The Can Am CONNECTION

Vol. 31, No. 9 - Newsletter of the Windsor-Detroit MG Club October 2009

Our Club BBQ: Food, Friends and a Campfire

By Steve Finch

Donna and I were pleased to host this year's club BBQ on Saturday August 29 at our home in White Lake. The rainy weather the day before cleared but it stayed a bit cool spoiling any swimming, although at one point I had to go in to retrieve a large umbrella that blew over. Participation was a bit light but the food and friendship was great. In attendance were Mike and Micki Abrosimoff, Rick Astley, George and Helen Barton, Paul Burrow, Doug and Ailene Butcher, Mick and Lori Gedeon, Fran Lewis, Gary and Roberta Odor, Colin and Jan Stafford, Steve and Ruth Swarin, Philip Wiltshire and Jan Tucker, Rod and Kathy Vitovich, Rich and Adrienne Wagner, and new member Eric Criteser. The day ended in jackets and blankets around a campfire. ■

Helen & George Barton keep warm under a blanket

Alden Car Show

By Lise Brown

It was another fantastic weekend in Alden, Michigan for the Annual Sports Car Show put on by the Twin Bay British Car Club (TBBCC). Dale and I decided to make an extra long weekend of it arriving in our 72 MGB on Friday August 7 with plans to leave Monday August 10. When we arrived at the motel in Bellaire, fellow club members Jim and Carolyn Cox with their 79 MGB were already there, as were members of the Mad Dogs & Englishmen group we met at last year's event. With quite a bit of daylight left, Dale decided we should drive up to the Boyne Mountain area for dinner; we should have stayed in Bellaire. Both Boyne Falls and Boyne City were hosting festivals of some sort and the few restaurants there were filled to capacity with long waiting lists and limited menus. Needless to say we didn't get to eat until it was quite late, something my body doesn't tolerate well any more.

Saturday dawned dull and rainy but it didn't dampen our spirits as we joined the group on a guided driving tour led by a local TBBCC member. The 5-hour or so tour took us down scenic, windy roads and through lovely little towns in Antrim and Charlevoix counties.

(Continued on page 10)

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The Windsor-Detroit MG Club
The International Local Club

Lise Brown - Editor

It's official: fall is here. And we don't need a calendar to remind us; the unseasonably cool weather is proof enough. I'm still hoping we'll have a run of warm weather, a nice long run so that we can enjoy some comfortable top-down driving for those remaining events on the club calendar. Which leads me to another indicator that the off-season is fast approaching: our club calendar. It starts looking pretty bare at this time of year. But remember, just because your car will be going into hibernation soon doesn't mean that you are. The Night at the Races in November is an excellent example of a good off-season activity. So start thinking of other types of events or pursuits we could all enjoy during the winter months and consider organizing one yourself.

Speaking of events, you'll note that we have two fall colour tours scheduled this year. Naturally most of us would attend both if we could, but for those who have a conflict with one date or the other, this is perfect. Thanks to Rich Wagner and Mike Harris for hosting the separate events, I'm sure they will both be well attended. The other event this month is guaranteed to make you hold onto to your hat. It's the annual Halloween Hat Contest held at the October meeting. And if the hat happens to be part of an entire costume, that works too. Sandy Kuivenhoven has been organizing this event for the last few years and we look forward to another fun-filled evening.

Of course, there is a whole lot more to read about in this issue besides upcoming events. There are reports on past events like the Club BBQ, the Alden Car Show and the Battle of the Brits, as well as articles that are sure to entertain and perhaps enlighten you: a tale of MG nuptials; a cross-border MG shopping story; tips on eliminating that pesky blind spot; and another view on the MG/Triumph rivalry. There are a lot of great photos to look at as well, but not as many as were submitted. As I know you can appreciate, space is limited in the newsletter so many of the pictures I receive, particularly those related to events, don't get published. So to all those who have submitted photos (you know who you are) I want to thank you for your submissions and reassure you that in time your photos will be uploaded to the website gallery.

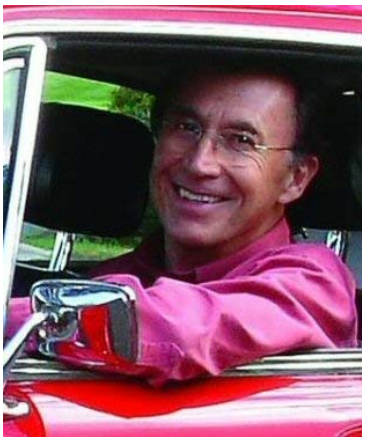
Lise

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

Presidentially speaking

Rick Astley - Club President

Those members that attended the last couple of monthly meetings and all those with e-mail will know that we first asked, then begged, then browbeat and finally bullied everyone into pre-registering for last month's Battle of the Brits. The stated reason for all the harassment was that we wanted to win the Early Registration Award, a competition held between ourselves and the Detroit Triumph Sportscar Club (DTSC) to see which club can get the most MGs or Triumphs registered before the closing date for pre-registration. We were reigning champions and didn't want to loose our crown. Well we - along with all the other MG clubs and individual MG entrants - did it with 120 MGs to 107 Triumphs, and because the WDMGC was by far the largest club participating, I was delighted to receive the award on behalf of all MG owners. More important, however, was that early registrations helped the DTSC plan the event and guaranteed a certain attendance level; so if we helped them in that regard, we are pleased to have done our small part.



