The Can Am CONNECTION

Vol. 31, No. 7 - Newsletter of the Windsor-Detroit MG Club August 2009

Food, Fun and a First-Night Farce at Stratford

Our 18th year of Stratford followed our traditional plan of action. The long weekend always starts Friday with half our group heading to Canada and enjoying nice and sunny weather. In fact the whole weekend had been condemned by the professional weather people. So as every dry and sunny hour went by, I started to relax into enjoying the drive.

The group of 10 cars entered Canada at Sombra which is just across the river from Marine City. We worked the back roads and stopped for coffee at one of the 1,000,000 Ontario Tim Horton's restaurants; this one located at Reece's Corners 15 km east of Sarnia. We have been running this route so long that we reminisced when there were just a couple of shacks at this crossroads, but back then we could get Cadbury Chocolate bars that tasted of England.

The Friday group of travellers consisted of many of our regular folk; we had Ken and Kathy Nelsons 1952 TD riding with us again. Apart from having the most challenging ride, they also travelled from Grand Rapids and would end up making a 750 mile round trip. Dennis and Erika Ferguson drove their MGB GT all the way from the Traverse City area which must have given them the long distance award.

We arrived at St Mary's after an uneventful ride through green and wide open countryside. As usual the Westover Inn was very welcoming and we enjoyed refreshments on the terrace before setting out for dinner in Stratford at the famous Church restaurant. Stephen and Ruth Swarin headed to the theatre and the rest of us strolled along the riverside before driving the 15 km back to St Mary's.

The Weather people's predications came true on the Saturday. We awoke to heavy rain and dark grey clouds. But this did not stop the group making a damp tour of the local area ending at St. Jacobs. Steve and Donna Finch drove the whole tour with the side curtains out of their MGA roadster. They got the "Gung Ho!"

(Continued on page 4)

A Great Day at Mad Dogs and Englishmen XIX

Unlike so many trips to Hickory Corners in the past that have been hot and oppressively humid, Sunday, July 12th was a perfect day for a drive across the state to the grounds of the Gilmore Classic Car Museum. About 10 of us WDMGC drivers headed out at 7 a.m. including two members of the local Jaguar club. We all arrived

(Continued on page 4)

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

E-mail
wdmgc@wdmgc.com

Website
www.mgcars.org.uk/wdmgcc

President
Rick Astley
248-737-1978

Vice President
Scott Turner
519-254-9510

Treasurer
Donna Finch
248-685-8488

Secretary
Dale Brown
519-258-5987

Newsletter Editor
&
Webmaster
Lise Brown
519-258-5987
lise@wdmgc.com

Membership
Rick Astley
28404 South Harwich Drive
Farmington Hills, MI 48334
248-737-1978
Fax: 248-538-8339
rick@wdmgc.com

Video Librarian
Tom Newton
313-562-2377

Regalia
Canada: Roli Sylvestre
519-969-2739
U.S.A.: Elvin Davis Jr.
248-960-2296

Classified Ads:
$5.00 for 3 months
Free to members

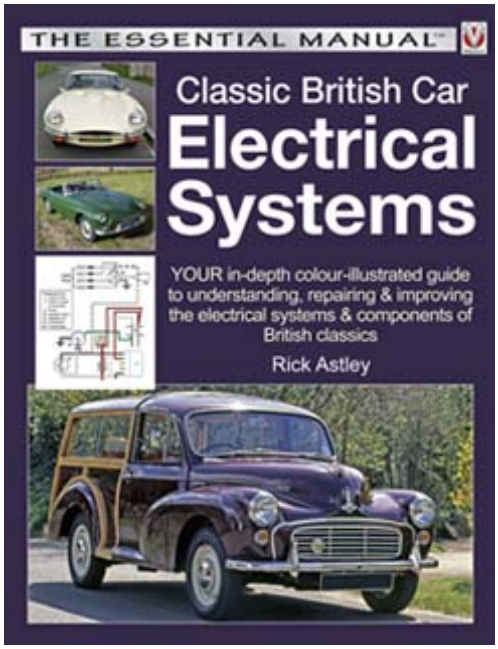
Display Ads:
Bus' Card $5/issue, $30/year
¼ Page $8/issue, $50/year
½ Page. $16/issue, $100/year

Fine Print
All contents, except where noted otherwise, are copyrighted by the Windsor-Detroit MG Club, Inc. Any reproduction requires express permission, except for our sister clubs who participate in our newsletter exchange, who need only acknowledge the source.

