The Can Am CONNECTION

WINDSOR-DETROIT

Vol. 32, No. 1 - Newsletter of the Windsor-Detroit MG Club **January/February 2010**

Northville Down Races: Fun, Food and a Printer's Faux Pas

By Anne Astley

Thirty people attended the event this year. As usual the food was excellent and since it was an 'all you can eat' restaurant - you guessed it, we all probably over-ate! As usual one of the races was named after the club, but it seems we had a dyslexic program printer, as the wording for our race was the "Windsor-Detroit GM Club Stakes" which amused all the past and present G.M workers. I didn't hear of any big winners amongst our group, but all left with more than they came with, if only in their stomachs. Thank you for all who attended and made the event the success it was, look forward to seeing you next year.

Above
Clockwise from left: Jan Wiltshire, Ailene & Doug Butcher, George Barton, Philip Wiltshire, Helen Barton.

Left
Clockwise from left: Dan Sokolowski, Mike & Cheryl Moder, Donna & Steve Finch, Mimi Sokolowski

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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

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The Windsor-Detroit MG Club
The International Local Club

Lise Brown - Editor

Still two weeks to go until Christmas as I write this, but since it will be the New Year by the time you get the newsletter I sincerely hope you all enjoyed a happy holiday season.

Our holiday season was a little brighter this year with our granddaughter and her mom back in Windsor for an extended holiday. Her dad (our eldest son) will be joining them next week and we plan on celebrating with them and our youngest son on Christmas morning – I have, I mean *Santa* has a lot of wrapping to do before then! As always, Dale and I will travel up to Ottawa between Christmas and the New Year to spend time with my family and this year it will be particularly joyful as our daughter and her boyfriend will be flying in from Whistler BC to join us. It's been many years since she's been east for Christmas so we are truly looking forward to this very special time together.

Leafing through the past year's issues of Can-Am Connection I was reminded of how many great times we shared as club members in 2009. The numerous event reports and photographs are a true testament to the wonderful spirit our club enjoys. But our club is only as good as its membership so the more active the membership the more successful our club will be. I want to thank all the members who contribute to the club, particularly those who organize, plan or coordinate events, those who submit all the wonderful articles you read in the newsletter, as well as the members who come out and actively support club meetings and events. On pages 4, 10 and 15 I've included a selection of photographs from 2009 events, a pictorial year in review for you to enjoy.

Speaking of events, our first big event of the year, our premiere event, is the Hibernation Party to be held on Saturday, February 20 at the Windsor Yacht Club. I hope to see many of you there as I'm sure it will be a great party again this year. Full details can be found on pages 8 and 9.

I hope you will continue to be actively involved in the club and I invite those who may not have been as active in the past to consider making at least one contribution in the New Year, such as organizing an event or submitting an article to the newsletter.

Wishing you peace, happiness and good health in 2010.

Lise

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

Presidentially speaking

Rick Astley - Club President

This year would have been the original MG company's 80th year in business, and for all I know, they had a raft race on the Yangtze River in Nanjing, China (MG's present home) to celebrate it - but I rather doubt it. I thought of this because someone in the UK gave me a program of events for MG's Golden Jubilee in 1979. It was very much a party for the whole town of Abingdon and they celebrated, not only with a raft race on the River Thames, but also with Fireworks, a Driving Gymkhana, a dance, an "American" Barbeque (hosted by Jaguar Rover Triumph Ltd. of New Jersey), a darts competition, a football (soccer) match, a pram (stroller) race and an Aunt Sally (don't ask) competition. The celebrations had been planned for months and were held from September 1st to 9th. Few knew in advance that the following day, September 10th, now known in Abingdon as Black Monday, the Managing Director of MG was to have a meeting in Westminster with the Member of Parliament for the local area to advise him that BMC had decided to close the plant. However, before the MD could consult the union or the town council, the MP went to the BBC and announced it on the one o'clock news.

It must be of some consolation to all who were hurt by the MG Abingdon plant closure to know that so many people around the world still cherish the products made there, that so many clubs exist to bring MG enthusiasts together and that so many maintenance shops and parts suppliers still do their bit toward keeping the cars running.

