The Can Am CONNECTION

Vol. 32, No. 6 - Newsletter of the Windsor-Detroit MG Club July 2010

Great weather, numerous events... Sounds like summer's here!

Philip Wiltshire reports that there were just 6 cars from our club at the Fort Meigs event in Perrysburg, Ohio on June 6 and that most of them erceived awards. Owners of the cars above are, from left, Fran Lewis, Philip Wiltshire, Steve Finch and Bill Weakley.

A soldier of the 1812 Continental Army, looking for a Brit to throw out of the country (watch out Philip!)

Thanks to those who sent photos and I'm still hoping some of you who attended past events will send in stories so that we can share them with the rest of the membership.

Above, members arrive at Meijer's, the starting point for the Twisty Bits Tour, May 23. Below is a view of one of one of those twisty bits.

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

E-mail
wdmgc@wdmgc.com

Website
www.mgcars.org.uk/wdmgcc

President
Rick Astley
248-737-1978

Vice President
Scott Turner
519-254-9510

Treasurer
Donna Finch
248-685-8488

Secretary
Dale Brown
519-258-5987

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

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

Video Librarian
Tom Newton
313-562-2377

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

Classified Ads:
$5.00 for 3 months
Free to members

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

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

The Windsor-Detroit MG Club
The International Local Club

Lise Brown - Editor

This time last year Dale and I had already begun our extended trip out west in our recently acquired "gently used" camper. And what a great trip it was!

Starting from this southern Ontario flatland we headed to my hometown, Ottawa, across the river from the Gatineau Hills … the foothills to the Laurentian Mountains, my winter playground, where I cut my skiing teeth, but that's another story!

From the Ottawa Valley we headed across the Lakehead - and God's country - and crossed into the US at the SOO. From there we traveled the northern US Midwest seeing pretty much what we saw on previous trips and crossed back into Canada a few days later at Estevan Saskatchewan. One thing I can attest to is that the wind gusts at that border crossing are "hat blowing"... Yes, I had to run after mine!

Following our stay in Estevan that included a memorable thunderstorm, we headed north then west across Canada's Prairies. The Prairies… there is no describing the Canadian Prairies: the endless sky; the endless "so where is the next gas station?" moment!

Our next beacon was Calgary followed by the Foothills then the Rockies that were such a welcome sight. We certainly put our GPS through its paces! But we still shake our head at the fact our GPS still hadn't corrected a section of highway totally obliterated by a landslide in the late Sixties. Really?! Just how current is GPS info?! And we haven't made it to the Okanogan yet… yes, more to come, and all good!

So that's my story, or part of it. How about yours? I beg of you to PLEASE send stories, event reports and other material for inclusion in the newsletter.

And don't forget to ad your caption to the photo caption contest. Check out the last newsletter for details.

In the mean time, be sure to make time to attend as many club events as are posted. Happy summer everyone!

Lise

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

Presidentially speaking

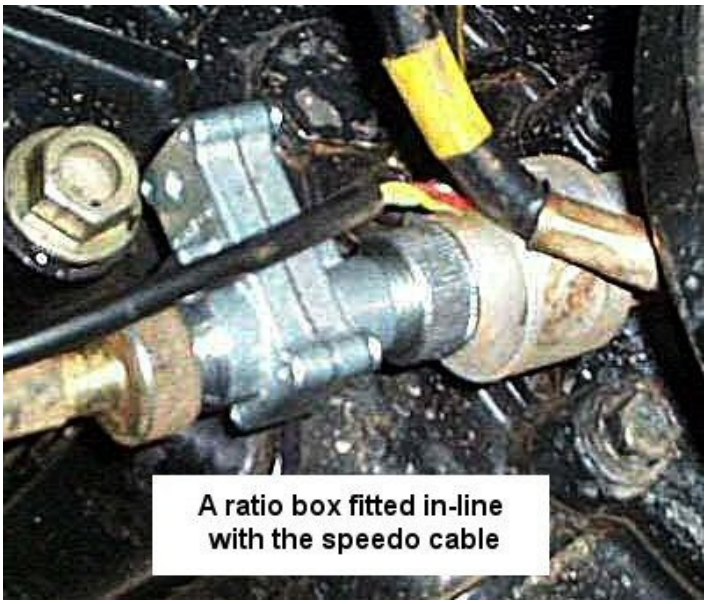
Rick Astley - Club President

Over the last few months I've probably bored those reading this column with my plans and preparations to increase the crown-wheel and pinion gearing in the differential of my V8 MGB-GT so that the engine runs more slowly at any given speed, making my 1st gear useful (at last) and promoting my 5th gear a true overdrive. Well you'll be glad to know the project is done and this is the last you'll hear of it. Note I didn't say I'd done the work, Harry Mac Lean, a true professional mechanic, did all the hard work. We did the job with the back axle in-situ, which meant we were working upside-down, with very poor access, doing tasks that at one moment would require brute force, and the next, precision measurement and set-up. It didn't always go as smoothly as we would have liked either, at one point a 6-thousandths thickness shim broke while tapping it in and, since they can no longer be purchased, Harry had to recruit one of his contacts to have a new one made.

