The Can Am MG CONNECTION
WINDSOR-DETROIT
Vol. 32, No. 2 - Newsletter of the Windsor-Detroit MG Club March 2010

A Preview of Hibernation Party 2010

Because of time constraints, this issue will just feature a few images from the Hibernation Party, held Saturday February 20 at the Windsor Yacht Club. Full details, including a summary of the formal proceedings of the evening, will be published in the April edition of the newsletter.

Above: The room is decorated and ready

Top right: Marty Hunt, Rick Astley, Anne Astley and Lise Brown getting ready for guests arrives.

Bottom right: Members enjoyed a great dinner at the Windsor Yacht Club.

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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

I hope you're all enjoying this relatively mild winter, while it lasts. My worry, of course, is that March will come in like a lamb, because we all know that would not augur well for an early driving season. Mind you, in this household it really doesn't matter what the early spring predictions are since Dale drives his 72 B in anything but a blizzard! I had a great picture of the B covered in snow this January but that photo as well as many, many others were inadvertently erased from the camera's memory card when Dale was playing with a new toy: a slide and negative scanner. There are consequences to not reading the instruction manual thoroughly!

So let's see, what's happened since the last newsletter… Well, for starters we had an extremely successful post holiday gift exchange at the January meeting. We had a great crowd in attendance at the DH and the majority participated in the gift exchange that we inaugurated last year. And in keeping with last year's proceedings, we kept it to a simple exchange, in other words, no stealing. Otherwise the exchange was the same as that on the US side: participants received a ticket for the draw, and all the gifts were wrapped and suitably identified if gender specific. Dale and I each unwrapped a lovely gift: I a lovely crystal dish, he a wonderful picnic cooler with all the accoutrements, something that will come in very handy on our MG outings this summer. I had great pictures from that evening but… see the paragraph above.

Then of course we had another well-attended meeting at the Brass Pointe in February where Rick announced a number of interesting events coming up very soon. For instance, this month features a tour of the GM Heritage Centre and a Tech Session on a most unique restoration project. Details for these events can be found further on in the newsletter, as are details for events in the coming months.

And how can we not mention the 2010 Winter Olympics in Vancouver that opened February 19. What does that have to do with our club you ask? Well, turn to page 6 and you'll see just what the connection is!

Last, but not certainly not least, our premiere event took place on February 20 (yesterday as I write this.) Our annual Hibernation Party, held this year at the Windsor Yacht Club was a resounding success thanks to the efforts of the organizers and all the members in attendance. What a great time we had. Further details will be published in the April newsletter but for now I'll leave you with just a few photos of the evening. Right now I have to get this newsletter to the printer and myself to bed – it's been a very long couple of days!

Lise

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

Presidentially speaking

Rick Astley - Club President

The last few months have been quiet ones as far as club activities are concerned, but in anticipation of the fast approaching driving season, the club's board members have been busy putting together our Calendar of Events for 2010. There are a number of factors that keep our club vibrant and our membership happy to pay its dues each year, not least of which are this newsletter, the web site and an event list that is sufficiently varied in both subject and timing so that it has something for everybody. While a few of the events are run by board members, for the most part, we rely on the membership as a whole to give its time in organizing or coordinating them. With no excuses for the long list, I'd like to acknowledge, in alphabetical order, those who have offered their time so far: Anne Astley, Matt Bade, Dale Brown, Lise Brown, Steve Brown, Robert Coyle, Elvin Davis Jr., Donna Finch, Steve Finch, Ed Fleming, Mike Harris, Fran Lewis, Harry Mac Lean, Ralph Poupard, Bill Reeves, Dan Sokolowski, Rich Wagner and Philip Wiltshire. Thank you all.

In the last issue of the newsletter I was musing over what I should do to raise the gearing of my MGB-GT V8 conversion so as to be able to realize the full benefit of its power by allowing it to cruise in the overdrive 5th gear at relatively low engine speeds. Changing the rear axle gearing seemed to be the best approach but I was torn by conflicting advice and the availability of a reasonably priced solution. Well, I've made the decision that I'll use what MG chose when it addressed the problem in designing the RV8.They selected a 3.07:1 crown-wheel and pinion and I've found that I can get a set from Clive Wheatley V8 & RV8 Parts of Shropshire, England at a very reasonable price. In order to get it to fit in the original housing, I will have to have 0.045" removed from the face of the crown-wheel carrier, but my mentor on this subject, Harry Mac Lean, who has put together hundreds of differential gears, tells me there should be no problem finding a suitable machine -shop in this area. After that, I'll have to think about how to get the odometer and speedometer recalibrated.

