the club canopy. Some members had driven up from Louisville, Kentucky. All told, there were about 14 club members joining around 200 assorted British cars and motorcycles on the field. The most unusual entrant was a "4x4 MGB".

Members who took awards in the popular voting were Steve and Donna Finch (2 awards, one for each of their cars) Jim Cox and Sue and Dave Snyder. I took a 3rd in the trivia quiz and Janet Davis got an honorable mention in the same. No rain marred the show and the luck of the Lake Erie British Car Club held out another year. ■

Pictures above are from the Fort Meigs show.

Hey Elvin… Elvin … **ELVIN!**

New Members

The WDMGC welcomes
its newest members

Mike and Pat Harris
Dearborn, Michigan
1974 MGB, Black Tulip

Mike and Sandy LeClair
Windsor, Ontario
1978 MGB, Orange

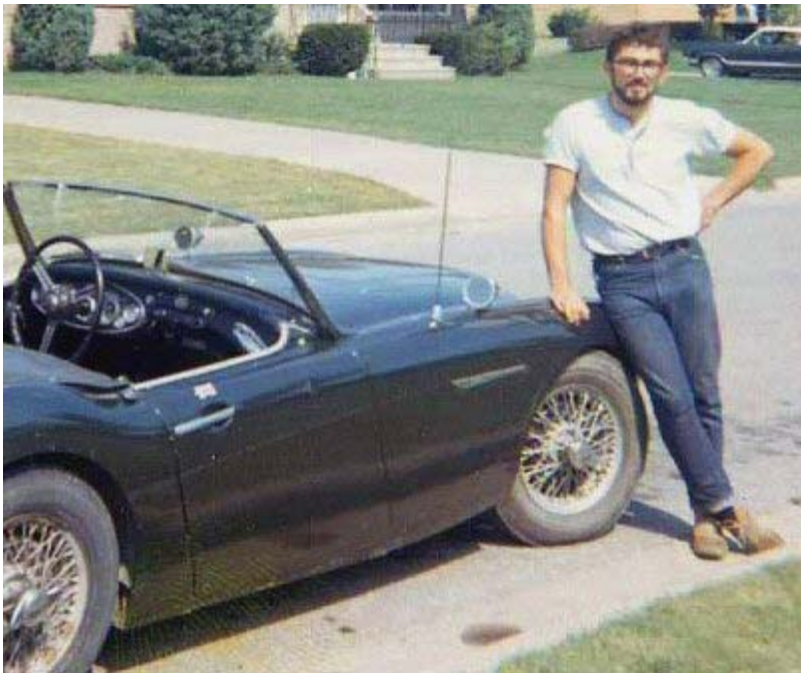
Our MGs shine at Fun-on-Wheels

By Ralph Poupard

The day dawned sunny but cool, and it was a chilly top down drive up to the Tim Hortons on Walker Road. Six cars left at 10 AM after a few of the owners lowered the tops on their cars. The show had a very good turn out this year and our traditional spot was taken when we arrived, so we parked just across the road at the Jack Miner House. After registering we had a leisurely lunch in the beautiful sunshine. In the vendor area was a '57 MGA body and chassis. The body unfortunately had been modified into what appeared to be a cross between a mid '50s Corvette and a Cobra on the front end with slotted vents in the side of the back fenders that reminded me of gills. It was a productive day for Gordon Wallace since he saw one of his present clients who owns an MGA that Gordon is working on and gained a new customer who is restoring an MG, and being mystified by SU carbs was looking for someone to rebuild them for him. We had about 11 British cars in our area and 3 of our friends from the Border City Mini Club were scattered elsewhere throughout the field. Jeff Branch arrived in a very nice "GM" mid 60s Pontiac Tempest with a rare OHC 6 cylinder engine. It was a perfect day for top down driving with blue skies, sunshine, and moderate temperature, and it was a great way to start "Drive Your British Car Week." ■

Our members start gathering in front of the Jack Miner House at the Spring Fun on Wheels in Essex.