When Oakland County announced, just after last year's Battle of the Brits, that they were closing Freedom Hill as part of an effort to address a big budget deficit, many wondered if the major British car show in our region was to go the same way as so much else around the Motor City and Windsor. We're very pleased that instead of rolling over, DTSC went out and found an ideal new venue and put on a super show, so I'm sure I speak for all who entered cars this year when I say a big, "Thank you!" to the DTSC for another great battle day.

Putting on are car show takes a lot of work and organization as I learned when I made a small contribution as a committee member and marshal for the British Marques in the Park event that our club put on in Windsor back in 2005. I remember that our event chairman, Dave Hornby, had to organize it like an industrial project with flow charts, spreadsheets and deadlines and yet, as we were unpaid volunteers, he had no power of sanction when any of us failed to do what they had promised.

There are still a few driving events this year before we tuck our cars in bed for the winter, but sadly the cold weather will inevitably force us indoors. In anticipation, Philip Wiltshire and I have been musing over a possible January Tech Day at a facility in Ypsilanti to which Philip has access. We hope to have the use of a lecture theater with audio-visual facilities and perhaps even a garage. What subjects would you like us to tackle? What subject would you like to share your knowledge of? Please let me know - my contact details are on the facing page. What is simple to you may be a revelation to somebody else. For example, if anyone can show me a simple way to take a car cover off and get it back on at the end of the day without it first being inside-out and then the back-to-front or sideways on, they'd make my life a lot easier and my swear-box much less full!

Safety MG Fast

Rick

Two Weddings, One MG

By Ralph Poupard

Early in July of this year our eldest daughter, Jennifer, was married in Wasaga Beach, Ontario. She wanted to be driven to the ceremony in one of the MGs. It took a few minutes of arm-twisting. OK, there wasn't really any arm twisting needed! Our MGA is a more perfect example of the marque, but I knew that the honours had to go to our '73 MGB due to its historic significance, and we thought it would be great to have a few pictures taken with the B. I bought this car new in June of 1973, and it played a part in our wedding on June 22, 1974. Also, we took the B on our two week honeymoon through Muskoka, Ottawa, Quebec City, Montreal, and Morrison Island. The story you are about to read is all true, albeit with apologies to Arlo Guthrie and his classic, "Alice's Restaurant".

Let's take a little trip back to 1974. Ah… 1974. Richard Nixon was busy with last-ditch efforts to save himself from the Watergate scandal, and the first affordable pocket calculators for the general public were being introduced. BTO were "Takin' Care of Business" and Elton John had released his milestone LP "Goodbye Yellow Brick Road". The spring of 1974 flew by in a whirlwind of activity as Kathi and I were preparing for our wedding. Before we knew it, June had arrived.

In those days the "grooms to be" had stag parties. None of those politically correct "Buck and Doe" parties - just the guys - with the profits going to the groom. Mine was held in the basement of the former "Drop In" Tavern in Windsor. It was a wild night, with a fight breaking out between two of my friends from work (who were brothers), and my friends feeding me shots with beer chasers most of the night. I seem to recall getting thrown into a wheelbarrow several times and getting wheeled around the hall! At closing time they stuffed an envelope with the night's proceeds into my shirt pocket. I didn't feel too bad, (i.e. I could still stand up) so I drove home in the MGB.

Of course I would never drive after drinking now, but in those days many people foolishly did, as I did that night. Kathi and I had rented a house just outside the small town of Gesto, about 25 miles from Windsor, and I had been living there for about two weeks. I still wasn't too sure of the roads and landmarks, especially at night, and being somewhat biffed up added to the challenge. With great concentration I made it to the town of Gesto, unscathed.

As I headed east into town I knew I had to turn right at the gas station, but I didn't notice the turn until I was almost past it. I hit the brakes, and jerked the steering wheel and the B zipped around the 90 degree corner with a squeal from the tires. It was a turn that few cars of that era and maybe even today could have made without taking out the stop sign on the corner or flying into the side of Tessier's Service Station. Briefly I thought I had noticed a pair of headlights approaching before I made the turn and the next thing I knew there were lights flashing in my mirror! Oh man, I thought I was done as I pulled over just before the Gesto bridge that passes over River Canard. I put on my best sober act as the OPP officer checked my license and registration, and I thought "I just might get away with this", until he asked "What's that?" as he was looking down at my shirt pocket. I looked down, and we were both looking down at the envelope (remember the envelope?) in my shirt pocket. Printed on the envelope, in the middle of the envelope, away from everything else on the envelope, in capital letters… quotated… read the following words: "STAG MONEY". My spirits sank as I figured I was busted, so I began to

tell him the story of the stag party massacre, and my upcoming wedding …in four part harmony, until he said, "Hold it right there, kid!" He stood there for a long moment. Then he asked "Kid…where do you live?" I told him "Down at the corner." It was a straight country road about ½ mile long with 3 houses on it. Amazingly, he said "Kid…I want you to go straight home and stay there for the night, and take it easy the rest of the way." And friends, just to make sure, he *followed* me the rest of the way home. You would never get a break like that these days!