Thoughts of summer made me look over some of the photographs I took while in England last year. One I'd almost forgotten about was of a Morris Minor pick -up. It's not quite the legendary multi-thousand $ car hidden in a barn, but I thought the picture worth sharing. In fact the car was outside of a barn on a farm adjacent to Anne's sister's cottage in the folds of the Chiltern Hills in Buckinghamshire. I could be wrong about this however, for all I know, Morris Minor pick-ups might be so rare that this is an exotic gem with its many facets waiting to be cut and polished. In case it is, I'm ready to be bribed into disclosing its exact location.

Safety MG Fast

Rick

Good Drivers are Good Listeners Too

By Rick Astley

Pilot and co-pilot, driver and co-driver, whether driving planes or cars, the role of the 'co'-person is a similar one, to be an extra set of eyes and ears that add to the safety and comfort of the journey. If, after your co-driver has offered advice, you have like me thought or said something like, "who's driving this car, you or me?" then according to the new book *Outliers*, maybe we could learn something from the airline world.

An outlier is a 'statistical observation that is markedly different in value from the others of the sample' and Malcolm Gladwell's book titled *Outliers* studies a number of these including the fact that, at least until a particular outlier was understood, you would be safer in a plane when the co-pilot was flying it than if the pilot were at the controls. This counts as an outlier because traditional logic and data would indicate that you would be safer being flown by the person who is the most qualified and with the most experience. The reason behind the anomaly turns out to be quite simple: the relationship between the pilot and co-pilot is one of superior to subordinate and the willingness of one to give advice to the other depends on who's giving it and who's receiving it.

Gladwell provides some examples including that of the Air Florida jet that in 1982 crashed into the Potomac River in Washington DC. Here the pilot was taking-off in harsh conditions and was preoccupied with the many tasks he had to accomplish in readying the plane for a flight into very busy airspace. De-icing was not routine in those days yet the first-officer, with less to do, noticed ice on the wings prior to take-off and three times tried to tell the pilot of his concern. The trouble was that instead of speaking directly, he was deferential to his superior and said things like, "See all those icicles on the back there ….?" Today, with the problem clearly understood, the co-pilot would be trained to make certain clear statements culminating in: "Captain, I believe the situation is unsafe", after which the pilot would be obliged to heed the warning.

The problem was compounded at Korean Air where both culture and language entered the equation resulting in it having an accident rate 17 times worse than that of a typical American airline. At Korean Air the first officer was required to be positively servile to the captain and so was literally afraid to offer advice. Moreover, like some other Asian languages, Korean is less direct than English and it is much harder to be as pushy as we Anglophones are. Now Korean Air has turned itself around after being retrained by Delta to enforce the US rules about how warnings are given and by using only English in the cockpit, which is of course always monitored by the voice-recorder.

So can we learn something here? Is your co-driver afraid to speak or just doesn't bother because you won't listen anyway? Next time we hear, "Do we have enough fuel to get there?" or, "Is this road just wet or is that ice?" or, "Does that load on the truck in front look safe to you?" or finally, "Hey, cloth ears! I believe the situation is unsafe!" perhaps we would be well advised to listen. ■

New Members

The WDMGC welcomes
its newest members

Lynn & Patricia Richardson - Essex, ON
1978 MGB, Brooklands Green

Richard Eisele - Ann Arbor, MI
1969 Austin-Healey Sprite, Blue
1980 MGB, Blue

William McCaffery & Bridget - Livonia, MI
1960 MGA, Blue

Stephen Foster - Oak Park, MI
1966 MGB, Blue1980 MGB, Blue

My 2010 Winter Project

By Elvin Davis

In the Jan/Feb issue of the MG Driver (the NAMGBR newsletter) I saw the article about this new boot cover. Moss now stocks a hard boot cover, but it comes in 2 pieces and you have to take it on and off. This cover is attached to the car therefore, no storage issues. It also comes with a brake light in the boot, which I might install later. The installation was fairly simple but I used sheet metal screws instead of the screws provided. I found it easier to tap the holes and just screw them down as opposed to drilling through and trying to put bolts on the screw. There is no access for the nuts unless you take the back cover off. Maaco painted it for $70 and I added chrome trim on the bottom of the boot. The chrome trim was $12.95 at Murray's.