Although I've rebuilt engines and there is little on any car I won't try to tackle solo, I did draw the line at messing with the differential and, having twisted Harry's arm to help me out, I'm really glad I didn't try it alone. I learned so much working alongside Harry and was in awe of him on several occasions. The first thing he taught me was that when I became an American citizen I forswore all allegiance to foreign princes and sovereigns, so I was to stop using the monarchist term 'crown-wheel' and to call it a 'ring-gear'! Most of the time I felt like a complete klutz in comparison to Harry but I was flattered when, having to use some considerable force to drive a bearing race home, he said, "Well at least you can use a BFH properly". I was quite touched! A BFH by the way is big hammer, but the F must stand for a technical term that eludes me right now.

Harry and I test drove the car and, using a GPS and mile markers, took notes so that I can get the speedometer recalibrated. At 70 mph the speedometer read 55 and the engine rotated at a mere 2,600 rpm. Since then I've sent the speedo cable to a shop in Pennsylvania to have a ratio box inserted in its length which will increase its speed and correct both the odo and mph readings.

While I admit to being a rookie mechanic, I do claim to be an experienced electrical engineer and have written a couple of books on the subject of British car electrical systems. It's ironic therefore that I've been plagued by electrical problems. Last month I wrote about how a bad electrical oil pressure sender stopped me going on the Kimber run. Then, while the GT was up on jacks, I drove my roadster to the Kona Grill for the monthly Cruise-In, only to breakdown on the way home. I knew its battery was nearing its demise, but while I would have hesitated to undertake a long trip, I didn't think the short trip to Troy would be an issue. I hadn't foreseen that the journey would be in stop-start traffic due to my normally very quiet route being jammed with cars avoiding roadwork on Telegraph. That meant I was stopped with an idling engine much of the time and, mostly because of the fact that I fit daytime running lamps (DRLs) to my cars, the slow running alternator was providing less current than the car was using, draining the already feeble battery. On the way home, the traffic was lighter but eventually, in darkness, with all lights running, I stopped at a traffic light and as soon as the alternator slowed down, the engine stopped with the battery too exhausted to restart it. With hindsight, I should have pulled the choke part-way out to keep the engine, and with it the alternator, running at a speed that would have raised the voltage sufficiently to keep the ignition alive, but I wasn't blessed with that foresight. Fortunately, I was only 2 miles from home and I had my cell phone with me (and charged!) Anne drove out, picked me up and took me home, where I pulled the battery from



A ratio box fitted in-line with the speedo cable

(Continued on page 6)

More Summer Pics

Lunching in the shade at Sharon Mills partway through the Twisty Bits Tour.

The British Car Cruise-in night at the Kona Grill attracts some fine looking cars.

New Members

The WDMGC welcomes its newest members

Todd and Lynda Haig - Essex, Ontario
1965 Midget (Colour TBD)

Aaron Preuss and family:
Jennifer, Isaac & Oliver - Holt, Michigan
1974 Midget, Blue