As the big day approached, I became aware that some of my friends were planning on "decorating" my MGB, which basically amounted to filling it with paper flowers, and a few gallons of confetti, with a copious amount poured down the defroster vents. We decided to hide the car behind the Baptist Church in Cottam, which was right across the street from Kathi's parents' house. "They'll never find it there", I thought… Saturday, June 22nd arrived bright and sunny. Our wedding was held at Assumption Church, which is right next to the University of Windsor, about 2 blocks from the Dominion House! After the wedding ceremony, the wedding party drove to Cottam to take photographs in the Cottam Rotary Park. These were pre-limo days, and I wouldn't have had it any other way. Our wedding vehicles consisted of Kathi's '71 Datsun 1200, her brother's '73 MG Midget, and a Pinto wagon! As we were taking the photos in the Rotary Park I noticed some of my friends nudging each other. I turned around and there, behind the church, a few doors down, was the "hidden" MGB in plain view!

During the wedding reception in Kingsville - we used the whole of Essex County that day - some of our friends found time to sneak away, and the decoration of our car was completed as planned. Eleven large bags of confetti, and dozens of paper flowers were among the items filling the interior, windshield, and air vents… Confetti would continue to rain down from countless cracks and crevices for the next 15 - 20 years! We drove the MGB to Gesto, and up to Muskoka the next day, sitting in several inches of confetti. As we neared the cottage on Skeleton Lake, we stopped at the General Store in Raymond, Ontario to pick up some supplies. It was getting warm, so when we were ready to leave the store, we lowered the top, turned on the defrosters to blow out the confetti, and pulled away in a blaze of glory! ■

New Members

The WDMGC welcomes its newest members

John Ruth
Canton, Michigan
MGB, Tartan Red, Ex-SCCA E/Production race car

Bruce and Tammy Mader
Rochester Hills, Michigan
1972 MGB, Red
1974 MGB, Black

Frank and Rhonda Ligon
West Bloomfield, Michigan
1951 MGTD, Black

Eric Criteser and Christine Stanley
Detroit, Michigan
1974 MGB, Braken

Mark and Martha Aldrich
Dearborn, Michigan
1956 MGA, Red
1971 MGB-GT, Green

Kenneth Johnson
Detroit, Michigan
1975 MGB, Teal Blue

John and Helene Racey
Farmington Hills, Michigan
1974 MGB, Maroon

John and Nancy Northup
Shelby Twp, Michigan
1973 MG Midget Mk III, Red

The One I Wanted … The One I Got

By Marty Hunt

For the past nine years - "Yes it has been that long" my wife, Sue, tells me - we have owned a 1978 black bumper, deep red MGB. It came with some assembly required, not my wife's idea, but it was in my price range, almost free. Three years ago I felt the car was in need of a complete paint job, so I bought a 1980 TR7 to drive while I worked on the MG. Just one problem, my wife would not ride in the TR7. Whoever said that it's easier to get forgiveness than permission never met my wife! After several weeks in the garage - me, not the TR7 - it was sold.

The 78 MGB that has served us very well for nine years.

The MGB has been a great car and a lot of fun plus we have met a lot of great people and made some life long friends as members of the WDMG club. But what I really wanted was a chrome bumper, wire wheels model, preferably a 1966 or 1967. This time, with permission, I began my search. I found a 1969 in Hamilton Ontario: puffy dash, funny blue and expensive. So back to fixing the car I have and look for a driver while I do the repairs on my B. I found an MGB LE in Windsor, needing more work than mine, but cheap. What the heck, let's buy it! If you're going to have a rubber bumper car make it an LE. But I put the decision off just a little longer when fellow club member Matt Bade mentioned another LE that he was looking at in the classified section of the club newsletter. He kept putting off inspecting it so I thought I would take a look. I was still looking for a chrome bumper car but it doesn't hurt to look, right? I made the appointment for a Tuesday and went for a look. Yep, it's an LE all right, 24,674 miles, no rust, mint interior, original owner and Webber carbs! One rear corner needs paint but there's no structural damage, just a bad paint job by the dealer when repairing the rear stripes that were damaged at the time of purchase. All that was on the invoice when the new owner picked up the car in the fall of 1979, that is why it's an 1980. I make an offer that was in my price range, considering the taxes I would have to pay, plus moving the car. Not accepted, thank God! What was I thinking of, trying to scoop a car out from under a friend, will he ever talk to me again? When I got home, who should call me but Matt! I tell him what I've done, the offer I made and he tells me that he's not interested in the car after all, no overdrive. Phew! I'm off the hook. Two days later the seller calls with a counter offer, I counter, he agrees, the car is mine. Now all I have to figure out is how to get it home.