The Young and the Reckless



Can you guess who this desert-boot wearing cool cat is?

The year is 1972, the place is Windsor, Ontario and this 22 year old WDMGC member-to-be is leaning against his 1957 Austin Healey 100/6, his 4th British car in 5 years. He bought it for $270 and sold it for $400 a year later to buy a 1966 MGB.

He may have owned many British cars in his youth, but when he finally joined the club in 1999, all he had was a boot lid for an MGA, which he still owns but has transformed into a work of art (hint, hint). Have you guessed yet?

Today he owns a maroon 1978 MGB bearing an Ontario licence plate that reads CYNIC1

If you haven't yet guessed who this member is, turn to page 15 for the answer.

Old cars and new fuels

By Rick Astley

The magazine *Hagerty's*, owned by the company that insures most classic cars in the USA, recently published the first findings of a study it commissioned from Kettering University concerning the use of E5 and E10 fuels (gasoline containing 5% and 10% ethanol) in classic cars. It happens that the first tests completed were those on a 1958 MGA, so while we don't have permission to reprint the article as a whole, it's worth looking at the findings and revisiting the issue of using modern fuel formulations in our old cars. In fact it's an especially good time to do so with over 67% of the US gasoline supply already being E5 or E10, often without labeling, and Canada mandating E10 fuel by May of this year.

Reliability

Hagerty's stated reason for commissioning the tests was that all those it could find so far were simple long term immersion tests performed on fuel system components and that even some of those were suspect, having been funded my parties interested in the promotion of ethanol.

Kettering University tested the MGA for 3,000 hours, comparing the running performance with E10 and against that with E0 (gasoline with no ethanol content). No difference in carburetor or fuel pump performance was found and inspection showed no blockages or sticking of moving parts. It was reported, however, that there were *"indications that operating an SU-equipped vehicle over a long period of time may require more frequent fuel system maintenance to replace seals and remove varnishes and particulate buildup on components, such as the dashpot damper, the inside of the dashpot and on the throttle shaft. Softening or cracked seals and gaskets could allow leakage, and the varnish could impede throttle shaft operation."* A steel drum, rather than the car's gas-tank, was used as a fuel reservoir and corrosion was observed to be forming inside it, *"suggesting that it may be prudent to coat or seal steel fuel tanks."*

Data from elsewhere suggests that ethanol eventually separates from gasoline, forming a waxy deposit that if allowed to dry becomes more like a varnish. Moreover, some of the wax falls to the bottom of the fuel, be it in the tank or carburetor float chamber, where it combines with other deposits to form sludge. I can attest to this, having reported in the November/December edition of *The Can-Am Connection* that the float of my lawn mower's carburetor had become glued to the bottom of its chamber after the prior winter's storage and that my intention was to run its carburetor, and those of my MGs, dry before storage this winter. At the time of

writing I've yet to see how effective that strategy has been in the mower but the MGs certainly started and run fine. Also, I remain conflicted as to whether the fuel tank should be left as full as possible, risking waxing, or nearly empty, exposing more inner tank surface to corrosion.

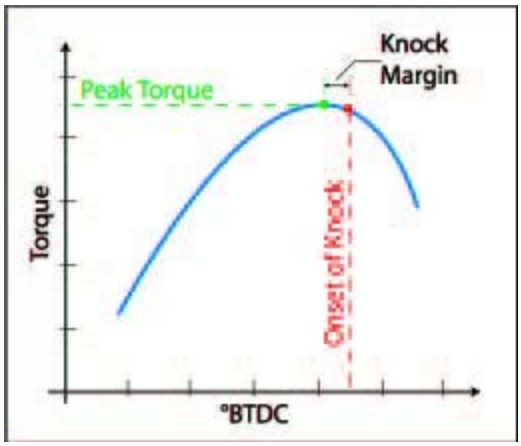
Performance

The *Hagerty's* article begins, *"Modern gasoline blends are far removed from those for which most collector vehicles were designed."* This echoes something I wrote in my MGB Electrical book regarding ignition timing, arguing that modern fuels have such different burn rates to those used when MG determined the optimum ignition timing, that the timing of the ignition using the factory data is now futile. I made the text more generic for a later book concerning British classic cars in general, and it reads as follows.