The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Stand-in Editor

As I write, Lise and Dale are driving to the west coast of Canada and in her absence, I'm deputizing as editor. Since that means this month I have to write not only the club president's article for the page opposite, but the editorial too, I thought I might be excused for using this page to blow my own trumpet.



Last month I received an advanced copy of my new book *Classic British Car Electrical Systems* which is a follow-on to the *MGB Electrical System*s book that was first published a couple of years ago. When the MGB book was first accepted, Veloce, the publisher, seemed to think of it as a really niche book that would sell very slowly over several years. As a publisher of books about cars worldwide, Veloce's reasoning was understandable: here was a book about a single system, of a single model of a single marque of a single country's cars. In spite of all that, the first printing sold-out remarkably quickly and Veloce were caught-short and out-of-stock for nearly six months until they and I could prepare the second edition.

If a book about such a narrow range of cars could raise that much interest, the Veloce folks wondered, how much more would one generate that covered a much broader range of vehicles sell? With that in mind, they asked me to write on the same subject but cover all British car brands produced over a longer time period than the MGB. At first I resisted; the first book covered a lot of theory and Lucas-peculiar material and inevitably there would be a lot of repetition in one simply broadened to encompass British cars in general. To the publisher, that wasn't a problem, indeed it's apparently just a normal part of publishing, so I set to work at the beginning of 2008 with a deadline of December the same year.

The process started with research, which included my visiting lots of British car shows at which I could look at cars, take photographs and talk to their owners about the cars' problems and idiosyncrasies. I also got a lot of help from generous people whom of course I mention in the Acknowledgement page of the book. These include the members of the Windsor-Detroit MG Club, the Detroit Triumph Sportscar Club and my good friend Jeff Zorn who allowed me free range of his inventory and the use of his kitchen table on which I set-up my camera and light box to produce many of the illustrations.

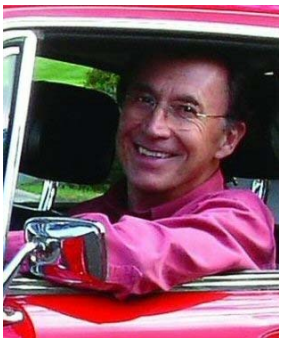
The result is a book that necessarily overlaps with the MGB specific one but that also covers a whole lot of new ground, particular the pre-MGB era charging systems, the infamous flasher box found in MGAs and its contemporaries and the many peculiar circuits for overdrives.

Will the publisher's aspirations for the book be realized? It will be available in North America from this month and only time will tell.

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

Presidentially speaking

Rick Astley - Club President



It's funny how life is so unpredictable. That thought was promoted as I edited Matt Bade's article about the Mad Dogs and Englishmen trip to Hickory Corners near Kalamazoo. My father was a semi-professional musician and I grew-up in a home where one of my earliest memories were hearing Glenn Miller's music coming from the wind-up phonograph (which in England we called a gramophone). I think I knew the words to *I've got a Gal in Kalamazoo* before any nursery rhymes, but probably thought it was a made-up name and I don't suppose that, even if it were a real place, I thought I'd ever go there. Well of course I ended up here in Michigan and have been to Kalamazoo lots of times, but never without it reminding me of my late dad. By the way, if do a YouTube search for 'Kalamazoo' you'll find a great 7-minute clip from the 1942 movie *Orchestra Wives*, of which, come to think of it, my mother was one.