SNAFU! Getting The LE Home

I had brought a car across the border once before, I spent 4 hours trying to convince the customs officers that the bill of sale from the owner was correct, even though the sale had been notarized. The comment to me was everyone in Georgia was a notary public. It's true! The salesman had pulled the stamp out of the drawer, stamped the bill of sale, then paid me $25 to drive the car to Ontario to avoid the Georgia State tax. This time, I thought I would use a broker to avoid any hassle at the border. Normally I would have called Brian Collacott, a long time member of the club and former broker and auto importer, but as you know he passed away last year. I chose a large brokerage firm assuming they were more experienced and thus the whole process would be trouble free. But as the saying goes; when you assume you make an ass of you and me! They gave me a list of the things I would have to do, filled all my paper work and paid all the taxes that would be due at entry. That was June 29 2009. Great so far.

First thing, call the U.S. Customs 72 hours ahead of time, indicating that I was exporting an automobile out of the U.S. and let them know from what port I was exiting. Done! Saturday and Sunday not included. I call my brother for a truck to haul a trailer then call U Haul to rent a trailer but they inform me that my brother's Grand Cherokee is not big enough to haul the trailer. I could drive the car but I would not have plates or Insurance, so time for Plan B. I call Myers Trucking to retrieve the car, $250 for two and a half hours. Not bad I thought, so I arrange to hire the truck for Monday July 6,

5:30pm - I had to work that day. I'm at Myers at 5:15. 5:30 rolls around, no truck; 5:45, no truck; 6:00, still no truck! Turns out there's a big accident on the expressway, so all their trucks are busy! Finally by 7:15 Bob (my truck driver) and I are on our way, I call the seller of the car and tell him that we are on our way and to please wait for us…he does.

Naturally the border is packed, and we spend 45 minutes in the tunnel. When we finally head out Michigan Avenue, we find it congested as well! We get to Middle Belt and Michigan, no road sign. Bob and I miss the turn and drive eight miles out of our way. Bob decides it might be time to turn on the GPS… it instructs us to go back! It's now 9 pm so my two and half-hour estimate is shot. By 9:30 we've loaded the car and are on our way to the bridge. We have to stop at U.S. customs to get the Michigan Ownership stamped but I called ahead 72 hrs ago, remember? Everything went smooth as silk and they send us to the Canadian return gate. We get there and it's closed till the top of the hour. They only open the gate every hour to let return vehicles onto the bridge, it's now 10:15! Bob chuckles: been there before, done that, got the t-shirt, all we can do is wait. Finally at 11pm the gate opens and off we go.

Now we're at Canadian Customs, I have a used car so out to the warehouse we go, no other trucks are there. This is going to be a breeze…Not! It seems that when the broker filled out the RIV form he made a mistake and had the car manufactured in the U.S.A not G.B. It's 11:20 pm! My broker doesn't have an office at the bridge so there is no representative there. Their office is on Rhodes Drive 10 miles away and who's going to be there anyway at this time? I call anyway and someone answers the phone, I thought it was the cleaning lady. No, it's a broker! I thought I was going to have to leave the car in the compound overnight and have to pay to have it hauled the next day… it would probably have been cheaper. No, the broker says she will fix the mistake and be there in 20 minutes. She was and we cleared Customs. What next? I call the garage where the car was to go for the safety and the owner said he would meet us there to open the garage. It's now 12:15 am on Tuesday. We drop off the car, close the garage doors and drive back to Myers Trucking to drop off the truck, pay my bill $250 plus the extra time. Bob says, "that was quick!" I get into my truck, and head home where I have some cold pizza, a shower and get to bed. It's 2:15 Tuesday morning; what an ordeal, and it's not over!

I need a safety check from a mechanic and the paper work to prove it. We redo the brakes. Now we need the last thing on the brokers list: the recall letters, if any. I wait and wait… no letter. My safety check is only good for 30 days so I go anyway with all the paper work that I have. Not acceptable, I need the recall letter and a form from Canada Customs stating all taxes and duties that were paid at the time of entry. Now what? I will go back to the broker and tell him what they told me I needed. Unfortunately, the broker I was dealing with is on vacation for two weeks, but the head broker overhears my dilemma and asks if he could help. In a word: YES!

He says I don't need a recall letter, that only applies to cars 15 years and younger. Besides, he says, if they had a recall on MGs they would have all had to go back. He too owned one when he was at University. He couldn't understand why the broker's paper work was not acceptable so he called the ministry to ask why. The ministry didn't know why either and they sent me to another License Bureau. Within ten minutes I was done, but I couldn't get plates because I didn't have insurance and to get insurance for more than $1000 I needed an appraisal, which, you guessed it, I do not have. Sue and I were hoping to take the car up to Niagara On The Lake the coming weekend so I called an appraiser but he couldn't look at the car for three days. Great! Well, not so great, it would take at least another week for the paper work to be done because he was going on vacation. He came, he saw, he heard a lot of pleading and brought the paper work the next day! I took the papers to the Insurance broker but they tell me that they have to send a copy to headquarters for approval before they could give me more than $1000 worth of insurance.