"Different fuel types and mixtures have different burning rates and so require a different ignition setting to ensure maximum combustion pressure is reached at about 10° after TDC. There is no point in trying to find the optimum timing for the car unless the carburetors have been properly tuned beforehand and the same octane rating fuel is always used. Note that the usual recommendation is 98 octane for high compression engines and 93 octane for the low compression engines both measured by the RON system used in the UK. This equates to 93 and 88 octane respectively when measured by the North American (RON + MON)/2 method.

The graph shows how engine torque varies as the ignition timing changes in degrees before top dead centre (°BTDC). Note that as the ignition timing is advanced, the engine torque increases until a point is reached when the spark occurs too early and the onset of 'knock' is heard. Knock and pinking or pinging are technically different phenomena but for most purposes they can be considered the same thing. Once knock occurs, torque – and brake horsepower with it – reduces

substantially and piston damage may occur. The so-called knock margin is very small on high compression engines and so the peak torque point can usually be established by finding the timing setting that produces knock and then retarding the ignition timing just enough to eliminate it.



To find the optimum timing for a particular car, with a tank full of the recommended fuel, drive the car uphill and try to accelerate without changing down a gear. Do you hear pinking (pinging) (a tinkling or rattling sound) that disappears when you decelerate or shift down?

- *If so, try retarding the engine until the noise no longer occurs. If it is evident that retarding the engine is futile, the pinking persisting but the engine losing power, then you need to use a higher octane fuel or, if none is available, an octane booster. Remember that pinking is extremely harmful and every effort should be taken to avoid it.*
- *If there is no pinking, gradually advance the ignition timing until it can just be perceived, then back it off until the effect disappears.*

This method of timing, although not textbook, results in the best timing for your car and with your fuel, without damaging knock or ping. "

I used this method on my own stock, but worn-out, 1970 MGB roadster, and while those who follow it on club events disappear in a cloud of blue smoke, after using a sophisticated accelerometer I can report that it's 0-60 mph acceleration beats that given for the car in the original published road tests. While I describe the method as "not textbook", in fact modern cars cope with flex-fuels largely by using the same technique. A piezoelectric knock-sensor, which is essentially a specialized microphone, is attached to the engine block. The car's engine control module advances the ignition until the sensor tells it that knock has occurred, whereupon the module retards the ignition just enough to eliminate it.

Unfortunately, none of the foregoing fully addresses the issues associated with modern fuel in our collector cars but I hope that awareness will help us identify and avoid problems down the road. ■

BLAST From The PAST

MGA 3 point seat belt upper mount option

By Ralph Poupard

Originally MGAs were not equipped with seat belts from the factory. They were generally a dealer-installed option. I had originally installed 2 point seat belts in our 1957 1500 roadster. They were the original type with the aircraft style buckles. They looked good, but were probably not that effective for today's traffic conditions. After reading about several serious accidents involving MGAs I decided to upgrade to static 3 point belts to reduce the chances of serious injury. Of course I'm not planning on crashing my MGA, but it's always nice to have the possibility of escaping alive in case the unthinkable happens. I ordered the Moss 222-209 kit.

The 1500 model had no mounting point for the shoulder harness section of the belt, so I investigated the options by searching the Internet and talking to several members of the Michigan Rowdies. The options appeared to be mounting them to the top of the wheel well, or welding pre-fabricated brackets to the underside of the tonneau panel. After lowering the top I felt that the top or side of the wheel well would yield a limited pathway for the belt to pass through when the convertible top was folded, and the belt would also foul the side curtain pouch. The brackets under the tonneau panel would also require some type of modification to the side curtain pouch to allow the belt to pass through. What concerned me more was having to weld the brackets to the underside of the tonneau panel. I have heard that people have them welded on a completed car without discolouring or burning the paint off of the outside of the panel. Our car is Old English White, so it wouldn't take much discolouration to show on the paint. I also questioned whether a weld that has not heated the opposite side of the .036" thick sheet metal of the tonneau panel enough to discolour the paint would have enough weld penetration to hold the bracket in place during a front end collision where the forces placed on the belt and mounting can be several Gs.