The boot will alow you to put your top down very quickly, with no snapping down of your tonneau cover. To put the top up, you simply lift the hard boot cover up, pull out the top, put the cover back down, and snap the top down. The boot is inside the snaps and out of the way. I don't know about you, but my top never stows well behind the back seat, so this solution will make it look much better. Feel free to contact me if you would like help installing your own hard boot cover. ■

Our 2010 Winter Olympics Connection!

Go Canada Go

By Dave Hornby

Last summer I received a general e-mail at work. GM, one of the Vancouver 2010 Olympic Games' sponsors was looking for torchbearers to participate in the longest Olympic Torch Relay in history. It covered 24,000km and lasted one hundred and six days. They had twenty-two spots. "Sounds like fun" I thought and so I submitted my name. In October, I heard from VANOC (Vancouver Organizing Committee) that I was a potential torchbearer. Next, I had to submit an essay as to why I wanted to do this. I said that I thought it would be a great honour to represent my country in this manner and by so doing, in some small way, I would be participating in the 2010 Olympic Games!

In early November I found out I was lucky enough to be selected but at this time, it was confidential and six weeks prior to the day I was running, I would find out where and when I would participate. They wanted another short essay letting them know how I felt to be chosen. Some of this would be used as a bio on the website where the runners were tracked. A few weeks later, my uniform arrived; this was really happening! I found out late in November that I would run on Riverside Drive the evening of December 23 at 6:30 p.m. I was really fortunate to be running in my hometown. Finally I could let my friends and family know about this exciting event.

The next challenge was assisting my mother in England to access the daily webcast coverage of the Torch Run on the Internet!

The day finally dawned and the excitement was building. Chris had been watching the relay daily on the web and gave us an on-going commentary. He was so excited by December 23. Our daughter made it home from university in time. I left home in my regulation uniform and headed to city hall to rendezvous with my fellow torchbearers. Some were local, others from Sarnia, Toronto and one guy was from Vancouver.

We boarded a bus that took us to the drop-off point. It was electrifying on that bus. The music was loud, videos of previous torch runs all the way from the first one in Greece were playing and everyone's mood was heightened. As I jumped off the bus, torch in hand, the crowd was cheering and everyone wanted to have their picture taken with me (well the torch really). In fact, one family is in every single picture that we have – we have no idea who they are. The Coco Cola truck rolled by announcing the next runner – ME! The crowd was cheering and before I knew it torchbearer number 182 was there; ready to pass on the flame. Only one torch can be lit at a time.

Dave with his daughter Allyson and son Chris.

I set off with my RCMP escorts, Chris wheeling along the sidewalk with Allyson and me running ahead with the camera. The emotions I felt were overwhelming – I was representing Canada in an historic event – WOW! It was hard to hold back the tears – I didn't want this to end. All too soon, I could see torchbearer number 184 and I had to pass the flame to him. It was over but it is something I will never forget. As Allyson remarked, Christmas was almost anticlimactic two days later.

Thank you to all the members who came out and braved the frigid night air to support me and cheer me on. It was one of the most amazing experiences.

Many of you know that our son, Chris, is disabled but has always been very active in all types of wheelchair sports; track and field, basketball, horseback riding, sailing and his personal favourite, sledge hockey. In fact, he did have aspirations to play on the Paralympic team. For one reason or another, his goal was never realized.

As my bio read, I ran this for Chris.

The Young and the Reckless

Just look at how effortlessly the top of that MGB goes down! Sure, easy enough for a strong young man - witness how the sleeves are rolled up over the biceps!

Any idea who this club member is?

This photo was taken in 1967 when he lived in the SOO. He still lives in Ontario but a little closer to Windsor, well, about an hour away.

Though I'm sure he adored his 64 MGB at the time, I'm pretty sure he prefers the high performance 76 MGB he drives today!

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

GM Heritage Centre Tour

Friday March 12 – 1pm - 5pm
6400 Center Drive
Sterling Heights, MI 48312
(just SE of Mound Road and 16-Mile roads)

The bankruptcy has come and gone, but the GM Heritage Center is still here. Once again, The Windsor-Detroit MG Club and Detroit Triumph Club are cordially invited to attend a private tour of the GM Heritage Center. The collection is not open to the general public and only available upon special arrangement. This is a great indoor winter activity to jump start your car hobby interest into April. Bring your family and friends to enjoy the collection.