So I guess we take the Sebring this weekend but that's okay, they're calling for thunderstorms and hail. Better ding the Sebring than the MGB-LE. So we took the Sebring and drove through the worst storm in that area in 20 years. The rest of the weekend was beautiful, however, and we certainly missed the new MGB-LE because that area (the roads, the scenery) is MGB country! ■

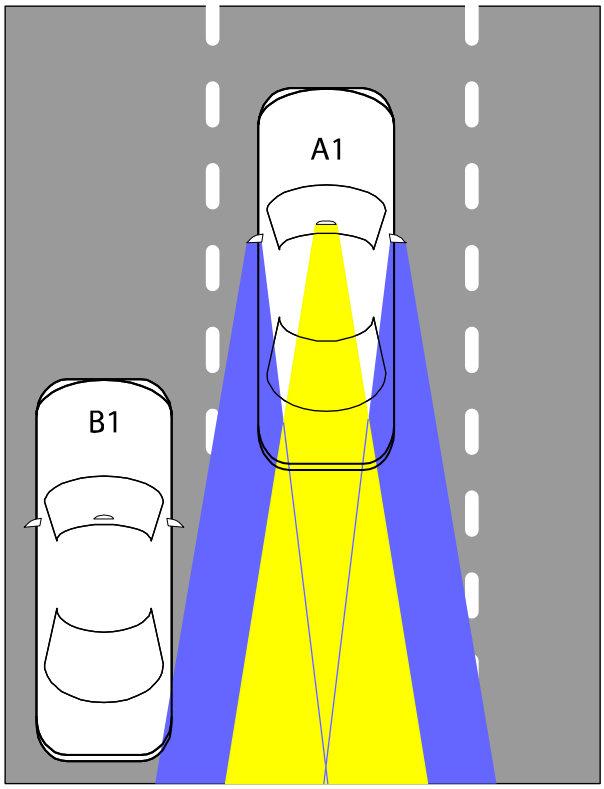
The MGB-LE, home at last!

A View on the Rear View

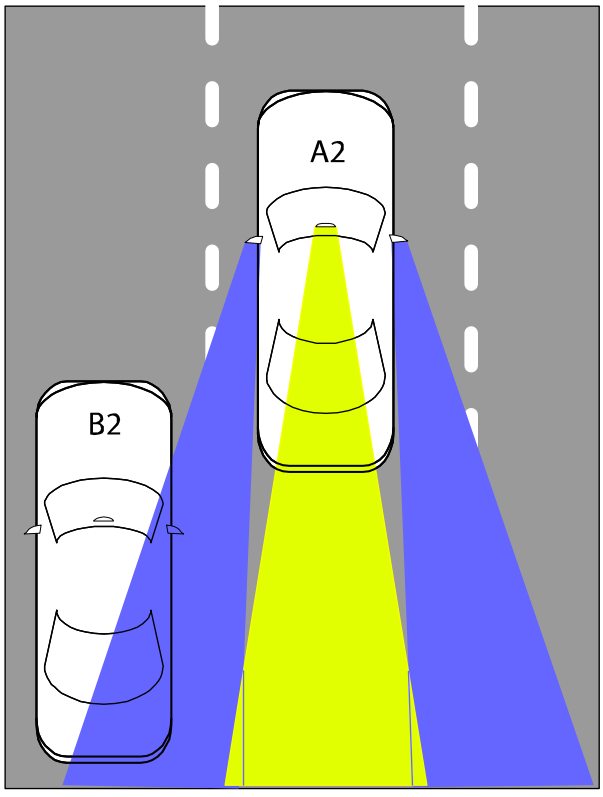
By Rick Asltey

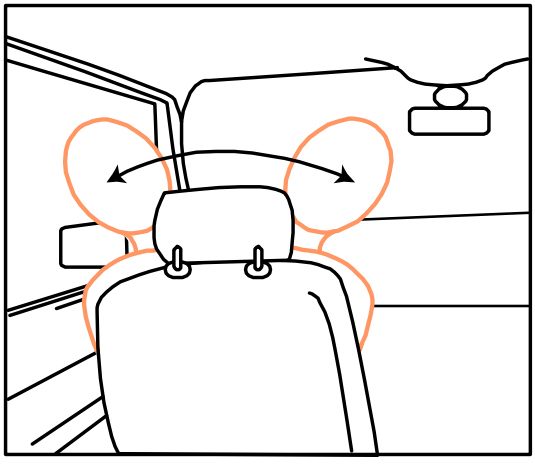
Most of our members will have learned to drive long before door mirrors were common and certainly before they were easily movable from inside the car. As to whether or not there is an absolutely right or wrong way to adjust them, I don't know, and I certainly wouldn't presume to instruct anybody on the matter. However, the magazine *Popular Mechanics* certainly seems to think it knows the right way and after trying the method suggested by an unnamed writer in a recent supplement to the magazine, I thought it worth passing along. I actually saw the article while in my eye-doctor's waiting room and instead of committing the sin of tearing out the page, I made sketches and notes, so the following is not exactly as per the original.