I was doing my own piece of cherishing a few days ago when I put my MGs away for the winter. The picture shows them set up on axle-stands alongside Anne's Escape, which she often needs to use early in the morning in a frost and snow-free condition. I always have good intentions of working on the cars during the winter but getting them to a position that allows me to access them and then getting them back to bed again before nightfall makes the exercise inefficient from a time standpoint. As a result, any major work has to be done in the spring.

The job I'm planning, subject to finances, is fitting a higher ratio differential to the V8 GT. Even with its 15" wheels and 5-speed Rover transmission, the car travels at only 21 mph/1000 rpm, which is 1 mph/1000 rpm less than my standard roadster with overdrive. The rear axle in the V8 conversion is still the original 3.909:1 unit and so I'm thinking of installing the popular 3.08:1 Chevy S10 back-axle that is available from D&D Fabrications. That would bring the speed up to nearly 27 mph/1000 rpm, but I'm wondering if even that is really high enough. My Ford Explorer is also a 5-speed and has a much lower power-to-weight ratio than my MGB V8, yet it cruises at 35 mph/1000 rpm. To achieve that in the MGB, I'd need a 2.37:1 back-axle, which I don't think I can get. Ah well, maybe that means I'll need to research that idea for yet another year.

Safety MG Fast

Rick

Looking back at 2009...

Gift Exchange at the January meeting

Handing over the Door Prize at the Hibernation Party.

Celebrating Cecil Kimber after the Annual Kimber Run

GM Heritage Centre Tour

New Members

The WDMGC welcomes its newest members

John Beattie - Kingsville, ON
1959 MGA, Red
1959 A-H Sprite, White
1959 Morris Minor, Blue
1959 Morris Minor Traveller, Blue
1977 1275 Mini, Gold

Kathy Alward and Joe Beyrle - Howell, MI
1974 MG Midget, Red

Jim and Barbara Demerath - Cambridge, WI (moving to Detroit MI)
1964 Morris Traveller, Blue/Grey
1970 MGB, BRG
1974½ MGB-GT, Blue

The Little Great White in the North

By Dave Barton

Editor's note: This article first appeared in the newsletter of the MG Car Club of Canberra *(Australia), of which Dave was member while residing there from 1993 to 2000. Sadly Dave will be leaving our club as he is moving on again, this time to the UK. We wish Dave and his family all the best.*

Even with good pacenotes, one is never certain of what is around the next bend and as our lives twist and turn, so goes the fortunes of our MGs. It's January 2009 and mine is shivering in a Michigan garage, afraid to come out for fear of savage attack by the evil Road Salt or, being small and white, getting lost in the snow until spring. Some of you may remember this car in the MG Car Club Canberra from 1993-2000 – fibreglass everywhere, pretty much black and white except for the engine painted Ford blue (I like that colour and always enjoyed the inevitable rise from the *Ayatollahs of Originality*). As an Australian Army officer, I was posted from Canberra to Melbourne in 2001 and the car then enjoyed a Victorian life for the next five years. The interior was redone in leather and everything that was tinkerable and tunable, was duly carried out. In late 2006, I rebuilt the engine in preparation for my retirement after Christmas that year. Then came late November 2006 and that **"*Left Five*"**. This is where the story begins.

"Would you stay on and take this job in Detroit, USA? It's just for a year." said the Boss (Andrew Libby – he gets a key role in all of this a bit later). I strained my thoughts through a bit of single malt over the weekend, ran it by the real Boss and said "*OK*" on the Monday. Now, what to do with the car? The one with 100km on the engine and <u>everything</u> working (well, alright, as much as a British car and The Prince actually work). Even though the Army would pay for almost half the storage fee, the thought of it sitting behind a shed in Dodgy Bros. Pty. Ltd. wasn't very appealing. At the other end of the scale, Melbourne has an excellent storage facility for classic cars (www.chequeredflagstables.com.au) and no doubt the little guy would have loved to settle in with the exotic mob of Jags, Porches and hair dressers cars. Unfortunately, it would have been like buying the car twice over if I stayed away too long. A call to John Harriott and Brian Cather was in order.