I discovered another option. The second rear fender mounting bolt from the door was in a good position for mounting the belt. The bolts are 5/16" NF, and after looking up the shear strength of a 5/16" grade 5 bolt and some calculations I realized that the standard fender bolts (in a longer length) would not be strong enough. The 7/16" grade 5 bolts that were supplied with the 3 point kit had plenty of shear strength safety factor. I decided to drill out the second bolt hole on each side to 7/16" diameter to accept the bolts in the Moss kit. This opens the hole in the spot welded nut and through the inner fender panel.

After painting the drilled area, I then passed the 7/16" bolt with a heavy support washer under the head through the hole from the fender side, and placed the spacer and belt mount over the bolt. After applying some blue Loctite to the end of the bolt, I installed the nut and tightened the assembly. The result I believe, is a neat and very strong installation. When the side curtain pouch is in position, the belt passes through the vertical gap next to the side panel. When the convertible top is lowered it is necessary to unclip the belt, pass it over the folded top frame and clip it back on. If at some time it was desired to return the setup to the original 5/16" NF bolt size you could make 5/16" NF threaded inserts from a length of a 1/2" NC bolt, thread the holes in the body ½" NC also and screw the inserts in place with red Loctite.

Since I am at the lower specification limit on that great Xbar chart tracking the height of human beings, you may want to temporarily fasten the mount in position and test fit the belt to make sure that it would be a proper fit for your height and seat position. ■

Both photos show members enjoying a picnic lunch during the Twisty Bits tour

British Car Cruise-in

Where: **Kona Grill (spirits available)**
30 E. Big Beaver
Troy, Michigan 48083
(1 mile East of I-75)

When: **Wednesday June 24, 2009**
Wednesday July 22, 2009
Wednesday August 26, 2009

Time: **5:30pm - 8:30pm**

Come join your fellow British car enthusiasts

Your event host: Harry Mac Lean: HMac483017@aol.com

Afternoon Victorian tea at the Holly

This year's tea run will take us to the historic Holly Hotel in Holly, Michigan, listed on the United States Register of Historic Places. It's the essence of award-winning regional and classical cuisine, with late Queen Anne Victorian architecture, and a loyal following since 1891.

We will enjoy an elegant three course tea, served on traditional English china with steaming hot imported tea served in silver and ceramic pots. First course is served warm, consisting of English-style scones and muffins with Devonshire cream and flavored butters. Second course consists of petite tea sandwiches, quiches and canapés. Third course is a "sweets" course of fruit, pastries, cakes or tortes.

The Tea Run divides into 2 parts, an approximately 1 hour drive in the countryside around historic Holly followed by the tea at the hotel. The drive will begin at 2:15 pm at M59 / Milford Road intersection at the McDonald's parking lot north-east corner. Alternatively, you can meet us for tea at 4.00 pm at the Holly Hotel. We have arranged special MG-only parking in Battle

Alley, adjacent to the hotel.

The cost per person will be $12, payable in advance to Ailene Butcher (248 685 8610) or Jan Tucker (248 676 0986). They need your cheque before July 10, 2009 as we have to make a firm commitment on numbers. Please send cheques to Ailene Butcher at 3103 Exeter Drive, Milford, MI, 48380.