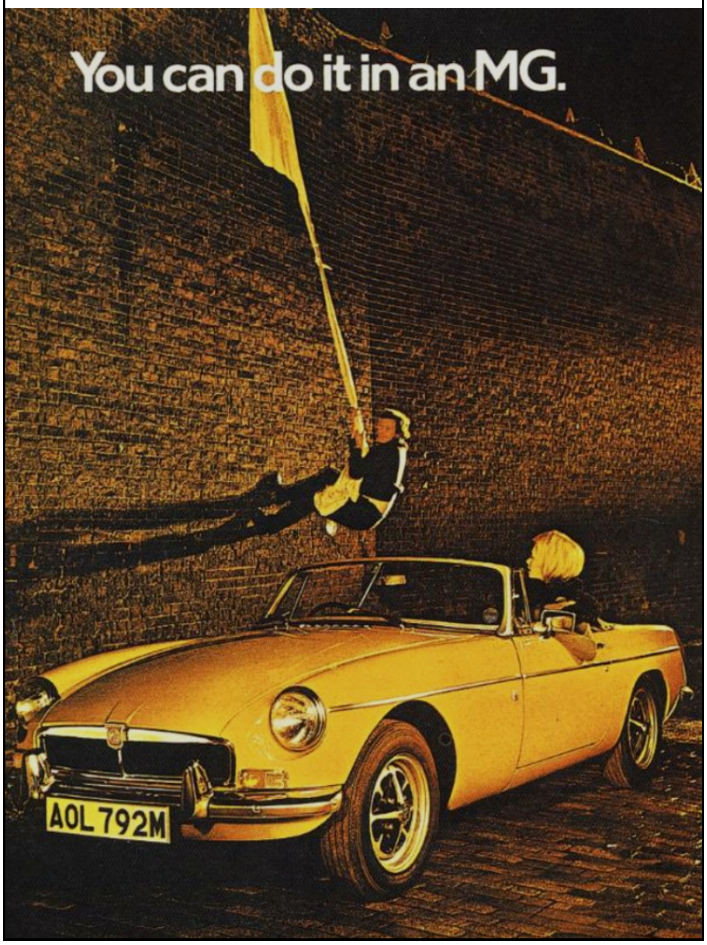
British Road Speak

You own a British car so you certainly know what a bonnet and a boot are, but would you know what these things are that you might find on or near a British road?

1 - A zebra
2 - A panda
3 - A Belisher beacon
4 - A dual carriageway
5 - A central reservation
6 - A Gatso
7 - The pavement
8 - Cats eyes
9 - A lorry
10 - A juggernaut
11 - An artic
12 - A caravan
13 - A rozzer
14 - The old Bill
15 - A pillar box
16 - The Tube
17 - A milk float
18 - A flyover
19 - A level-crossing
20 - A lay-by

You'll find the answers on page 11.

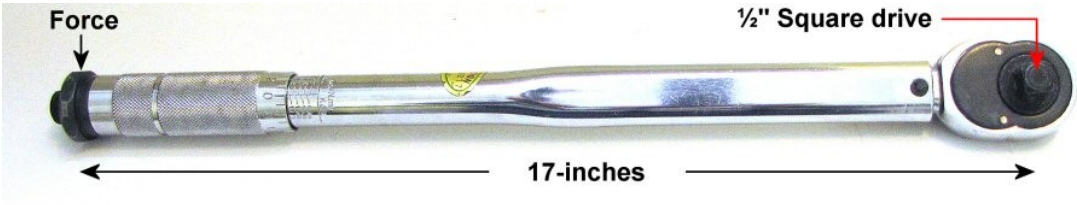
BLAST From The PAST



Some Wrenching Talk Concerning Torque

By Rick Astley

As Harry Mac Lean and I were working on my back-axle, it was necessary to torque some bolts to some pretty serious values and he asked me if I trusted my torque wrench. Frankly I didn't, it had cost $9.99 from Harbor Freight and I regard it only as a good value-for-money long ratchet-wrench. Fortunately, Harry had his altogether better torque-wrench in his car and we used that. Later, seeing the same ½-inch drive wrench as mine still advertised at Harbor Freight for $9.99 with a claimed accuracy of ±4% clockwise and ±6% counter-clockwise, I decided to attempt to determine how good mine is.



My plan was to clamp the square drive in a vice and hang weights from the horizontal handle to see how the actual torque values corresponded with those indicated on the tool. The distance from the center of the square drive to my reference point at the end of the handle, where I was to apply the weights, was 17 inches, or 1.42 feet. Therefore, if I hung 50 lb from this point I would be applying a torque of 1.42-ft x 50-lb = 71 lb-ft. I was using dumbbell weights and wanted to test the tool to 100 lbf-ft, so I needed to be able to hang at least 70 lb from the handle. I soon realized that I was going to end up with broken toes as the several weights needed to reach the target kept falling from my jury-rigged suspension system. There had to be a better way and soon I had a new idea; with the tool still clamped in the vice, if I stood on our bathroom scales and lifted myself up by pushing down on the tool handle, the loss of weight from the bathroom scale reading would indicate the force transferred to the tool.