As mentioned opposite, I attended lots of British car shows in 2008 and decided to give Mad Dogs a miss this year. Other WDMGC members have been travelling, however, including Elvin Davis. He called me up after a long trip from Louisville complaining about pain in his heel and asking if I could fit a cruise-control to his 1980 MGB before he made the even longer trip to MG 2009 in Breckenridge, Colorado. First we had to buy one and soon found a special $100 price on the Audiovox system at J C Whitney. At the time I thought it was a good deal and decided to buy one too for my V8, although I later found that Amazon is an even cheaper supplier. I had quite a lot of experience installing cruise controls to cars in England, where at the time, they were very rarely fitted as standard or even as an available option. Those I installed were all for automatic transmission cars, and the only method provided for obtaining a speed input was to fit magnets around the drive shaft and a fixed pick-up sensor very close by. The magnets were hard to fit and a nuisance, becoming dislodged at the slightest stone impact and the distance between them and the pick-up varied as the cars cornered; causing loss of signal or impact between the two. If I ever fit one to my roadster — which has an overdrive that I flick in and out to maintain constant road-speed when climbing hills — I'd go to the trouble of installing magnets. However, although he has an overdrive, Elvin said he leaves it engaged all the time and so we decided to use one of the other signal sources that Audiovox provides for, namely the ignition system.

Before starting installation, I tapped into the wealth of knowledge in the club, and called Rich Wagner whom I knew had several years ago fitted at least one to an MGB. Rich's help included prolific advise regarding the problem of using engine speed as the data signal source on a manual transmission car. Rich had blown his system up on the only occasion he forgot to hit the clutch but didn't use the brakes. If operated this way, the car slows down but the unloaded engine screams as it keeps its constant speed. Rich also had problems with the fact that the MGB has a high power to weight ration and a short throttle travel, all causing the cruise to over compensate and the car to buck. Modern electronics has solved the over-sensitivity problem and although there is now also a detection of engine surge in the event of sudden unloading due to a disengaging clutch, I insisted that we both fit clutch switches as a belt and suspenders measure.

The clutch switch proved quite difficult to fit in Elvin's car because access was blocked by the brake booster. We also learned, while looking for a vacuum source — which the cruise-control needs for its mechanical actuation — that Elvin's brake booster isn't connected because the diaphragm leaks; but what he's never had, he doesn't miss. In any event, the new system took him painlessly to Colorado and he reported to be able to drive continuously for far longer with the cruise control than he could before. I fitted mine to the V8 before I went to Stratford and it performed well, although it did stop working at one point. The clue to that problem came from Adam Gucfa, who followed me to the theatre, and told me that I had a brake lamp out. Soon after, the other went too; that's really not a coincidence, bulbs bought together have a similar life expectancy, and once one goes, the other receives more voltage and its demise is accelerated. As a safety measure, all cruise-controls needs to know that they are connected to the braking system so that they shut-off when the brake pedal is pressed. They do that by looking for a low resistance path to ground via the lamp filaments. A visit to Canadian Tire and $3.99 for two new bulbs soon got my cruise going again.

The Robertson screw in the tire tread

I think I also received a little gift from Canada. The following week, while assembling for the Hidden Gardens tour, I noticed a screw in my tire, and not just any screw, this was a square drive or Robertson type. Mr. Robertson was a Canadian who patented his screw in Milton, Ontario, just a stone's throw from Bronte Creek, where the September British car show is held. Although they can be found in the USA, they are far commoner north of the border and so that's where I point the finger of blame!

Safety MG fast!

Rick

(Stratford, continued from page 1)
award. After a look around the market town, we drove back to St Mary's to get organized for the tour banquet. By the time we had returned to the Westover Inn, the Saturday group of travellers lead by Rick and Anne Astley arrived. So we were whole!

By now the weather had returned to being warm and sunny and so the drive back to Stratford from St Mary's was very nice. This year, the musical "A Funny Thing Happened on the Way to the Forum" was playing at the Avon theatre, in the centre of town. This was the opening night and so the theatre was packed. We enjoyed a well-timed comedy with some good standard songs. Then, we drove back to the Westover for some late evening nightcaps.