In the illustrations, the interior mirror's cone of view is depicted in yellow, while those for the door mirrors are blue. Most people, the article suggested, correctly adjust the interior mirror by sitting in their normal driving position and moving it so that they can see straight back along the road behind them. Remaining in the same position, they then adjust the door mirrors so that they can just see the side of their car. This essentially duplicates the view seen from the interior mirror and is not only redundant, but results in a dangerous blind spot. Note how as car B1 passes car A1, it leaves the view of the A1's door mirrors for at least a car's length before it can be seen from the driver's door window.



If, however, the door mirrors are adjusted by first moving the head and torso over to the left until the head touches the window glass (and the article notes that most will think this extreme) and adjusting the left mirror until the left fender can barely be seen, the blind spot will be eliminated. Note how car B2 now remains in the mirror view of car A2 until it is fully visible in the side window. The passenger mirror is adjusted by leaning over a similar distance to the right. ■





A Different Perspective on the “Battle”

By Rick Asltey

Even if you didn’t attend the Battle of the Brits last month, it won’t have escaped your notice that the real “battle” is that between MG and Triumph. That duel was of course engaged many years ago as the two marques fought it out for dominance in the sports car market. Coincidently, the always-excellent *Automobile* magazine’s September issue featured 26 pages of ‘The Greatest Rivalries of all Time’, and included that between MG and Triumph. You may not agree with the picture writer Sam Smith paints of your car or its driver, but we thought it an interesting read nonetheless. The article can also be viewed at the *Automobile* web site here:
www.automobilemag.com/features/news/0909_mg_vs_triumph_great_rivalries/index.html

Great Rivalries - MG vs. Triumph

By Sam Smith (Automobile magazine)

You can be forgiven if the names don't mean anything to you. One is a pair of initials currently being slapped on Chinese-built Rover sedans; the other is a word usually used to reference old, oil-leaking motorcycles. Neither has appeared on a new car in this country in more than twenty-five years, but once, both were household names.

In the decades following World War II, British marques MG and Triumph essentially created the stateside market for the low-cost, high-fun roadster. By packaging pedestrian sedan components into rakish, droptop bodies, they introduced thousands of people to the joys of cornering and all but invented the wind-in-the-hair grin. And while the two companies battled each other in grand style at places like Le Mans and the Nűrburgring, the real contest took place in showrooms.

It came down to a difference in personality: Triumphs were raucous, snarly little things, all torque and attitude, while MGs were more refined, often slower, but usually better built. The dichotomy regularly carried over into ownership: According to lore, MG people wore string back driving gloves and saw Triumph jocks as hairy-eared brutes; Triumph people ate raw meat and thought driving gloves were for dandy fops who drank light beer through a straw. Charmingly, each side was believed to be secretly in love with the other.

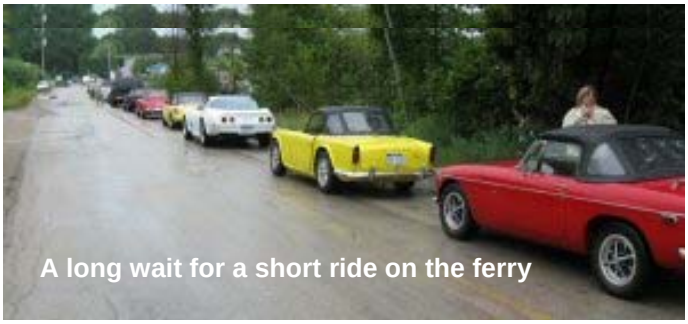
MG and Triumph faded out of the U.S. market in the early 1980s, victims of corporate avarice and terminal mismanagement. Triumph later went belly-up; MG, although still technically alive, has spent the past two decades on badge engineered life support. All told, it was an ignominious end to one of automotive history's more likable duels. ■

(Continued from page 1)
Highlights included a visit to a glass blowing studio in East Jordan, a tour of Castle Farms in Charlevoix, spectacular views of the Jordan Valley, a short ride on a very small ferry and an early dinner at a wonderful restaurant in Boyne City, the Red Mesa Grill - great food, even greater margaritas! We didn't get back in time for the Torch Lake tour and picnic, but we soon met up with fellow club members who did: Gary and Roberta Odor (73 MGB), and Mick and Lori Gedeon (71 MGB) who drove up together earlier that day and were also staying in Bellaire.

Thunderstorms interrupted our sleep during the night and the rain refused to let up as we made our way to breakfast, but as if on cue, the rain stopped and skies cleared as cars began making their way onto the show field in Alden's lakeside park. It was a great day weather wise, but the iffy conditions Saturday and the storms that raged elsewhere in the state Sunday contributed to the lower than usual turnout, which is a shame because the TBBCC does such a great job every year. As Dale and I walked around we noted that there were other WDMGC cars in attendance. Though I never did see the members themselves, I did recognize their names on the display cards in the windshield: Terry Frisch with his 34 Vauxhall BX Roadster, Dennis Ferguson with his 74 MGB-GT and Jim Zielinski with his 70 MGB. This was the largest showing of WDMGC cars since Dale and I started attending and I hope we can continue to grow those numbers in years to come. It would have been nice to gather all WDMGC members for a group picture but at about 2:30, ominous looking clouds started rolling in and the organizers wisely moved the awards presentation up, but not soon enough. The skies opened up and members scattered to put the tops up on their cars. Following that impromptu break the presentations resumed, this time with everyone keeping dry under trees, umbrellas or rain capes.