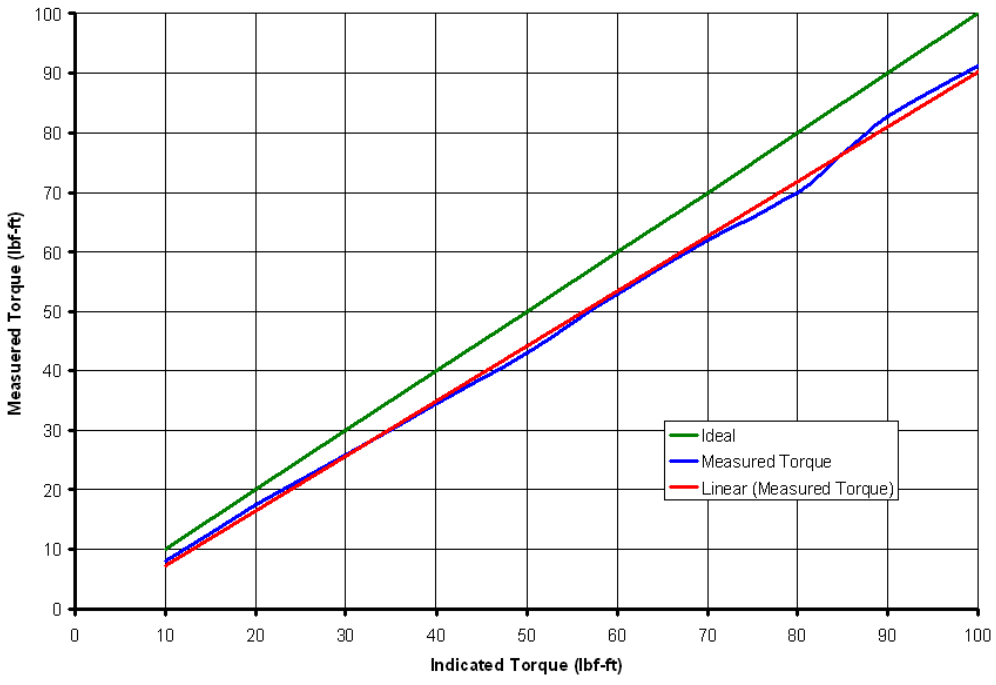
First it was evident that the wrench, with its heft and length, applied some torque of its own. To measure it I placed the reference point at the end of the handle on a postage scale while I supported the square drive at the other end. The scale read 1 lb 9 oz, so I calculated that over the 17 inch length, the wrench was producing 2.2 lb-ft of its own torque.

Secondly, I had to check if our digital type bathroom scale was accurate. It proved to be surprisingly so, much to our chagrin because Anne and I always claim that it must be reading high! I tried adding weights to the empty scale and also picking them up while I was already on it, and each time it precisely recorded the change in weight.

The third stage was to stand on the scale and record its reading while pushing down on the wrench at the point chosen. So as to apply the force precisely, I pushed on my reference point with my thumbs, which was easy to begin with but became quite painful when, with the tool set to 100 lb-ft, I had to press over 60 lb. You'll have to picture how this was done for yourself, the image of a senior citizen standing on a bathroom scale in his workshop while doing thumb presses on something attached in a vice, is not one that that a respectable publication should print.

Using the measured values and adding the self-applied torque of the tool, I was able to evaluate how accurate my wrench is. The graph shows the results. The green line would be an ideal result, with the measured torque

(Continued on page 6)



(Continued from page 3)
the GT and grabbed my jumper cables before we headed back to the roadster. It was a simple matter to sit the GT's battery on the roadster's passenger floor and jumper it to dead battery, which then started and ran the car.

Having been a seemingly invisible motorcyclist in my youth I'm a great believer in DRLs on small vehicles like MGs, so I'm unlikely to abandon them even though they were a contributory cause of my breakdown in the roadster. Funnily enough, they were also the cause of an apparent problem in my GT a month earlier. Shortly after I left the Brass Pointe meeting Elvin called my cell-phone to tell me that my rear lights weren't working. That was generous of him but did I hear or just imagine the sniggering of those around him when 'electrical guy' can't even keep his own car lights going? The fact was that — and not for the first time — I'd forgotten to switch the lights on. With DRLs, the headlamps come on when the engine starts and so it's too easy to drive away and forget that the other lights aren't illuminated. It sounds as if my next project will be to make a photo-electric circuit to switch the lights on for me at night and to be a substitute for my failing memory.

Safety MG Fast

Rick

(Continued from page 5)
absolutely corresponding with that indicated on the tool. The blue line is what I actually measured. That line is a little wavy due to small inaccuracies, but the red line, a so called 'trend line', shows that my measurements were quite consistent. As the graph shows, my wrench reads low, actually by between 12% at the low end to 9% at the high end. That's probably not a bad thing; I'd rather apply a tad too little torque than too much and end up with a broken stud or bolt head.

As I have no use for a tool that measures how much torque is needed to undo a bolt, I only checked my wrench by applying clockwise force. The fact that I found it to be out of specification compared with the claimed accuracy in the Harbor Freight advertisements is neither intended as an aspersion on that company nor its products. My wrench is at least 5 years old and has seen some considerable usage. Moreover, my test method, which I believe it to be fairly accurate, was far from scientific.