Sunday dawned nice and sunny and a group of us made our way westwards towards the little coastal town of Bayfield. The only stoppage of the trip was when Ken's TD developed a pretty decent smoke plume. It smelled like good ole 20 / 50 W and looking under the bonnet confirmed that it was, because Ken had not put the filler cap back on after topping up that morning. It was a great opportunity to have a tech session / engine bay detailing session and so we made a team engine bay clean up.

Bayfield was as charming as ever. The town has the famous "Little Inn" and don't forget the octagon sided park. We took a little light Father's day lunch, wandered the art stores and then retraced our steps back south to Grand Bend, Reece's Corners and Sombra.

We reached home in Milford by 7 pm, and Ken and Kathy made it back to Grand Rapids later that evening. We have already booked the Westover Inn for next year for June 18 / 19 / 20 of 2010. Why not come tour with us next year and see some theatre on the 19th?? Put this date in your calendar…..

Philip Wiltshire

(Mad Dogs, continued from page 1)

without incident around 10:45, including our one traditional stop in the small town of Leslie to stretch our legs and get a quick coffee. By then, the grounds were covered with British cars of all shapes, colors, and conditions. By shows end, over 380 cars had officially participated.

The events of the day included Car Games, where those with an interest in speed and competition, can drive their car through a series of cones while being timed, a vendor's area to walk through if searching for new and used parts and, of course, those great Gilmore "red barns" that display dozens of rare and classic automobiles dating back to as early as 1900 through the 1970s. There is also a popular vote that takes place every year and this year club member winners included Steve and Donna Finch with their rare Citron colored 1974 MGB-GT. Russ and Marlis LaFevre also won first place in the '79-80 category of rubber bumpered MGBs with their yellow and black entry. My apologies if I skipped anyone.

At 3:30 p.m., the club canopy came down, the group reassembled, and we safely headed back to the east. I know that we all had a great time and that we look forward to coming again next year, the 20th anniversary of Mad Dogs. Plan now on adding this event to your list of 2010 "must attend" events.

Matt Bade

MGB Restoration Project- Completed

by Bob Fougere

As you all know, I've been restoring my MGB at The Oakland County Tech Center. This year has been a very rewarding experience to me in many ways. As the pictures tell a visual story, please allow my a few words.

This year, the students worked on the right side, fender, dog leg and rocker panel. However, in preparation for the paint job Rick and I removed the windshield and top first. I had no idea on how this process worked, from bagging parts in zip-lock bags, to refitting parts that had a mind of their own. As the process continued, the shop was like a second home to me as the car was reassembled. Though the objective was for the students to fit the parts back together, it is a huge learning experience to work with the students and listen to their comments on MGBs. For the past several weeks, I've been back on the road and have received a lot of thumbs up on the great paint job that David Hollinger did on the B.

Special thanks to Rick Astley who has made several trips to check on the progress and supplied the expertise on windshield and top removal and installation. I am a very lucky club member that fully appreciates what he does for the club and for helping me out on countless jams.

Special thanks too to David Hollinger, who allowed me to witness the restoration. I now have a full understanding on how a professional teacher- teaches kids, allowing them to experience the good and not so good of restoring a project car. He has been generous in his time, advise and expertise.

Now.... look out Michigan roads..... here I come!!!!

Just a Little Rain on our Parade

by Rick Astley

In last month's newsletter Lise commented, "It's a good thing our members aren't fair-weather drivers". As if to challenge her words and our membership's mettle, a few drops of early-morning rain fell just about the time people would have to leave home to take part in the Hidden Lake Gardens tour. The result was that just five cars were assembled in Belleville by the 10:30 set-off time. Before leaving, however, I had to phone our restaurant and advise them not to bring in any extra staff in anticipation of a big surge in business from our club!

In the end, the day turned out to be a very pleasant one for a drive in the country — sunny, not too hot, with a brisk breeze. As the tour leader, I must say that a small group makes for an easy-to-keep-together convoy and a much pleasanter ride without the stress of wondering if the tail-enders are still on course. Our bucolic ride took down Stony Creek Road to Tecumseh, which town's traffic lights cooperated obediently in allowing our group to pass through intact to Hidden Lake Gardens. In all, the 38 mile trip took about an hour.