MG-Jaguar joint club convoy to Mad Dogs & Englishmen July 11-12, 2009

The MDE show is certainly popular with club members, so if you're looking to make a weekend of it, here's a great opportunity. The Jaguar Affiliates Group of Michigan invites our club to join them for a weekend of fun that includes a night's stay at Yarrow Golf and Conference Center in Augusta, MI., with optional dinner and theatre (The Full Monty) Saturday night at the Barn Theatre (tickets $24-29 US)

Meet-Up Saturday: MDOT Carpool Parking Lot (M-36 & US-23)

Departure time: Saturday July 11, 11 am

For full details on two-day tour contact Mike Bailey
Tel: 734-416-3839
Email: jaguarinterests00@yahoo.com

Full details are also available on the WDMGC website
www.mgcars.org.uk/wdmgcc/linked%20documents/MDEtrip09.PDF

For those preferring a one day trip, Matt Bade will lead a group as follows

Meet-Up Sunday: the usual location of the Meijer parking lot @ 8 Mile rd. and Haggerty (I-275)

Meet-Up Time: 6:45 am. I know this is early but if we're going to get to the show before 11 am, this is how it has to be.

Departure Time: Sunday July 12, 7:00 am

For those who prefer or live on the west side of town, the group will pick up additional drivers at the intersection of 9 Mile rd (M-36) and US 23 @ 8 am.

I will collect cell phone numbers and pass out maps at both locations and we will be on our way. We will make one group stop at the McDonalds in the town of Leslie to use the facilities, stretch our legs, etc.

Total trip distance is about 115 miles and should take about 3 hours including stops. I'll lead the group back at around 3/3:30 pm.

For details on the one-day tour contact Matt Bade
Email: mgbade@core.com

All British Car Show

Saturday, July 18 2009
Canadian Transportation Museum and Heritage Village
6155 Arner Town Line (Cty Rd 23) Kingsville, Ontario - 519-776-6909 - www.ctmhv.com

Car Show begins at noon

- People's choice award
- 50/50 draw
- Door prizes
- Car boot sale (bring your stuff)

On site attractions include

- 50's diner, fully licensed
- BBQ starting at 11:30 am
- Museum Tours
- Village Tours

Outdoor Rock & Roll Show starts at 6:30 pm

Featuring British Beat 66 singing all your favourite English tunes!

BRITISH BEAT 66

Admission $10 per car includes car show and concert

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

Alden Classic Sports Car Show

Sunday August 9, 2009
Alden, Michigan

The **Twin Bay British Car Club** is proud to host the 10th annual Alden Classic Sports Car Show. The show is open to sports cars only, (no muscle cars or hot rods) restored, unrestored, any year, any country of origin. The show is held the second weekend of August, in the picturesque village of Alden Mi., on the Shore of Torch Lake. For 2009 the featured marque is the Corvette.

The event starts on Saturday afternoon with a tour around beautiful Torch Lake, followed by a picnic. The picnic features the area's best broasted chicken and is held at the historic old Depot in Alden. The show is Sunday at the park in downtown Alden.

Sunday Car Show registration fee: $15 per car
Saturday tour and picnic: $6 per car

Updates and registration form can be found on the club's web site: **www.twinbaybrits.com**

9th Annual Alternative Dream Cruise
Saturday August 15, 2009

The world's largest one-day celebration of car culture, the Woodward Dream Cruise, will be held this year on Saturday, August 15, 2009.

Once again, Rich and Adrienne Wagner will be hosting the club's annual cruise down the back roads, an alternative to the traffic jam held on Woodward on the same day every year.

As always, the drive will take you down some of Michigan's prettiest roads and will include at least one ice cream stop followed by dinner. This year, we'll be revisiting "Snapper's" in Fenton.

Go see the cars on Woodward if you wish, then come and join in the fun of a *real* dream cruise.

Meet-up time
3:00 pm

Drive begins promptly at 3:30 pm
Location
Westwind-Lake Plaza, located on the northeast side of Pontiac trail and Haggerty Road in Commerce Township.

Directions
From the south, take M-5 to the very end (Pontiac Trail.)
Turn right onto Pontiac trail.
Continue east past Haggerty Road.
Once you've crossed Haggerty Road the Plaza will be directly on your left.