So what did I achieve? Well on a rainy afternoon I: (1) learned how — along with some caution — I can now use my torque wrench for its intended purpose (2) determined that our bathroom scale is accurate and (3) toned up my thumbs. ■

The Young and the Reckless

"This was a time when finishing high-school and starting University you could only afford one car. So in 1969 and 1970, I drove this 1964 (pull handle) MGB, spring, summer, fall and winter. I remember going in the house to get some hot water to pour on the engine block in the middle of winter to get it to start (no heated garages back then!) The car was Tartan Red, with red leather seats, door panels and even a red top and tonneau cover. The wire wheels made it an especially good looking car."

Can you guess who this member is? Hint: that's a University of Windsor crest on his jacket. If you haven't guessed yet turn to page 15 for the answer.

Mad Dogs & Englishmen

Sunday July 11, 2010
Gilmour Museum
Hickory Corners, MI

WDMGC convoy meet up details
Please meet at the usual Meijer parking lot at 8 mile Rd and Haggerty beginning at 6:30-6:45a.m . We will depart promptly at 7am. I will be providing maps and collecting cell phone numbers in case of a breakdown or other emergency.

We will then head west and meet the 2nd contingency of our group around 7:45am. If you live on the west side of town the 2nd meeting place will be at the McDonald's at the intersection of 9 mile Rd and U.S. 23. There are 2 gas stations at this location if you need to fill up before we head out. You can always take the freeway if you wish. You'll get there faster but I will not be providing maps for that route.

We will all leave at 8am taking a scenic, two lane, freeway-free trip across the state to the Gilmore Car Museum in Hickory Corners, MI. The trip usually takes about 2 1/2 to 3 hours and includes a BRIEF stop in Leslie to stretch our legs, use the facilities, etc. We should arrive at the show around 11am. After the awards are announced around 3:30, I'll lead the group back east again.

I can be reached at home at 248-683-1210 or at my office number of 248-994-9004 if you have any questions or concerns.

Thanks, Matt Bade

The Border City Mini Club and Jose's Noodle Factory Present

BRITISH ONLY CRUISE NIGHTS

We would like to invite all British car or motorcycle owners to the 2010 British Only Cruise Nights at

Jose's Noodle Factory
2731 Howard Ave in Windsor
on the following Mondays
May 24, July 26 and September 27, 2010
from 6 pm until ??

Hop in your British car, cruise on down and enjoy an evening of fun with awesome food, great cars, make some new friends, door prizes and 50-50 draw with proceeds to Transition 2 Betterness cancer research

Less than 7 min. from the bridge or tunnel for our American friends.

For more info contact Wayne at
Bordercityminis@cogeco.ca

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

British Car Cruise-in

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

When: Thursday April 29, 2010
Thursday May 27, 2010
Thursday June 24, 2010
Thursday July 29, 2010
Thursday August 26, 2010

Time: 5:30pm - 8:30pm

Come join your fellow British car enthusiasts!

Your event host: Harry Mac Lean
hmac3002@yahoo.com

Fleming's British Fling

PRESENTED BY

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

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

Afternoon Victorian tea at the Holly

Sunday August 1, 2010

It's time for our annual MG Tea Run that will take us to the historic Holly Hotel in Holly, Michigan, listed on the United States Register of Historic Places. It's the essence of award-winning regional and classical cuisine, with late Queen Anne Victorian architecture, and a loyal following since 1891.

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

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

We have arranged special MG-only parking in Battle Alley, adjacent to the hotel.

The cost per person will be $10, payable in advance to Ailene Butcher (248 685 8610) or Jan Tucker (248 676 0986). They need your cheque before July 10, 2010 as we have to make a firm commitment on numbers. Please send cheques to Ailene Butcher at 3103 Exeter Drive, Milford, MI, 48380.

MGs At The Village

Sunday August 8, 2010

We have a WDMGC outing planned for a visit to The Henry Ford's Greenfield Village located in Dearborn Michigan. The Henry Ford is located at Oakwood Blvd and Village Road.
We will rally and park our cars inside THF parking area along Oakwood Blvd, due west of the IMAX theatre at the far West end of the campus. (Visit the website thehenryford.org for maps and exact directions)

Come visit the Wright brothers bicycle shop, Thomas Edison's Menlo Park laboratory, the Harvey Firestone working farm just like it was in the 1880's, Martha-Mary chapel, a working locomotive roundhouse, glass blowing, pottery making, tin smithing. Watch turn of the century baseball being played using 1867 rules on the athletic field. Take a ride on a model T or an actual steam locomotive.

The Village is open from 9:30 AM -5PM, and you can come anytime that morning. I will have 24 advanced purchase tickets available for $19.75 each in the parking lot, cash please. First come first served. (Regular admission is $22.)