"Maaaaaaaaaate, have I got a deal for you blokes." They agreed to keep the car for a year. Rego and everything is sorted, so treat it like your own. "*Be careful Johno, the B has awesome power…compared to a Midget.*" I ran the engine in on the drive to Canberra

Shivering in the garage

just before Christmas. The car comfortably settled itself in to Brian's garage and felt like it had reached MG heaven. The intent was to leave it in Canberra for a year and then shift it to England where we planned to spend the first couple of retirement years. I wasn't quite sure about the plan for the next phase but I reckoned I would have at least six or eight months to work it out. Or so I thought. **"*Right Five*"**.

"Would you stay on longer in Detroit, USA? It's just for a year." said the new Boss after I had been over here a few months. And Brian tells me that they are selling the house and moving to the Coast. There would be no room for the little guy. Need a new plan. "***200 to Crest***".

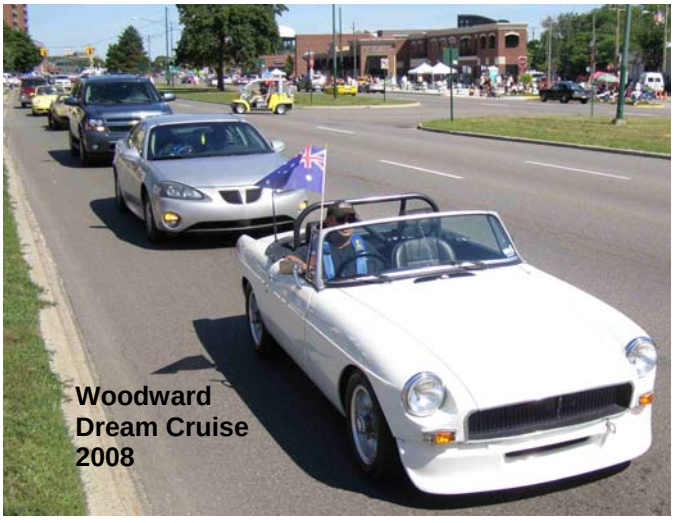
Why not bring it over? I didn't want to store it in Australia, you truly need two cars in the US of A and it would get it closer to the UK for the next leap. A temporary, resident alien importing a 1972 Australian made British car into the USA can't be all that hard, yeah? In most States there are two or three firms that transport cars. In Detroit Michigan, there are thirteen. No worries. I'll shop around and get the professionals to make it all happen. After heaps of phone calls with people younger than my car, I was drowning in a haze of Customs and Border Protection, licences, fees, duties, the US Environmental Protection Agency Guidelines and Regulations, condition and mechanical reports, Department of Transport rules, Michigan Department of State Certificate of Title, insurance, Federal Motor Vehicle Safety, Bumper and Theft Prevention Standards, National Highway Traffic Safety Administration and the War on Terror in general. Not a mention of <u>how</u> the car would actually get here. While none knew exactly what the car was nor why I was here, they were all keen to have several hundred dollars to work something out for me. So I cracked the you-know-what and decided to do it all myself.

A bit of research and a few calls to those who put things on big boats and the plan came together. As long as I didn't sell the car, took it with me when I left and promised not to leave too much used engine oil on Detroit streets, the US officialdom said I could bring it in with no trouble at all. The biggest part in the success of the move was the help back in Oz from John, Brian and Andrew. John retrieved the car from Brian's garage, put it on the Club trailer (not it's first time on there by a long shot!) and hauled it to Andrew in Melbourne. On 1 March, Andrew got the car on the ***MV Tamerlane*** bound for Baltimore. (see Wallenius Wilhelmsen Logistics at http://www.2wglobal.com/www/wep//) I then laid awake until 24 April thinking about all the things that could go wrong. I flew over to Baltimore early that morning and took a taxi to the Marine Terminal. The ship had docked a couple of hours earlier and the WW staff said they would let me know as soon as the car came off. I hardly had time to finish the coffee they kindly gave me when its arrival was announced. They even brought it around to the front door and handed me the keys. What excellent service! There was not a scratch anywhere and even the golf umbrella was still in the boot. After one quick signature, I flipped the top down and headed for Detroit. It was a brilliant drive in the warm, spring sunshine. It was already ANZAC Day back home so it was just a wonderful feeling all around. The car purred all the way to the Motor City. Before long, it was proudly wearing its new Michigan licence plate with my not-as-yet patented Australia-USA adaptor mount.