The Heritage Center is a cross between the ultimate automotive enthusiast's garage and a living repository of automotive history. The Center has 81,000 square feet of flexible space, housing more than 180 vehicles spanning 10 decades. The vehicle collection showcases a wide range of GM design, technology and innovation. Among the vehicles are past and current concept

vehicles, as well as historically significant vehicles from various eras, including the 1931 V-16 Cadillac, 1949 Buick Roadmaster, and 1953 Chevrolet Corvette.

There is an admission price of $10 US per person. Please have your money ready to ease the collection upon arrival.

For further information please contact**:**

Bill Reeves
Cell phone: 586-808-8300
Email: mgbv8@wowway.com

Tech Session - Robert Coyle's 1926 Austin 7 Supersports Saturday March 20, 2010

Robert will introduce us to his 1926 Austin 7 Supersports restoration project, describing its inception, progress and challenges. He will also give a demonstration of how to weld aluminium with a pipe torch.

Coffee and doughnuts will be provided by the club. The session will last about 2 hours.

Robert's Studio is located on the ground floor of the former Lowe Technical High school. It's located on the northwest corner of Giles Blvd. East and Parent Ave. in Windsor. Everyone should assemble in the parking lot along the side of the building that faces Parent Ave. prior to 10:00 am, as access to the building is restricted.

Date: Saturday, March 20, 2010
Time: 10 am (but get there at least 15 minutes earlier)
Location: Lowe Technical H.S.
840 Giles Blvd East, Windsor, Ontario

There should be someone at the door to let in any late arrivals, if there isn't you can contact the following members on their mobiles and they will come to the door.
Rick Astley 248-760-7531
Dale Brown 519-999-4114

Kimber Birthday Bash

Saturday April 17, 2010

Each year the WDMGC joins other area British car clubs to celebrate the birthday of MG's founding father, Cecil Kimber, who was born in London on April 12, 1888. This year's celebration will mark Cecil's 122th birthday!

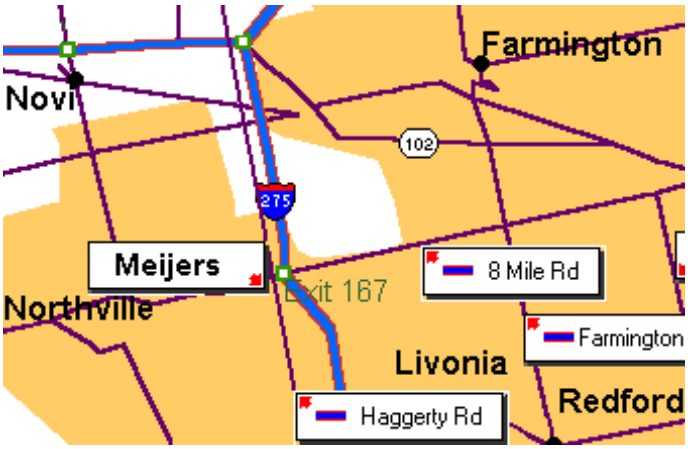
Ed Fleming will once again lead the convoy on a scenic drive towards the Delhi Cafe in Holt Michigan where we will toast Cecil, enjoy the company of fellow enthusiasts, and treat ourselves to a bit of lunch and birthday cake. The journey is expected to take about 2 hours, so those who wish to participate but cannot join the convoy can meet us at the Delhi Cafe around noon.

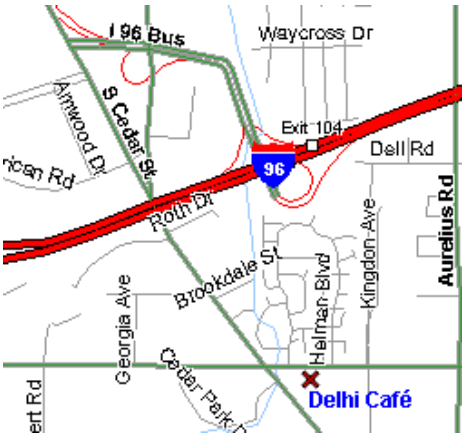
Meeting place and time
9 am at Meijer's parking lot at 8 Mile and Haggerty
(see map at right)

Departure time
9:45 am sharp, but try to be there by 9:30 to leave time for the drivers' meeting, gassing up, etc.