For those who are interested, we will try to all meet for lunch, (family style seating) at the Eagle Tavern at 1PM. The Eagle Tavern was an actual tavern/hotel from Clinton, Michigan that served stagecoach patrons in the mid 1800's. The dining area is still only lit by candlelight, just like it was 150 years ago!

Please feel free to call me with any questions 313-277-0626

Mike Harris
Event organizer

Directions

From the East or West via I-94:
Take I-94 to the Oakwood Blvd exit; go north on Oakwood. The Henry Ford is 2 ½ miles from the exit on the corner of Village Rd and Oakwood Blvd

From the South via I-75:
Exit to northbound Southfield Freeway (M-39), drive 4.1 miles to Oakwood Boulevard (Exit 4). Left on Oakwood and drive 1.8 miles.

From the North via Southfield Road (or I-96):
Take Southfield Freeway (M-39) South 4.5 miles past I-96 and exit at Michigan avenue (Exit 6). Continue on the Southfield service drive (veer left) for .5 miles. At the first stop light, turn right onto Village Road (through the iron gates) and drive 3/4 miles.

Saturday
August 14

Join us at

the WDMGC summer barbecue

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

from 1:00 pm until they throw you out!

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

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

10th Annual Alternative Dream Cruise Saturday August 21

The world's largest one-day celebration of car culture, the Woodward Dream Cruise will be held this year on Saturday, August 21, 2010

Rich and Adrienne Wagner will host the club's 10th annual alternative to all that traffic mess, taking participants on a 65 mile drive down some of Michigan's prettiest roads (much of it recently resurfaced). It's a 'Safety Fast' route with few turns; much of it at posted speeds of 50mph. Just perfect for cruising at 45 - 50mph.

NOTE: This year, we've changed the starting point to the better known Meijer's Lot at 8 Mile and Haggerty Rd.

From there, we'll head west and then south towards the Irish Hills.

Participants should be pleased with the Island atmosphere and dinner offerings at "CoCoNuts" Grille & Bar in Tipton, just west of M-52 on US-12.

Hawaiian Shirts are encouraged.

Date: Saturday, August 21, 2010

Meet-up Time: 3:00 PM
Drive begins promptly at 3:30 PM

Meet up location: Meijer's (8 Mile & Haggerty Rd)

We Heard It From The Grapevine
It's Essex County Wine Time!
Sunday August 29, 2010

Come visit our picturesque wineries, taste our award winning wines and feel the warmth of the Lake Erie shore. You are invited to join us for another great wine tour of Essex County. A day filled with good wine, friends and fun.

We will meet at the McDonald's on Huron Church and College (our usual meeting place) at 10:30 am for a drivers meeting. We will leave at 11:00 am.

We will enjoy a scenic drive to Amherstburg and by popular demand visit our favourite Waterfront Ice Cream Parlour. Take a look around lovely downtown Amherstburg with its quaint shops and beautiful river view.

Then on to Colchester Ridge Estate Winery also known as Crew. There will be a place for us to park our cars for a group picture. We can walk through the vineyard or a golf cart will be provided to take us to the winery for a private cheese and wine tasting of 4 wines. A lot of information about wine tasting will be included in their barrel room. The cost is $5 per person.

Next, a private tour will be awaiting us at Pelee Island Winery, one of the prettiest and finest. For a cost of $4 each we will receive the tour, a four wine tasting and a complimentary wine glass. The tour is approximately one hour with time after to buy your favourite wine. The wines are very good and reasonably priced.

Our tour will end at Colio Estate Winery. This is a pretty winery with a long front porch for relaxing on, and an old-fashioned looking storefront. There will be a nominal tasting fee.

The tours should end around 4:30 pm. For those wishing to return home from Colio, directions will be given, or please join us for dinner in Amherstburg at Ducks on the Roof where a delicious meal of their fabulous fresh yellow perch or pork schnitzel, double baked potato, mixed vegetables and fresh baked bread will be waiting for us. There is a vegetarian dinner available also. The cost is $10.95 each ($8.95 for seniors.)

An RSVP is required for this event. Please let us know if you are doing just the wine tour or the wine tour plus dinner. Hope you can join us, eh!