It's great fun zipping by and around the Detroit mastodons. I've become very familiar with hubcaps and eye-catching bumper stickers. I joined the Windsor-Detroit MG Car Club. The international camaraderie gives the club a unique character. Meetings alternate across the border so I have to remember to take my passport to every second one. We have felt very welcome in the Club and if you change the place names and accents, it's just like the MGCCC. I think the little guy enjoys showing the other cars the proper side for the steering wheel. Still, it's a bit of a stretch at parking garages when you are by yourself with the top up.

Last summer a few of us went over to the ***British Sports Car Club of London Classic*** in Ontario, Canada. There were over eighty cars with thirty-two MGs. The car took first place in its category. Must have been the Down Under novelty factor perhaps? There is an active undercurrent of British car enthusiasts in North America with no shortage of events. Each year the Detroit Triumph Sportscar Club hosts the ***Battle of the Brits*** which draws three hundred cars. In the last one, the WDMGC took the prize from the Triumphs for the greater number of cars. Now, THE major outdoor car event in Detroit is the ***Woodward Dream Cruise***. On a Saturday in mid-August, more than 40,000 muscle cars, street rods, custom, collector and special interest vehicles cruise the 16 miles of Woodward Avenue. The natives, with lawn chairs and eskies, fill the verges along the route. Only in Detroit would over a million people sit on the curb all day to watch traffic! The car and I enjoyed a great day out flying the flag and thoroughly enjoying the automotive atmosphere. With

Winner at British Car Show
London, Ontario


Woodward
Dream Cruise
2008

the right hand drive, it was easy to chat with the spectators as you ambled along in the traffic. I was having a word with a couple on vacation from Geelong until I was encouraged to keep moving by something that had more horsepower in his starter motor than I had in my whole car.

One of the WDMGC members, Rick Astley, is a bit of a guru on The Prince and has written a book on MG electrical systems. He rather liked the single, glass matt battery I had installed under the bonnet. Rick included this modification in the second edition so I must get a copy. He's an ex-pat Pom so things should be spelled correctly. Another member, Jeff Zorn, runs the ***Little British Car Company*** and sells Rick's book.

John Harriott came to Canada on business in October last year and was able to come by for the weekend. We had our first snowfall that Sunday. John and I had a great run in the car. It brought back memories of dashes home down the Tuggeranong Speedway after a long day in Russell Offices. Less the snow. That Sunday was the car's final outing before hibernation.

The two year tour was coming to a close in the autumn of 2008. The plan for next phase in England was still in first gear when I should have been cruising in overdrive by that time. I was starting to fuss a bit and thought I had better get stuck into arranging for a big boat heading East. Or so I thought. "***Caution Road goes Right after Crest***"

"Would you stay on longer in Detroit, USA? It's just for a year." said the newest, new Boss. Apologies to the ***Eagles*** but it was starting to feel like ***Hotel "Michigan***" *– You can check out anytime you want but you can never leave*. Anyway, you already know the answer as the little guy is still shivering out there in the garage. It was minus 20C the other day and I thought I'd turn the engine over. Just out of curiosity really. Buckley's! It was having none of that. I will have to wait for spring. So here we are for another year and looking forward to enjoying the car in its adopted land for one more season. And that is a happy thought as life is good here and Americans are a thoroughly enjoyable mob to share your motoring time with. After all, it is the Motor City.

I now have heaps of time to make a plan for the rest of the odyssey. A temporary, unemployed alien importing a 1972 Australian made British car into England can't be all that hard, yeah? Watch this space. ■

Hearing Failing? It May be Your Car!

By Rick Astley

At the 2009 annual meeting of the American Academy of Otolaryngology in San Diego, Philip Michael, MBBCh, a specialist registrar at Queen Elizabeth Hospital, Birmingham, England, reported that noise levels in a convertible cars can exceed the accepted threshold for hearing damage.

Michaels reported that in his team's tests, they recorded average levels between 87 and 89 decibels when driving different models of convertibles at speeds of 50 mph, 60 mph, and 70 mph." "Long or repeated exposure to sounds over 85 decibels is widely recognized to cause permanent hearing loss", Michael said. "Even one long road trip could result in temporary hearing loss, a phenomenon also noted by those who spend long hours at rock concerts".