For further information contact Rich Wagner
Email: mgslovetrs@msn.com

Club calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

July

■	Wed. 8	**Monthly meeting, Dominion House** - Windsor, ON
☐	Sun. 12	Mad Dogs and Englishmen, Gilmore Car Museum - Hickory Corners, MI *See details p. 10*
☐	Mon 13 Fri. 17	GT34, NAMGAR Annual Meet - Hot Springs, AR
☐	Sat. 18	British Car Show and Concert - Essex, ON *See details p. 10*
■	Wed. 22	**British Car Cruise-in** - Troy, MI *See details p. 9*
☐	Mon. 27	All-British Cruise Night, Jose's on Howard - Windsor, ON *See details p. 11*

August

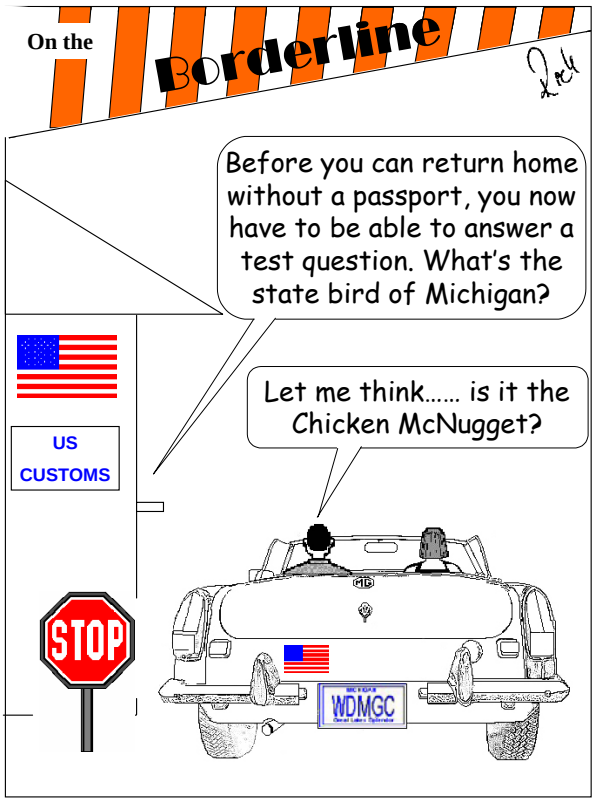
☐	Sat. 8 Sun. 9	Alden Classic Car Show - Alden, MI *See details p. 11*
■	Sun. 9	**Tea Run and Afternoon Tea at the Holly** - Holly, MI *See details p. 9*
■	Wed. 12	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
■	Sat. 15	**Alternative Dream Cruise** - Walled Lake, MI *See details p. 11*
■	Sat. 22	**Club BBQ** - White Lake, MI
■	Wed. 26	**British Car Cruise-in** - Troy, MI *See details p. 9*

September

☐	Sun. 6	Fall Fun on Wheels, Canadian Transportation Museum - Essex ON
■	Wed. 9	**Monthly meeting, Dominion House** - Windsor, ON
☐	Sun. 13	Battle of the Brits - Orchard Lake, MI
☐	Sun. 20	British Car Day at Bronte Creek - Oakville, ON
☐	Sun. 27	T-Club Chili Cook-off - Northville, MI
☐	Mon. 27	All-British Cruise Night, Jose's on Howard - Windsor, ON *See details p. 11*

July Meeting at the DH

Our next club meeting will be Wednesday July 8 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.