Destination
Delhi Cafe, 4625 Willoughby Road, Holt Michigan, 48842,
tel 517-694-8655 (see map at right)

For details contact Ed Fleming - efleming@gannett.com





Join us for our annual Stratford Festival Tour

Friday June 18 to Sunday 20, 2010

This year we will be enjoying the musical “Kiss Me Kate” playing at the Festival Theatre.

Friday June 18 - We will be traveling to Stratford leaving the Detroit area mid-morning. Or
Saturday June 19 - A second convoy will be leaving in the morning from the M59 and I94 area and arriving at St Mary’s early afternoon.
Saturday June 19 - “Kiss Me Kate”, 8.00 pm performance

Play synopsis - As backstage bickering between the co-stars of a musical version of The Taming of the Shrew threatens to sabotage opening night, along come a couple of gangsters with a gambling debt to collect. The result is hilarity on and off the stage – all punctuated by Cole Porter’s unforgettable melodies and wickedly witty lyrics. Music and lyrics by Cole Porter.

We have booked the Westover Inn Hotel once again (built 1867) at nearby St Mary’s for the Friday and Saturday evenings. We will also be dining as a group at the Westover Inn prior to the evening performance of “Kiss Me Kate” on the Saturday.

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

I will also need a cheque for your tickets, so please call me when you have made your hotel reservations and send me a cheque (US funds, US cheques only please. Or cash by hand) for $170 for each 2 theatre tickets.

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

Please give me a call!

Philip Wiltshire
3105 Exeter Drive, Milford, MI, 48380.
Home phone: 248 676 0986
Cell phone: 586 354 8855
E-Mail: pwiltshire@comcast.net

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

The Milwaukee and Great Lakes Motorcar Group, is very pleased to be the host chapter and invites you to Wisconsin for what could be a "once in a lifetime event".

Besides the cool resort venue up North in July, what else would make this such a special Get Together? MG^3 with the Z Magnette Group, ZMG, will be featuring the Magnette. This is your opportunity to see what could be the largest gathering of this special car that is part of our registry and learn more about it.

For more information visit

www.gt35.namgar.com

Open Invitation to a picnic in the Niagara Area

The fine folks down in Cleveland with the Emerald Necklace MG Register are inviting the Windsor-Detroit MG club to their 4th annual multi-club picnic held the 2nd weekend in June in the Niagara region (Ontario). Obviously it's a bit of a drive for many of us but they would like to extend the olive branch and invite us to join them. The picnic is an excellent warm-up to MG2010 held 2 weeks later.

The details of the event are as follows:
MULTI –CLUB PICNIC
Saturday, June 12, 2010
Queenston Heights Park
(Niagara Falls, Ontario)
10am-4pm
Car display, valve cover races, funkhana, picnicing

Hosted by MG clubs of Toronto, Buffalo, Rochester, Cleveland and the Ontario MG T Register

Fleming's British Fling

PRESENTED BY

Fleming's Steakhouse & D. T. S. C.

Fleming's PRIME STEAKHOUSE & WINE BAR

Detroit Triumph Sportscar Club

Sunday, July 18, 20 10

2:0 0 PM – RAIN or SHINE!

Join the staff of Fleming's and the Detroit Triumph Sportscar Club for a delightful Sunday afternoon of fine wine, great food and British cars.

There will be several awards and door prizes for participating British cars.

A free gift will be presented to the first 30 ***Classic British*** participants.

Fleming's will be opening early at 2:00 PM and will have a special menu available for participants (in addition to the regular menu) and wide selection of fine wines. They have also reserved the entire patio and special parking for British cars and cruise-in participants.

