The 30th Year Can Am CONNECTION

Vol. 33, No. 9 - Newsletter of the Windsor-Detroit MG Club November - December 2011

# Timing Is Everything..... Again

*by Ed Fleming*

Over the years that I've been doing the Color Tour I've discovered that the best color is the weekend closest to Columbus Day (Oct. 12th). This year the 12th was a Wednesday. Should I choose the Saturday before or the Saturday after? That was the question. Back when the date was set, the hot summer and wet September looked like color would be later this year, so we picked October 15th.

The weekend before the tour, Tom and Marcia Greiner and former member Ann St. John and I went up north to meet former members Dennis and Erica Ferguson at Frankfort (about 35 miles west of Traverse City. The weather and color was real and spectacular (as one of Jerry Seinfeld's TV girlfriends would tell you). Sunny and highs in the high 70s to 80 (21 to 23 "Canadian"). So the former members had a better color tour than the club did.

The same thing happened for our Kimber run this year when the weather the weekend before the run was 83 degrees and sunny, but the day of the run it was rainy and 53. Note to self, run the events the week before you first planned to do it.

Still, about 17 MGs showed up on a gray and cool Saturday for the tour, including two with their tops in the down position. Bill McCaffery in his A and Mike Bailey and Kris Whise in their Midget.

Our new starting spot was Ward Church which has a very colorful woods behind the church, providing a very appropriate start to the tour.

The cold gray weather was one problem. The other problem was Edward Hines Drive, which when I scoped out the route a year ago was open all the way from Northville to Dearborn through beautiful Hines Park. When I did my pre-tour check of the route this year, Hines was blocked off at Ann Arbor Trail only 13 miles into the trip. A quick edit of the route was made and the tour went off. Only then did we discover that on the Saturday of the tour, Hines Drive was reopened!

*Some 17 MGs lined up for the start in front of the woods behind Ward Church in Northville*

We dealt with it and the tour went off with hardly another hitch. Out around Whitmore Lake, with stops at Ostbaum's Cider Mill (winner of our club's vote for best cider a couple of years ago) and Three Cedars Farm which had hayrides, a corn maze, gift shop etc.

We finished at Karl's Cabin with good food, the sun came out and everyone enjoyed the day after-all. On the tour we drove down Edward Hines Dr. and Joy Rd. A couple of questions were asked at

*(Continued on page 4)*

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# *The Windsor-Detroit MG Club*
## *The International Local Club*

*Rick Astley - Stand-in Editor*

If you're confused about who is editing the club's newsletter, then you're in good company. While Lise Brown's editorship remains in hiatus during major renovations at her home, Steve Finch and I have been sharing the role, and working as a team. This month I've taken the lead because Steve, whilst he'd of course love to devote all his time to the club, needs to earn a living, and this happens to be his busiest time of year. Many thanks to this month's article contributors: Dave Stein, Ed Fleming, Tom Newton and Steve Finch.

I'm also continuing to manage the club's membership and certainly noticing the effects of the current economic climate. This month, three members have told me that they would not be renewing membership after being forced to sell their cars, and there are always those who just don't renew and from whom we never hear the reason why. Happily, the club remains vibrant and continues to attract new members, as you'll see on page 9.

Last April, you may remember, we were forced to raise the cost of regular-mail newsletters by $15.00 a year to cover the escalating cost of production and postage. The board were naturally concerned that this increase would drive members away, but at the same time, it could not continue to subsidize those memberships with the fees from e-newsletter recipients and by draining our bank account. We're sure that some may have chosen not to renew because of the increased fees, but for the most part it seems that those not choosing to pay the new rate have opted to remain in the club and receive the e-newsletter instead. The statistics are that between April and October 2010, 84 members renewed, of whom 54% chose paper newsletters. In the same period this year, 83 members renewed but only 36% elected for the paper version.

In the early days of the club, everybody renewed in December — rather on the anniversary month of their joining. The vestige is that even today, more than a fifth of members still renew in that month, so we'll be able get a better look at our membership statistics in the new year.

## Mimi Sokolowski

We are truly saddened to have to report the passing of our friend Mimi Sokolowski. Mimi lost her long, brave and very private battle with kidney and secondary cancers October 21st.

With husband Dan, Mimi attended many club events, bringing a smile and fun to each one. We'll miss her.