Advertisements

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

1973 MGB convertible in excellent condition, professional 3rd party evaluation at $9,750, will sell for $8,500 to a good home. 82,000 mi, engine, body, mechanics/brakes etc. all excellent shape. Located Toronto area 416-274-3687. Will send copy of evaluation and more pics upon request paul.Fournier@rogers.com
(09-07)

1979 MGB sitting next to abandoned house, could be a great project car. If interested, would need to inquire about ownership rights. Click here for pic. For more info call Randy 516-655-0698 or email rlioz11@gmail.com
(09-06)

1977 MGB right side door skin for sale or trade. Looking for some upgrade parts. Contact Bob Fougere 248-872-6677 or fougerebob@hotmail.com
(09-06)

1960 MGA 1600 with knock off wire wheels. Frame rusted out in center area below doors. Good fenders, doors, trans, engine, wheels, hood, trunk lid, etc. would like to sell entire car. call 313-971-1705, Taylor Michigan
(09-06)

1980 MGB LE 26,000 original miles, I am the original owner, car was garage stored for 20 years. Have original sales paperwork from Bob Owens-Westland, Mich. Rock solid body, absolutely no rust! Car has had some updating, Weber carb kit, Header, pertronix ignition, new electric fan. A much more drivable car now. All removed parts are included in sale. Wheels were glass beaded and repainted (silver actually better matches the stripe) come take a look! Asking $7,500 OBO. Kevin 734-765-7498
(09-04)

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
(09-04)

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. 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)

1979 MGB Great shape, no rust; great floors, trunk and engine compartment. New clutch, Weber carb with header and complete Monza exhaust, new distributor and electric fan. 200km on completely rebuilt motor 20 over pistons everything new except crank. Head completely redone. Have new brakes for it front and rear. Over $5,000 in parts, asking $9,000 OBO. Call Carlo 519-945-6471
(09-03)

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)

Wanted

Fuel Pump for a 75 MGB. Contact Tony tony_dorego@sympatico.ca
(09-06)

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)

The Windsor-Detroit MG Club is a chapter of
The North American MGA Register & The North American MGB Register

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Formerly of English Motors

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E-Mail me at: modjunkie@wowway.com
St. Clair Shores

Aug. 09

CARS WANTED

Very serious *buyer* for:
Jaguar XK-XKE, MG T series, MGA
Triumph TR 2-3-4-250
Mercedes 190-220-230-250-280 SL
All open cars Porsche 356-911-914
Austin Healey, Riley, Alpha-Romeo, Singer
1964-67 Ford Mustang, Models T & A

Entire collections possible

ANY CONDITION - ANY LOCATION

Generous finders fee. WILL PAY THE MOST!
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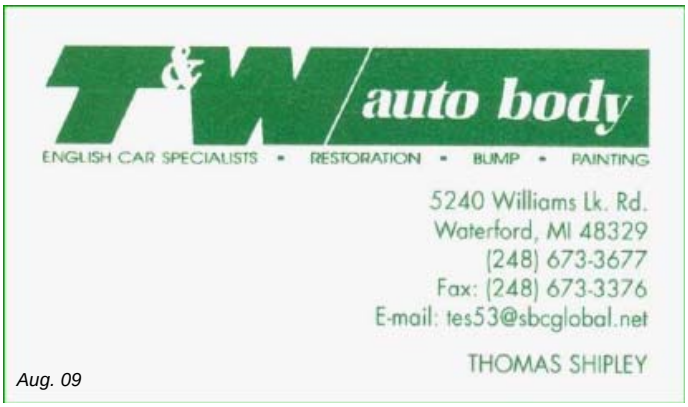

More pictures from the Twisty Bits tour. From the top:
- A Rowdie member effects repairs using the versatile duct-tape!
- The parking lot at Sharon Mills was filled to capacity.

WANTED

Dead or Driveable

Your Car Picture

Let us have a picture of your car and some anecdotal information so that we can feature it in *Can-Am Connection* and the club web-site gallery.

Also Wanted

Pictures of members with their "ride" in their childhood or as young adults for our **The Young and the Reckless** feature.

You will be Well Rewarded

The Young and the Reckless mystery man is Marty Hunt

Windsor-Detroit MG Club
28404 South Harwich Drive
Farmington Hills, MI 48334 USA

FIRST CLASS MAIL

Car of the month, July 2009 - Max Kenney's 1953 MG-TD