There was no statistical difference in the sound levels measured in the different types of cars, which ranged in price from $22,000 to $238,000 and included a Porsche and an Aston Martin, so it can be expected that older and less sophisticated MGs won't be any less noisy. At 50 mph, the average decibel level was 87; at 60 mph it was 88 decibels; at 70 mph it was 89 decibels, Michael said that at some points the noise level topped out at 99 decibels, usually when passing or being passed by a truck. Rolling up the windows does help, lowering the noise level to 84 decibels, which was about the same as that found when driving a sedan with all the windows down.

Inexpensive industrial ear-plugs are very effective at cutting peak sound levels while allowing almost normal conversation, so don't be offended if you see your driving companion wearing a pair, they are not being rude, they're just protecting their hearing so they can listen to you for years more to come. ■

Please join us for the

Windsor-Detroit MG Club Hibernation Party

Saturday, February 20, 2010

Windsor Yacht Club

9000 Riverside Drive East in Windsor, Ontario

Menu

Assorted baked rolls with whipped butter

Spring mix salad with house Balsamic vinaigrette

Your choice of one of the following
- Roast prime rib of beef with au jus
- Almond crusted chicken breast with lemon sauce
- Grilled salmon fillet with hollandaise

Roasted red skin potatoes and seasonal vegetable medley

Special dessert

Tea and Coffee

Be sure to get your dinner reservation form and payment to us no later than Feb. 5, 2010
The form is available in this newsletter and on the club website.

Raffle Prizes

The donation of prizes or gifts from members and/or their companies is always appreciated. If you can help out in this regard, please contact Lise Brown or Anne Astley.

Entertainment

Following dinner, the band will get the party started with music that is sure to keep the dance floor hopping, so have your dancing shoes ready!

Cash Bar

Cocktails, beer and wine will be available. Terms are cash (Canadian currency) or credit card.

Dress

Anything from smart casual to tuxedos.

Party Time

Cocktail hour begins at 6 pm
Dinner will be served at 7 pm sharp.

Getting there from the Tunnel

On exiting the tunnel,
Turn right onto Park Street East
Turn left onto Goyeau Street,
Turn right onto Riverside Drive
Continue eastward on Riverside to the Windsor Yacht Club, which will be on your left.

The WYC is about 10km (6.2miles) from the tunnel exit.

WDMGC Hibernation Party - Dinner Reservation Form

Use the form below (or a facsimile) to reserve your place at the party. Please make sure that your form and payment reach us by **February 5, 2010 at the latest.** Unfortunately, forms and cheques received after this date may be returned. Forms will be dated upon receipt and in the event that the party becomes over-subscribed, they will be handled on a first-come, first-served basis. Return completed form and payment to Lise Brown or Anne Astley:

Lise Brown
1970 Loraine Ave.
Windsor, Ontario N8W 1P4 Canada
tel: 519-258-5987

Anne Astley
28404 South Harwich Drive,
Farmington Hills, MI 48334-4281 USA
tel: 248-737-1978

Raffle prizes*:* Donations of prizes for the raffle table are always appreciated and will be duly recognized. We thank you in advance for your generosity.

Prices quoted below are *per person*

	Roast Prime Rib of Beef	**Almond Crusted Chicken Breast**	**Grilled Salmon**
Member and one guest (per person)	$32 (Cdn or US)	$22 (Cdn or US)	$25 (Cdn or US)
Additional guests (per person)	$47 (Cdn or US)	$35 (Cdn or US)	$42 (Cdn or US)

If a special diet meal such as vegetarian is required, please indicate "**Special**" in the form and price as per Chicken. ***Please indicate what this special requirement is.***

Name: _____

Phone: _____ Email: _____

Address: _____

	Names	**For each person indicate Beef, Chicken, Salmon or Special (with details)**	**Enter price per person See list above**
Member			$
Guest			$
Additional Guest 1			$
Additional Guest 2			$
	Total value of cheque enclosed		$

*Cheques payable to **Windsor-Detroit MG Club***

More pictures from 2009...