Fran Lewis, Marc & Marilyn Weitzman, Roberta & Gary Odor, Steve & Donna Finch and Anne & Rick Astley

Once in MSU's gardens, we each took our own time driving the miles of winding and hilly roads, all of us meeting up at the conservatory, outside which the picture at left was taken.

As midday approached, our stomach's soon told us it was time to make the short ride over to Jerry's Pub & Restaurant on Wampler Lake. Our stoic band decided to brave the breeze, which was raising whitecaps on the lake, and eat on the deck. With napkins weighted down we ate casual lunch and had some enjoyable conversation before we all made our separate ways home.

Farewell to Jeff Branch

As I was about to put this month's issue to bed, I received the following message from Jeff Branch. Jeff was a very active member and, on behalf of all those in the club that were honored to know him, we send him our very best wishes. - *Editor*

Unfortunately I will not be renewing my membership with the Windsor-Detroit MG Club. I missed the July meeting because I was at a final interview in Chattanooga, Tennessee. I have been offered a job with Volkswagen at their new plant there. This job begins on Monday, 3 August, which only gives me about 2 weeks to get down there, after which I will be spending 4 of the next 5 months in Germany.

I joined the Windsor-Detroit MG Club in about May 2002 just after the purchase of my 1970 MGB GT in April. I have been active in the club on both sides of the border ever since, and was given the Rookie of the Year award for 2002. I have enjoyed every minute with this club and will dearly miss it, but mostly the people of the Windsor-Detroit MG Club.

I have located the Southern British Car Club of Greater Chattanooga and will be contacting them soon. One advantage to the Chattanooga area are the windy twisty hilly roads make it a wonderful place to own an MG.

I am very sorry I did not have the opportunity to say goodbye in person. Please know that in both Germany and Tennessee I will be proudly wearing all the regalia I've accumulated over the years! I wish the Windsor-Detroit MG Club continued success and I hope to see some folks at future events somewhere.

Jeff

British Car Cruise-in

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

When: Wednesday August 26, 2009

Time: 5:30 pm - 8:30 pm

Come join your fellow British car enthusiasts

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

Saturday
August
29th

Join us at

the WDMGC summer barbecue

hosted by Steve & Donna Finch
3114 Pine Needle Drive, White Lake, MI

from 1:00 pm until they throw you out!

Please bring:
a dish to pass
your own beverage
and optionally …
your swimming, volley ball
and bocci ball skills.

RSVP *please!!!!*
248-685-8488
sfinch3114@comcast.net

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.

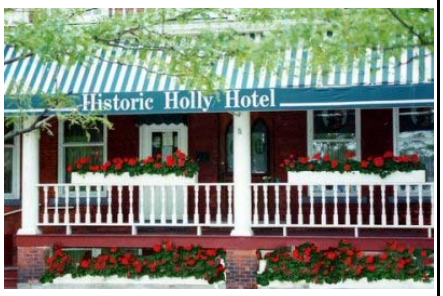
Meet-up time
3:00 pm

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

Victorian tea at the Holly hotel



This year's tea run takes place **Sunday August 9th** and 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.

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 cut-off date for the $12 per person payment and securing a place has past, but if you still wish to go, please call Ailene Butcher (248 685 8610) to see if some magic can be worked.

All English
Battle of the Brits
27th Annual
Car & Motorcycle Show
Sunday, September 13th

NEW Location

Campus of Orchard Lake St Mary's at the corner of Orchard Lake and Commerce Roads in West Bloomfield Township.

- Register early to ensure that WDMGC wins the "Most Registered Award".
- Free T-Shirt given to all those registering before September 1st.