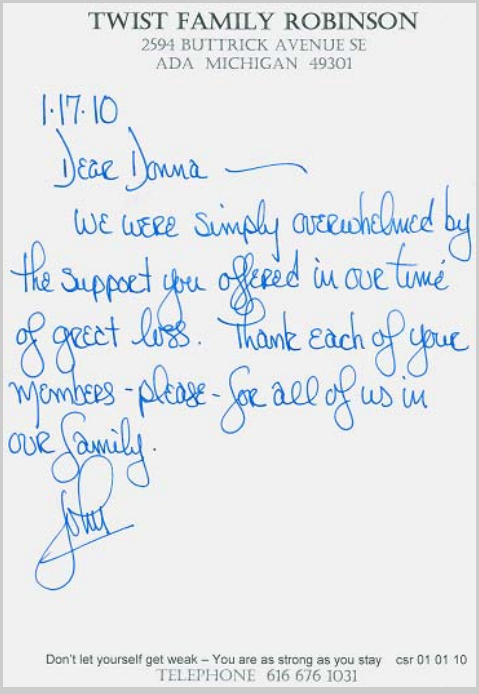
Admission is free and open to all British marques.

Awards will be presented at 5:00 PM

Fleming's is located at 17400 Haggerty Road, Livonia, MI 48152

For more information: snydleydog@yahoo.com or davids49@aol.com

Following the passing of John Twist's wife, Caroline, we sent condolences to the family. Below is the note we received from John.



TWIST FAMILY ROBINSON
2594 BUTTRICK AVENUE SE
ADA MICHIGAN 49301

1-17-10

Dear Donna —

We were simply overwhelmed by the support you offered in our time of great loss. Thank each of your members - please - for all of us in our family.

Don't let yourself get weak – You are as strong as you stay csr 01 01 10
TELEPHONE 616 676 1031

Obituaries

Richard Winterburn
It is with deep regret that we announce the passing of our fellow club member on February 15, 2010. Richard was passionate about British sports cars, especially Morgans. He leaves behind a community of lifelong friends and touched the lives of many students in his years of teaching high school and college science.

Tom Burke (past member)
We were deeply saddened to learn of the passing of Tom Burke on January 6, 2010. Tom was an avid fly fisherman and TD restorer. He did not get to drive the TD very much after 4 years of restoration as he and Gloria embarked on their cross country odyssey in their motor home.

Club calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

March

■	Wed. 10	**Monthly meeting, Dominion House** - Windsor, ON
■	Fri. 12	**GM Heritage Centre Tour** - Sterling Heights, MI - *see p. 8*
■	Sat. 20	**Tech Session** - Windsor, ON - *see p. 8*

April

■	Wed. 14	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
■	Sat. 17	**Kimber Run and Birthday Bash, Delhi Café** - Holt, MI - *see p. 9*
☐	Sun.. 18	Ancaster All-British Flea Market - Ancaster, ON
■	Thurs. 29	**British Car Cruise-in, Kona Grill** - Troy, MI

May

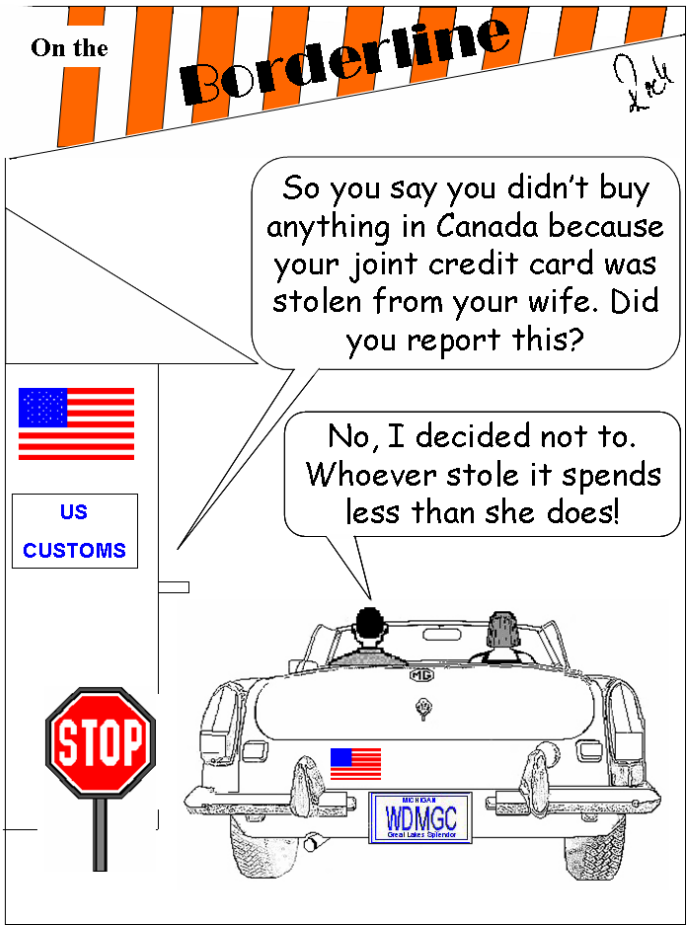
■	Wed. 12	**Monthly meeting, Dominion House** - Windsor, ON
■	Thurs. 27	**British Car Cruise-in, Kona Grill** - Troy, MI
■	TBA	**Twisty Bits Tour**