Noise Vibration Harness Tech Session

Impromptu Brake for Brunch

Twisty Bits Tour

WDMGC cars return to Fort Meigs

Hidden Lake Gardens Tour

Tea at the Holly Hotel

Elections - 2010

A reminder to all that in accordance with article 16 of the WDMGC by-laws, elections must be held every year for the following elected positions: President, Vice-President, Secretary and Treasurer.

"*The term of office for any elected position shall be one year. The maximum number of consecutive terms a member may hold in an office effective January 1, 1995 is three (3). A member who has served three consecutive one-year terms in an office may run again for the same office after a one-year term break. That member may run immediately for a different elected office."*

The elections will take place at our Annual General Meeting, held in conjunction with the Hibernation Party (details on p. 8 of this newsletter)

If you would like to participate in some other capacity, remember that volunteers are always needed for existing committees, offices or duties. Let any board member know if you are available; any help will be welcome and much appreciated.

Office	**Incumbent *(terms served)***	**Running for another term**
President	Rick Astley *(1 year)*	Yes
Vice-President	Scott Turner (*1 year)*	Yes
Treasurer	Donna Finch *(2 years)*	Yes
Secretary	Dale Brown *(2 years)*	Yes

Please forward nominations as soon as possible to a board member by e-mail, phone, or post (refer to club directory for details), or submit them by hand at the next club meeting or at election time. Nominations should be formulated as follows:

I nominate _____ for the office of _____
Nominated by _____
Seconded by _____

The 19th Annual
North American MGB Register Convention
Belleville, Ontario, Canada
June 23-27, 2010

A very exciting and fun-filled few days are planned:

- A reception party on Wednesday the 23rd.

- A guided tour of Prince Edward County on Thursday the 24th, with lunch at a winery and a stop at Lake on the Mountain (Lake on the Mountain is a natural curiosity having a constant flow of clean, fresh water, with no apparent source, 60 metres above Lake Ontario). We will close Thursday with a Bar-B-Q bash.

- Track Day (lap sessions - no racing) and a Funkhana at Shannonville on Friday the 25th.

- The car show, MG Olympics and Awards Banquet on Saturday the 26th.

For the ladies, we are looking into a winery tour and luncheon, a presentation from a cosmetic supplier and a silver jewelry show and sale. The Host Hotel, Ramada Inn Belleville, has two pools, a waterslide, a sauna, car washing facilities, and a car show venue. This facility and three additional hotels have rooms blocked and we have negotiated a very favourable rate between $99 and $119 (Canadian) per night.

For up-to-date details and registration information, please visit **www.mg2010.com**

The 2010 Convention is hosted by the MG Car Club of Toronto

Club calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

January

■ Wed. 13 **Monthly meeting, Dominion House** - Windsor, ON ***Gift Exchange Night***

February

■ Wed. 10 **Monthly meeting, Brass Pointe** - Farmington Hills, MI

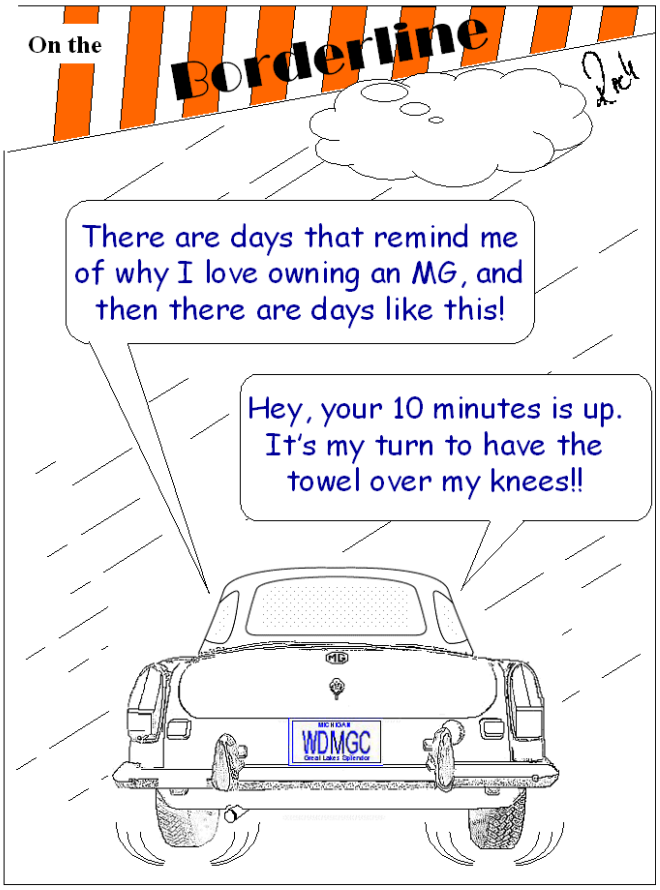
■ Sat. 20 **Hibernation Party and Annual General Meeting, Windsor Yacht Club** - Windsor, ON *See details p. 8-9*