Quick links to DTSC web sites and forms:

On-line registration:	wdmgc.com/bobr
Mail-in form (pdf)	wdmgc.com/bobm
Flyer (pdf)	wdmgc.com/bobf

Club calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

August

☐	Sat. 8 Sun. 9	Alden Classic Car Show - Alden, MI
■	Sun. 9	**Tea Run and Afternoon Tea at the Holly** - Holly, MI *See details p. 7*
■	Wed. 12	**Monthly meeting, Brass Pointe** - Farmington Hills, MI *See this page*
■	Sat. 15	**Alternative Dream Cruise** - Walled Lake, MI *See details p. 7*
■	Wed. 26	**British Car Cruise-in** - Troy, MI *See details p. 6*
■	Sat. 29	**Club BBQ** - White Lake, MI *Note date change! See detail p. 6*

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 *See details p. 7*
☐	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 this page*

October

■	Wed 14`	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
■	Sat. 17	**WDMGC Autumn Colour Tour** Northville, MI

August Meeting at Brass Pointe

Our next club meeting will be Wednesday August 12th at the Brass Pointe in Farmington Hills, Michigan. 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.

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:
Monday 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

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 centre 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)*

Wanted

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

Multifunction switch - turn, horn, headlamp for MGB '77 thru '80. Contact Bob Fougere 248-872-6677 or fougerebob@hotmail.com (09-08)

Advice needed

Baby restraints. Does anybody have any experience concerning fitting baby seat restraints to an MGB (1980)? Please contact Kim Cedar 519-251-1048 kim_cedar@gecdsb.on.ca (09-08)

Warning — Historic and Authentic Plates

As those that live in Michigan know, there are considerable savings to be had by registering cars over 25 years old using 'historic' license plates or an authentic one from the year of manufacture. The restriction is that the car must be, "owned solely as a collector's item and for participation in club activities, exhibitions, tours, parades, and similar uses, including mechanical testing, but is not used for general transportation".

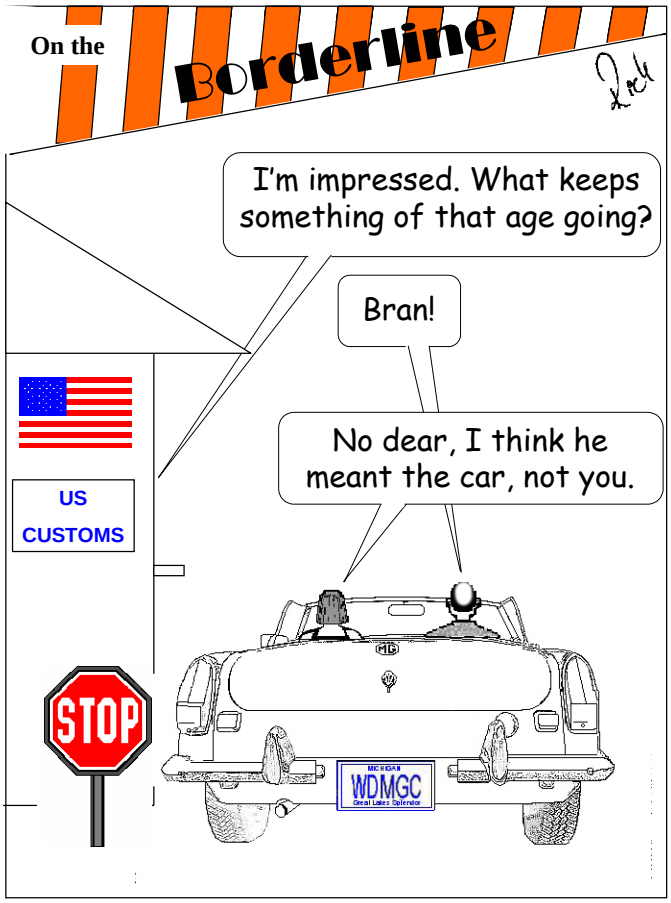
Colin Stafford warns that the police in the metro-Detroit region are on a rampage against those they think may be ignoring the rules. Of course this could be just a short-term crackdown to discourage pre-Dream Cruise cruising. Colin says that, "I have been pulled over in the TF during one of my 'mechanical tests' and got away with it", so to make your story convincing, make sure your hands are greasy and carry some wrenches in the car !

New Members

The WDMGC welcomes new members:
Dick & Chris Michaels
of St. Clair Shores
who have our first Sunbeam Alpine V

And we welcome back:

Nick Cipparrone and his dad John
of Windsor
who have a 1974 MGB
The Cipperone family run A-1 Collision in Windsor and have been kind enough to run Tech Sessions for us in past years.