We were luckier Monday morning. The Odors, Gedeons and Dale and I left Bellaire with the promise of beautiful weather as we made our way back via Elk Rapids where we stopped for breakfast and a short walking tour of the town and its shops. Mick and Lori decided to head back towards Charlevoix so it was just Gary, Roberta, Dale and I heading south. Besides lunch and fuel breaks, our only other stop was at a delightful roadside market that tempted us at every turn with fresh local fruit and vegetables, baked goods and the best root beer I've ever tasted. Roberta, we have to stop there again next year. ■

Amazing sculpture at the glass blowing studio


A long wait for a short ride on the ferry

Saturday picnic by Torch Lake

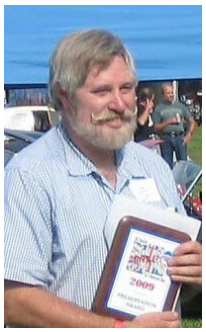
Sunday car show

WDMGC Wins at Battle of the Brits

Yes, we brought home the early registration and participation awards, but some of our members also took home some personal hardware. Here are those for whom I have photos. Congratulations to all our winners.

Philip Wiltshire

Ailene Butcher


Lee Jacobsen

Steve Finch

Doug Butcher

Matt Bade

Fall Color/Dinner Tour Saturday October 10

Bring your British car for a late afternoon 19 mile one way run from Dearborn to Northville along scenic Hines Drive Parkway to observe nature at her finest! We have an end destination early dinner planned at the Deadwood Grill in Northville with heated outdoor covered seating to enjoy the late afternoon sunshine (we hope!)

WHERE: We will be rallying at the Kroger parking lot at the tip of the SE corner of Michigan Ave and Outer Drive in Dearborn at 3PM.

WHEN: Driver meeting at 3:20PM, departure will begin promptly at 3:30PM

We plan on arriving at the restaurant at ~4PM. The restaurant has the feel of a old hunting lodge and is casual dress. Both sandwiches and dinners are available. (Homemade Sangria's too!)

Brush up on your MG trivia skills as there will be small prizes awarded at the restaurant!

Please call Mike Harris with any questions at 313-277-0626 or cell at 484-269-6484. Because of the possibility of inclement weather, feel free to call by 2PM to check if the event is washed out.

WDMGC Fall Color Tour

Saturday October 17

It's that time again… Summer's officially history, but with the club's annual 'Fall Color Tour' on Saturday, October 17th, there's still one last chance for a top down drive down some of the prettiest tree covered roads in Michigan. The route has been changed due to road construction in both Dexter and on North Territorial Rd.

We'll be going first to "Three Cedars Farm" just 13 miles away. The big farm features lots of attractions and shopping (with indoor seating should the weather be cool). It's a secret, but there's even a real bathroom on the premises.

While I can't promise we'll have 80 degree weather like we had last year, I can promise that the new 37-mile route to Zukey Lake in Pinckney will be free of construction.

Beginning as usual at the 8 Mile and Haggerty, Meijer's parking lot, plan on assembling by 11:00 AM for the usual photo opportunity before the cars get rolling. Drivers need to assemble at 11:30 AM to exchange cell phone numbers and get further instructions. Cars should begin rolling by 12:00 noon to allow lots of time for the scheduled breaks.

Sunshine, warmth and fall color? It happened last year; it could happen again! *Rich Wagner (event organizer)*

Club calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

October

■	Sat. 10	**Fall Color/Dinner Tour**- Northville, MI *See details p. 11*
■	Wed. 14	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
■	Sat. 17	**WDMGC Fall Color Tour** - Northville, MI *See details p. 11*

November

■	Wed. 11	**Monthly meeting, Dominion House** - Windsor, ON
■	Sat. 21	**A Night at the Races** - Northville, MI

December

■	Wed. 9	**Monthly meeting, Brass Pointe** - Farmington Hills, MI

October Meeting Brass Pointe

Our next club meeting will be Wednesday October 14 at the Brass Pointe Restaurant 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.