Our heartfelt condolences go to Dan and family.

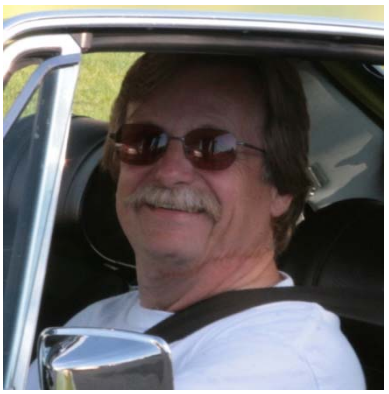
## NEW REGALIA ITEMS NOW AVAILABLE

The WDMGC regalia vendor has economical capability to do small and special orders of WDMGC logo apparel and other products. There is an extensive catalog of items available, in many colors and in men, women and children sizes. If you have an idea for a regalia item or want something in particular for yourself, please send us an email request for information to Regalia@wdmgc.com.

***To help ensure publication in the next issue, please submit items me by the 15th of the month. Email to Steve@WDMGC.com.***

# Presidentially speaking

*Steve Finch - Club President*



What a beautiful autumn it has been in Michigan. I hope you have had a chance to get out in your car to enjoy the change of seasons. Maybe you were one of the seventeen cars that joined us on the Fall Color Tour lead by Ed Fleming. It turned out to be great weather and a very nice drive. Thanks Ed for being our rally master again this year.

Soon we will be preparing our cars for hibernation. The club is busily planning our Hibernation Party and Annual General Meeting to be in Windsor in February. The details will be settled soon and announced in the next Newsletter, the Jan / Feb edition, and in other usual club communications. If you have suggestions or want to help with this great event, please contact me. Also, keep in mind the election of officers and annual awards. We encourage you to get actively involved and to run for a Board position, or to nominate your club best friend for an elected position or an award. The awards include the Founders Award, the Rookie of the Year, the Navigator of the Year, the Hard Luck Award and the Lucky Lucas Award. If you know of a club member who is worthy and deserving of one of these awards please contact me. There is also the coveted "door prize" given to a lucky Hibernation Party attendee.

Our next event will be the Night at the Races on Nov 12 at Northville Downs. Details can be found herein. The deadline for reservation and payment is Nov 5. This is always a well attended event and a great chance to get to know other members and maybe win a bundle on the ponies. I hope you can attend.

This is the last newsletter of the year. I know its early but let me take this opportunity to wish you and yours a wonderful holiday season and a very happy new year. See you at the Hibernation Party and AGM if not sooner.

Safety MG Fast!

Steve

## Seen in Reno at MG2011 — 1935 MG PA Revisited

Last month we showed you a picture of a 1935 MG PA Special alloy bodied Speedster racer replica that was seen at MG2011 in Reno this summer. Built between 1934 and 1936 the MG PA & PB was, in many ways, the best and the most accomplished of all the overhead camshaft engine Midgets.

Then we got a note and some other pictures of the car from our very own Tom Newton. Tom wrote, "Guess who had a chance to ride in the 1935 MG-PA pictured [in the October Newsletter]? Here's a shot, and honest, he made me wear the goggles. The car belongs to Jim Alcorn, owner of Auto Vintagery in La Jolla, California. Our son Greg has worked at his shop for the last 14 years. If you're wondering how hot that tailpipe gets, I can show you the scar on my left arm. What a hoot. On a personnel note, my knees really took a beating on the instrument panel during the ride. I figure those early gear heads were pretty small guys or had really short legs."

Then this from Jim Alcorn, The 1934 MG PA Special was recently completed with pre-selector gearbox, supercharged engine, and proper Jaeger instruments with green leather seating. The body includes full aluminum belly pan (except below engine) and removable tail and supercharger sections. The car is quick and the Brooklands silencer helps to give a spirited ride. The car is currently offered for sale at $110,000.

# Club event reports

*(Continued from page 1)*

the end: What device did Edward Hines invent that has been called the greatest safety idea in the history of the automobile? And what else is he famous for, related to automobiles? And who or what was Joy Rd. named after? Answers below.

Only one person knew about Hines and one about Joy.

Elvin Davis was the member who knew what Hines developed in 1909 and new member Heide Basinger knew who Henry Joy was and what car he was connected with. She also has a couple of '48s and a '51 Chevy truck keeping the MGB-GT company. Interesting garage.