Please RSVP before August 25

Marty and Sue Hunt
Tel: 519-948-8730

British Road Speak - Answers

1 - A pedestrian crosswalk, the zebra referring to the stripes on the pavement.
2 - A pedestrian crossing controlled with traffic signals and marked by triangles.
3 - An orange flashing globe mounted on a pole close to a zebra crossing. Named after Leslie Hore-Belisher, the 4 - British Minister of Transport who introduced the crossing in 1934.
4 - A divided highway.
5 - The median strip of a divided highway.
6 - A fixed, radar-triggered speed or traffic signal camera, named after the manufacturer, the Dutch Gatosmeter BV company.
7 - The sidewalk. When referring to the pavement, the British use 'road surface'.
8 - Pairs of rubber encased reflectors running down the center of the road to facilitate night driving. Not practical where we live because they are not snow-plow friendly.
9 - A heavy truck.
10 - A big-rig.
11 - An articulated lorry, or tractor/semi-trailer rig.
12 - A residential trailer.
13 - A police officer.
14 - The police.
15 - A red circular mailbox.
16 - The London underground subway system.
17 - A very quiet electric vehicle for delivery milk to homes in the early morning.
18 - An overpass.
19 - A railroad crossing.
20 - A pull-off at the side of the road.

Club calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

July

☐	Sun. 11	Mad Dogs and Englishmen - Hickory Corners, MI *see p. 7*
■	Wed. 14	**Monthly meeting, Dominion House** - Windsor, ON
☐	Sun. 18	Flemings British Fling - Livonia, MI *see p. 8*
☐	Sun. 25	Meadow Brook Concours d"Elegance - Rochester, MI
☐	Mon. 26	British Only Cruise Night - Windsor, ON *see p. 7*
■	Thurs. 29	**British Car Cruise-in, Kona Grill** - Troy, MI *see p. 8*
☐	Mon. 26 - Thurs. 29	NAMGAR GT-35 - Delavan, WI *see p. 7*

August

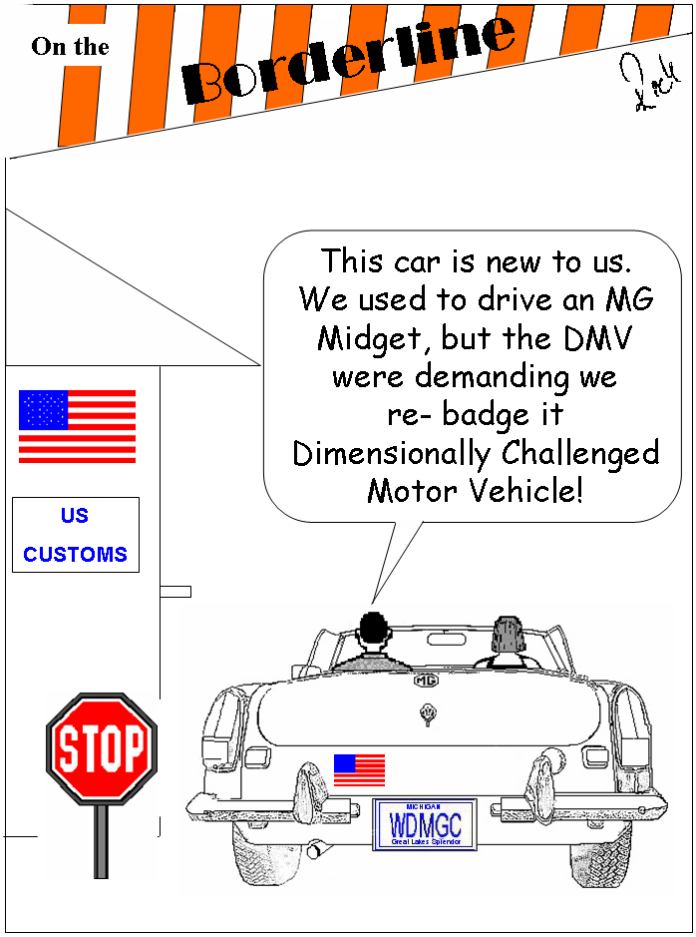
■	Sun. 1	**Afternoon Tea Run** - Holly, MI *see p. 8*
■	Sun. 8	**MGs at the Village** - Dearborn, MI *see p. 9*
■	Wed. 11	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
■	Sat. 14	**Club BBQ** - White Lake, MI *see p. 10*
☐	Sun. 15	Alden Classic Sports Car show - Alden, MI
■	Sat. 21	**Alternative Dream Cruise** - Irish Hills, MI *see p. 10*
■	Thurs. 26	**British Car Cruise-in, Kona Grill** - Troy, MI *see p. 8*
■	Thurs. 29	**Essex County Wine Tour** - Essex, ON *see p. 11*

September

☐	Sun. 5	Annual Fall Fun on Wheels - Essex, ON
■	Wed. 8	**Monthly meeting, Dominion House** - Windsor, ON
☐	Sun. 12	Battle of the Brits - Orchard Lake, MI
☐	Sun. 18	British Car Day at Bronte Creek Provincial Park - Oakville ON
☐	Mon. 27	British Only Cruise Night - Windsor, ON *see p. 7*

May Meeting at the DH

Our next club meeting will be Wednesday July 14 at the DH in Windsor, Ontario. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving at around 6:00 pm.