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

UNION JACK CARS

Experienced British Car Repair

Free Estimates

British Car Parts at Discounted Prices!

Stuart Rigler
Formerly of English Motors

Call 586-552-1797 or
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!
1930's - 1960's
Buying restored gas pumps
Also other interesting cars
European and American made

STEVE'S BRITISH CONNECTION USA

Tel: 630-553-9023 email: SBCinc@aol.com

Aug. 09

*OUR **SERVICE** PUTS US **A-PART** FROM THE REST.*

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service, We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company. we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast, Log on to www.LBCarCo.com and see why we excel at what we do.

Authorized Distributor for

Pertronix Electric Ignitions and Coils

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

Halogen Bulbs for Most British and American Cars

Plus Many Others!

Little British Car Company
www.LBCarCo.com

Jeff Zorn ● 29311 Aranel Farmington Hills, MI 48334
Phone: 248-489-0022 ● Toll-free: 800-637-9640
Fax: 248-489-9665 ● Email: LBCarCo@LBCarCo.com
Major credit cards accepted

Aug. 09

Chuck's Garage
734-461-9384

MGB Rust Repair,
Patch Panels, Floorpans,
Rocker Panels

Done in primer
No paintwork

9187 Rawsonville Rd.
Belleville, MI 48111

Call M-F 6-9PM
Saturday's all day

Aug. 09

T&W auto body

ENGLISH CAR SPECIALISTS • RESTORATION • BUMP • PAINTING

5240 Williams Lk. Rd.
Waterford, MI 48329
(248) 673-3677
Fax: (248) 673-3376
E-mail: tes53@sbcglobal.net

THOMAS SHIPLEY

Aug. 09

Guy's Garage, Inc.

Service & Repair for the Vintage British Motor Car

Guy St. John
Phone: 248..349..3649
email: guystjohn@comcast.net

Hours: M – F 8:30 – 5:30
Saturday By Appointment

624 Carpenter Avenue
Northville, Michigan, 48147

Aug. 09

WANTED

Dead or Driveable

YOUR CAR PICTURE

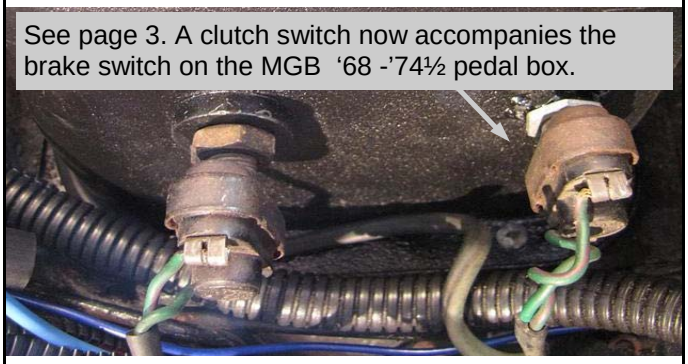
Let us have a picture of your car and some anecdotal information so that we can feature it in *Can-Am Connection* and the club web-site gallery.

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

Perquisite Pics



See page 3. A clutch switch now accompanies the brake switch on the MGB '68 -'74½ pedal box.

See page 5. Oakland County Tech Center insisted that their restoration was not to be short-lived by fitting the standard pop-rivet retained trim to Bob Fougere's car, hence this adhesive strip.

See page 1. Donna Finch makes sure husband Steve takes proper care as he drives her MGA up the Sombra ferry ramp.

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

FIRST CLASS MAIL

Car of the month, August 2009 - Rick Dutot's 1975 MGB

Rick and Kathy Dutot have owned their B for four years. Although often called black in colour, it's actually what Rick describes as a "deep vivid red". That was also the colour of his '50 year's MG experience' mechanic's face when the car caught fire while he was changing the carburettors. Fortunately, no serious damage was done to garage or car. Rick's favourite quote from his wife – "If you want that part honey, go ahead and buy it".