We have a dilemma for next year. Columbus Day is a Friday. Do we run the color tour the week before on October 6th (possibly too early) or Saturday Oct. 13th (possibly a perfect date)? Stay tuned.

*Top: Following Fran Lewis' MGC-GT and other club cars along Hines Drive.*
*Above: A tired Ed Fleming (at the top of the table) after successfully shepherding everyone to Karl's Cabin.*
*Right: Other members enjoy a meal and a drink at Karl's.*

Answers to questions:

Edward Hines had the first lines painted down the center of the road to divide the flow of traffic. He came up with the idea after watching a milk wagon drip lines of milk on the road.

He is also credited with the first mile of concrete pavement put down between 6 and 7 Mile along Woodward Ave. in Detroit. (although I believe the Romans laid down some concrete a couple of thousand years before Hines).

Henry Joy was a partner in the Packard Motor Company. The dilapidated Packard factory still sits on property along Joy Rd. in Detroit

# The October Meeting's Halloween Hat Contest

Once again this year, sisters Sandy Kuivenhoven and Shari Pelic brought some fun to our October meeting by organizing, and providing prizes for, a Halloween Hat contest. Even though there were fewer entrants this year, the decorations and candy that Sandy and Shari provided were enjoyed by everyone. Thanks to you both.

The ladies' winner this year was Anne Astley, sporting a festive kind of witches hat, while men's winner was Bob Fougere, who added an MG theme to his fedora.

The evening was also made a little more special when it was revealed that it was Jim and Carolynn Cox's 50th wedding anniversary. Congratulations to them both!

*Top: Ladies winner Anne Astley and men's winner Bob Fougere.*
*Right: The lady and gentlemen contestants parade their hats.*
*Above: A happy Jim and Carolynn were presented with an anniversary cake.*
*(Apologies for the poor cell-phone photos)*

## 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.

# Ethanol Issues

*By Rick Astley*

We've discussed the effects of ethanol on our classic cars in these pages before, but since so many of us will be putting our cars in storage this month, I thought it worth researching some of the history and new data again.

Ethanol has so concerned insurance companies that specialize in classic cars, that many have introduced clauses specifically excluding any engine damage that may arise from its use. To its credit, Hagerty, the major such insurer in Michigan, decided to study the problem in conjunction with Kettering University Advanced Engine Research Laboratory. It was following the publication of the results in 2009, that we summarized them in *The Can-Am Connection*. You can find the full results on Hagerty's web site.

The problem is a worldwide one. Prompted by concern expressed by its readers, the British magazine *Enjoying MG*, last month published an article, authored by its esteemed correspondent Roger Parker, about the gradual introduction of E5 there. (The number indicates the percentage of ethanol in the fuel so E5 = 5% ethanol). In Canada, E5 is mandated and in some states of the USA (FL, HI, IA, KS, LA, MS, MO, OR & WA) E10 is mandated. There is as yet no mandatory ethanol content specified in Michigan but, according to the Department of Agriculture and Rural Development, nearly 50% of the fuel currently sold in the state is E10. It's very hard to find any ethanol-free gasoline in Michigan partly because there are at least 4 operating ethanol plants in the state, and it will become harder when the 6 others, either being constructed, planned or proposed, come on-line. You will find a few, (check with http://pure-gas.org) but you find that most of them are at boating marinas.

There's a lot of politics in the reasons why ethanol is being introduced into automotive fuels, which we won't debate here. Proponents include those who promote clean air and less independence on foreign energy sources. Opponents claim that decisions were made as a result of heavy lobbying from the agricultural industry, that prices of corn based food are increasing, that ethanol is dangerous to transport and that the electrical energy from coal-fired power stations required to turn corn into ethanol, negates clean-air claims. Research and make your own decisions on those points, but it can be said that your classic car will be adversely affected by ethanol in its fuel and it would be prudent to try to minimize any problems.

The consensus from Hagerty, *Enjoying MG* and other sources is that ethanol will corrode or otherwise damage metals including steel, zinc, brass, copper and lead-tin solder. It will also damage and dissolve rubber, neoprene, varnish (previously used to protect fuel tanks from corrosion) and cork.