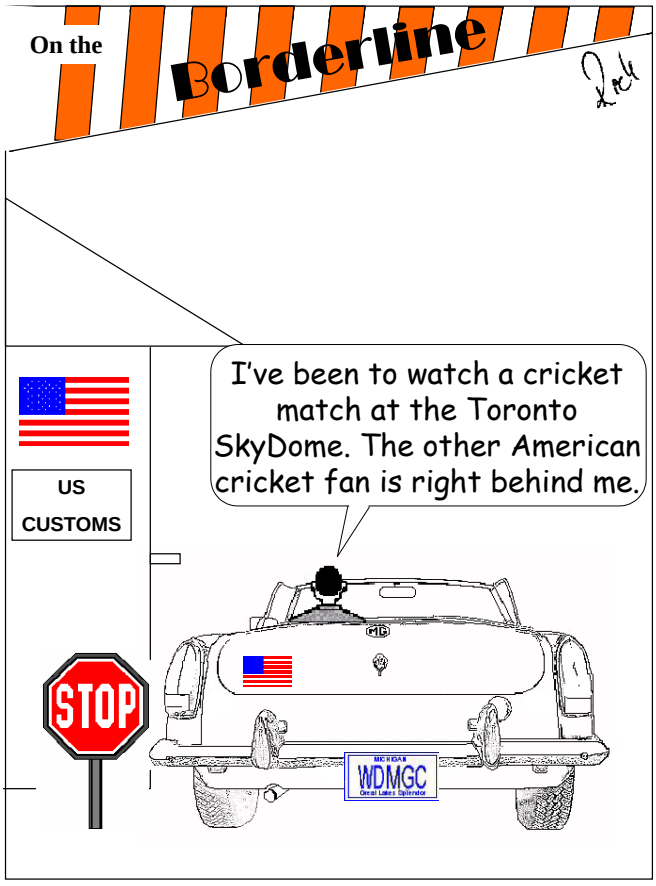
Don't forget the

HALLOWEEN HAT CONTEST

At our next monthly meeting
Wednesday October 14

Last year's hats were of the ghoulish, majestic, whimsical, practical, silly, glamorous and down right creepy variety.

Do you have your hat ready?
If not, you'd better get crafting!



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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

1955 MG-TF 1500 fully restored and with new exhaust system and all systems operational. All sheet metal taken down to bare metal, smoothed, primed and repainted to an exceptional quality. Ash frame restored by an expert wood craftsman. Stored under its original MG Mitten in a garage from November to May every year. Complete maintenance record. $20,000. Phone 248-391-9425, e-mail drjet11@aol.com. Pictures available. (09-09)

1978 MGB roadster deep red with black interior. Daily driver, new clutch, master cylinders, bushings, kingpins and front shocks. Newer top and interior, dual SU carburetors. Stored winters, acceptable tonneau cover. $6500 Cdn. Call Marty 519-948-8730 mhunt@agw.ca (09-09)

MG 1300 salon This vehicle is a yard find and a genuine parts donor. Could be a 1967. The title has been lost. It was used for many years as a jungle cruiser (aka ORV) in northern Michigan. The top has been cut off, so there is no windshield. Not much in the way of an interior. There are several extra wheels. The dual SU carbs. indicate a 1275cc engine. The transmission is manual and the engine can be turned. The bonnet and boot lid look decent. Check out some history for this neat little MG series from the mid 60's on the web. It has a Hydroelastic suspension similar to the Mini. Owners seem to have loved them. You'll have to pick it up near Caseville Michigan. $500 Pictures are available. Email fastmgs@yahoo.com (09-09)

1978 MGB Excellent Condition Just over 36,000 original miles, maintenance records, orange w/ black racing stripe and black interior. No Rust, newer top and cover. Must see to appreciate. Can send pictures on request. $9,995 OBO John 248-568-9298 or email to j_zinn@yahoo.com (09-09)

1978 MGB One owner, 47,000 miles, runs great, good rubber, webercarb, header, needs paint, sacrifice at $ 2,500 located at Clio MI, just north of Flint. Call for details, 810-280-053 (09-09)

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. For more info call Randy 516-655-0698 or email rlioz11@gmail.com (09-06)

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 (09-06)

Wanted

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

Advice needed

Baby restraints Does anyone 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)

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

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Aug. 09

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Aug. 09

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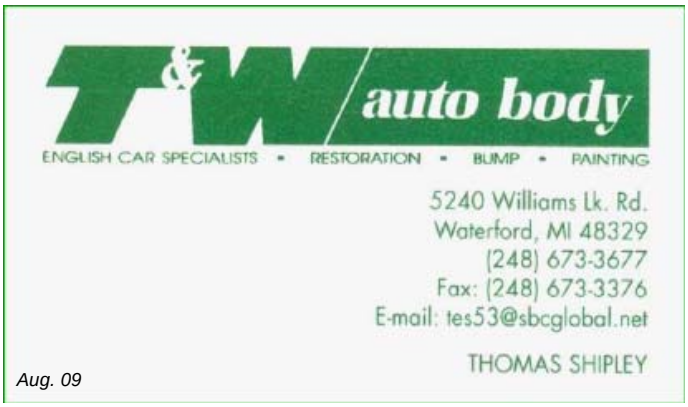

WANTED

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

Rick accepts Participation Award at BOTB

Keeping warm around the fire at Club BBQ

Windsor-Detroit MG Club
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FIRST CLASS MAIL

Car of the month, October 2009 - Lee Jacobsen's 1939 MG-TA Tickford
Award winner at Battle of the Brits, September 2009