March

■ Wed. 13 **Monthly meeting, Dominion House** - Windsor, ON

April

■ Wed. 10 **Monthly meeting, Brass Pointe** - Farmington Hills, MI



January Meeting at the DH

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

This is Gift Exchange Night - Those wishing to participate please bring a wrapped gift (value ~$10) suitably marked if gender specific.

February Meeting at the Brass Pointe

Our December club meeting will be Wednesday February 10 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.

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

Moving Sale Thousands of used MG parts (also Triumph, Mini, Austin-Healey, and Jaguar) Email Mike for prices and availability mail@vintagebritishparts.com Located in Warren near Oakland Mall. By appointment only (01-01)

1974 MGB Early 74 model (actually a 73 that was sold as a 74) with chrome bumpers and smaller bumper guards. Dansk red, brown custom leather interior (to match FOE seats), rare brown rubber floor, new coco mats, CD, overdrive, wire wheels,new tan canvas type top. Extensive mechanical overhaul from University Motors in 2002: new clutch, shocks, brakes, tires, exhaust, etc., etc. over $20,000. spent. Body in very good condition and was resprayed 10-15 years ago. Just tuned. An excellent car that looks and drives very nice. All the perks and garage stored, 53,000 miles. Asking $5,900. Contact Bob Gibbs 248-642-4800 (01-01)

71 Midget Total car in parts. Rebuilt engine never ran, new carpet kit, new top, new door panels, several new body panels, new seal kit, 5 extra rims plus original rims. Car has been taken apart totally and ready to start rebuilding. 519-250-7246 or sean7180@yahoo.com Windsor Ont. Stored inside, must sell, make me an offer, pictures available (01-01)

1979 MGB LE 60000 original miles, black, tan interior, overdrive and BMC dealer A/C, blows cold, never winter driven so no rust, undercoated when brand new, new top, complete interior, tires, detailed engine compartment. 1st owner 28 years. Drives like new. Kim Rutherford, 519 337-8586 or kimrutherford@ebtech.net (09-11)

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)

Wanted

Good used engine or rebuilt long block wanted for 73 MGB carter.john007(at)gmail.com (12-12)

Pre-1968 MGB roadster I am a long-time MG nut and am seeking a nice original, or redone to original specs B steel-dash B roadster. Please email me don(at)napanet.net or call me 707-942-0546. I am in CA, so would only want to buy a nicer car if located far away as I have to deal with shipping costs (12-12)

M.G. Magnette Either one good for restoration (I.e. sills, floors, suspension and dash in good condition), or one already restored. Mike. coefront@shaw.ca (09-11)

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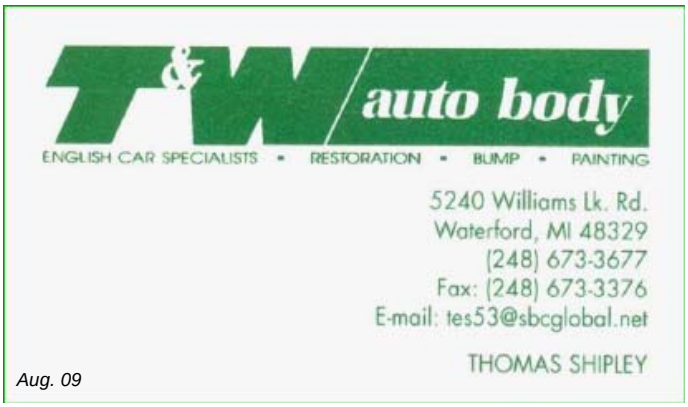

WANTED

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.

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Car of the month, January/February 2010 - Jason Atherton's 1975 MGB