Advertisements

Classified ads

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

For Sale

1973 MGB convertible teal blue original owner. Garage kept, 28,000 miles motor, body, interior, top, tires, stainless steel exhaust. In great condition $8,000 obo. Canton MI. Pictures available. Phone 734-981-5373

MGB parts new/never installed. Robbins Tonneau Cover w/ headrest pockets $125.00. Moss Motors Front & Rear Tube Shock Conversion Kit $150. Contact Terry 248-650-9507 or teschultz@comcast.net

1967 MGB Mark I Roadster with overdrive. White exterior and black leather interior with white piping. Chrome wire wheels, stainless exhaust system, stainless classic luggage rack, chrome badge bar, fog lamps, new top, top cover, and tonneau cover. Complete interior and exterior restoration 8,000 miles ago including the engine, transmission, and drivetrain. This car looks and drives great! Located in Rochester, MI. $14,900 USD. Call Terry 248-650-9507 or email: teschultz@comcast.net

MG Parts Used Parts: 78 Rad (2003 re-core), 10" Rad Fan, 78 Steering Rack, Starter (78 & 73), Brake Booster, Lucas Taillights, Heater Core & Fan Mtr, Rebushed Rocker-shaft Assy, Engine Parts (Pan, Covers, Rods, Pushrods, Iron T-stat Hsing), Fog Light Kit, 2 Rostyle Wheels (blasted & primed.) New Parts: Floor Mats with MG logo, Brake Line Kit, Seatbelts, Billet Pdl Covers (68-74.5 & 74.5-80), Headlight Relay Kit (VB Kit), Rebuild Kits for Clutch & Brakes, Clutch Flex Hose, Brake Light Switch. Andrew Turner 519-978-2070 or 248-508-7349 or acturner2000@hotmail.com Location Windsor (can meet in Detroit area if interested.)

1978 MGB 157,000km. Weber carb/headers. Sony CD radio. Daily driver, excellent interior. Newer top and full tonneau. Call after 5 pm, 519-948-8730

1978 MGB 101Ks. Located in Kingsville. $5800 call 519-562-7576 or email rustyzeus@hotmail.com

1969 Honda 70cc Motorcycle. Classic Red/ sliver, Garage stored for 35 years. Does not run, piston will turn over. Missing some minor parts. Paint and chrome in good condition. Nice project. $100. Bob Gibbs 248-642-4800

1972 BGT project. This car has had all the hard work done (painted). Engine turns but has not been started for 5 years. 95% complete. Interior is fair but comes with a new carpet set. $3000. More details at www.ottawajaguarclub.com/72BGT.html Many additional parts at an additional cost: 2 OD transmissions, front and rear axles/sub assemblies with wire wheels etc Mike O'Brien 613-258-9136 Near Ottawa. Can deliver for return expenses. webmaster@ottawajaguarclub.com

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@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

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

Wanted

Hardtop for 1978 MGB. Would pay $500.00 in Canada. Please e-mail to nhbarnoff(at)sympatico.ca

1968 to 1973 MGB in great shape. I live in Windsor Ont. Contact jcunnin@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@yahoo.com

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

UNION JACK CARS

Experienced British Car Repair

Free Estimates

British Car Parts at Discounted Prices!

Stuart Rigler
Formerly of English Motors

Call 586-552-1797 or
E-Mail me at: modjunkie@wowway.com
St. Clair Shores

Mar 10

CARS WANTED

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

Entire collections possible

ANY CONDITION - ANY LOCATION

Generous finders fee. WILL PAY THE MOST!
1930's - 1960's
Buying restored gas pumps
Also other interesting cars
European and American made

STEVE'S BRITISH CONNECTION USA

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

Mar 10

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

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

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

Little British Car Company

www.LBCarCo.com

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

Mar 10

Authorized Distributor for

Pertronix Electric Ignitions and Coils

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

Halogen Bulbs for Most British and American Cars

Plus Many Others!

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

Club Regalia

Do you want to look as good as your car this summer? If your club hat and shirt have seen better days, be sure to contact Elvin Davis or Roli Sylvestre, our regalia reps in the US and Canada respectively, for some new gear. And if you don't already have one, how about a grill badge for your car or a licence plate surround? Call them today or check out the stock at the next club meeting.

Our Young and the Reckless mystery man is Dale Brown

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

FIRST CLASS MAIL

Car of the month, July 2010 - Tim Burston's 1970 MGB-GT