June

☐	Sun. 6	British Return to Fort Meigs - Perrysburg OH
☐	Sun. 6	Orphan Car Show - Ypsilanti, MI
■	Wed. 9	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
☐	Sat. 12	London Classic British Car Show - London, ON
☐	Sun. 13	Annual Spring Fun on Wheels - Essex, ON
■	Fri. 18 to Sun. 20	**Stratford Festival Tour** - Stratford, ON - *see p. 9*
■	Thurs. 24	**British Car Cruise-in, Kona Grill** - Troy, MI
☐	Wed. 23 - Sat. 26	NAMGBR Annual Meet - Belleville, ON - *see p. 10*

March Meeting at the DH

Our next club meeting will be Wednesday March 10 at the DH in Windsor, Ontario. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving at around 6:00 pm.



Advertisements

Classified ads

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

For Sale

1955 MGTF 1250 – (XPAG/TF/32854; body 13915) – biscuit & cream; beige canvas top, tonneau, boot; brown leather seats; wire wheels; excellent condition; 53,500 miles; manuals, maintenance records. Car is located in Windsor $23,500 Cdn – pictures available - contact by email druch(at) rogers.com

British car restorers dream house.1000 Sq. Ft. heated, A/C workshop attached to a beautiful country home in Farmington Hills. Second workshop unattached, with 2 car garage. New kitchen and master bath. 1 acre lot close to schools. Home is 4 bedroom 3.5 bath 3000sq ft. Vaulted ceilings, skylights. Enough room to store 9 cars in the warm indoors. Go to www.26275DrakeRd.com for details. If questions, call Jack at 619-889-3761

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

71 midget - Total car in parts Brand new rebuilt engine never ran, new carpet kit, new top, new door panels, several new body panels(8-10), new seal kit, 5 extra rims plus original rims. Car as been taken apart totally and ready to start rebuilding. 519-250-7246 or sean7180(at) yahoo.com Windsor Ont. Stored inside, must sell, make me an offer, pictures available.

MGB GT parts right and left doors, hatch and wood sills, call Eddie 304-327-8895

1974 MG Midget blue, restored with lots of new parts. $7,500 Cdn obo, will safety. Call 519-728-2080 or email rtimmins2 (at)cogeco.ca

1967 MGB Roadster Enthusiast owned, BRG, wire wheels. Complete mechanical restoration performed by University Motors between 2007-2009 (All receipts available) - Encompassing engine and all ancillaries (dynamo, thermostat, distributor, fuel pump, water pump, electronic ignition) performance cylinder head rebuild, transmission (all gears and layshaft), rear suspension, brakes (calipers, rotors pads, shoes) and tires. The car is rust free, and has never had any major body damage or repair work. Newer interior kit, seat covers and carpet. The convertible top is in good condition. Over $9,000 invested. Yours for $7,500. Price is firm. Contact Gabriel at 810-569-1069

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 $8,500. Contact Bob Gibbs 248-642-4800

1962 Buick 215 c.i. V-8 engine completely rebuilt with new pistons, oversize .030, street cam, lifters, new 500 carb, etc , bellhousing for manual, and also Powerglide tranny. Located in Leamington, Ontario. Call 519-919-2287 or email at gcooper21(at)cogeco.ca

Wanted

1968 to 1973 MGB in great shape. I live in Windsor Ont. Contact jcunnin(at)cogeco.ca

Original MGA roadster or coupe (roadster preferred) restored or unrestored, in good to excellent condition to enjoy and show in the spring, summer and fall in Michigan. Please contact me if you (or someone you know) are looking for a good home for your MGA. Contact Barry bgrantadkins(at) yahoo.com

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

A Note about the email addresses in these ads: please remember to replace the (at) with the proper @ symbol when emailing the individuals.

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Car of the month, March 2010 - Mike Harris' 1974 MGB