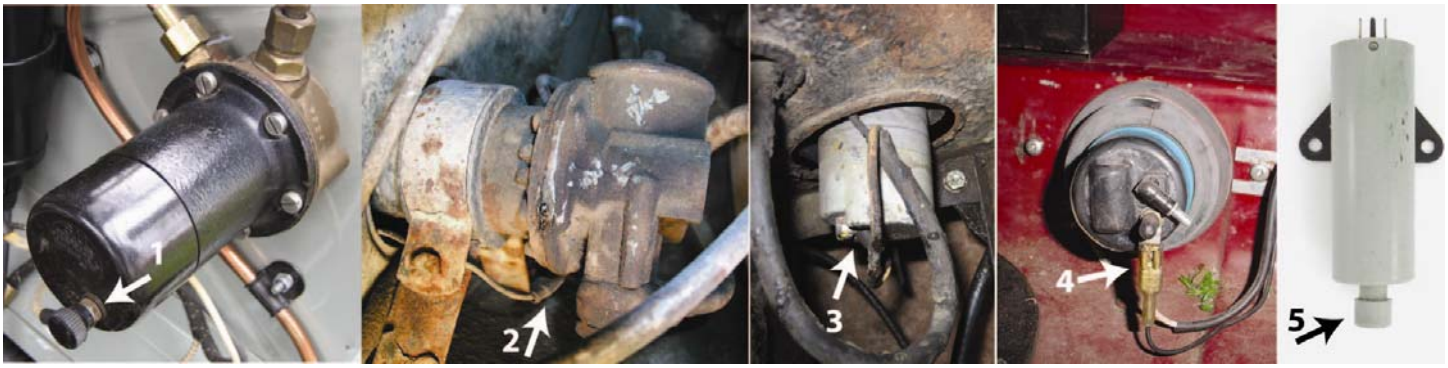
Ethanol also leaves a sludge in the form of gum, which Hagerty described as being "minor" but that I have found to be quite problematic. Ethanol is very volatile and I suspect that, while Hagerty's tests were continuous, in engines that are allowed to sit idle for a few days or more between use (as are my MGs' and lawnmower's) the fuel in the carburetor evaporates after each use and leaves a gum-like residue that builds up over time. I've found that the gum hardens over winter into a varnish that will stick a carburetor float to the bottom of its chamber and which is hard to remove, even with carburetor cleaner. It does eventually dissolve as new fuel enters, but in doing so peels off in particles that can block carburetor jets.

The very volatile nature of ethanol has been associated with the problem of fuel boiling in carburetors and the occurrence of vapor locks in fuel lines, so keep this in mind should either of these problems seem to spontaneously occur.

Avoiding, or at least minimizing, potential problems from ethanol, particularly during over-wintering, include the following measures:

- Filling the fuel tank so as to expose as little as possible of the tank's ethanol-washed walls to air.
- Adding a fuel stabilizer and driving around the block to mix it in and start it moving throughout the fuel system.
- Once the car is in its winter storage position, emptying the float chambers. You can physically remove and drain them or disconnect the fuel pump and run the car until it stops. Disconnection is easy on T cars which have a very accessible under-bonnet pump (1). On MGAs, Midgets and chrome bumper MGBs, access to the pump is somewhat harder, usually requiring a crawl under the car to pull-off the ground (2) or removal of the battery to disconnect the power wire (3). Rubber bumper MGBs have a more accessible pump located behind a protection plate at the forward/right side of the boot (4) but, if it's a full North American specification vehicle, you should find an inertia switch, in the form of a long cylinder located just above your left knee. Pull on the button (5) located on the bottom to

*(Continued on page 7)*



# Getting Your MG Ready for the Winter Months

*By Dave Stein*

From everything I've read, this winter promises to be a lot like the last. That means it is time to put the MG to bed for the winter. Here are a few things to remember when storing any car for an extended period. Indoors is always better, particularly for an older vehicle. If outdoor "storage" is your only choice, don't give up. There's still a lot you can do to minimize the effects of seasonal storage.

1. **Change the oil and filter**. If the car has been sitting for more than 3 months, change the oil and filter again before driving. Oil breaks down over time, even when the car is stored.
2. **Fill the fuel tank with fresh, premium fuel**. Condensation in the tank is a problem in stored vehicles, and it is widely suggested that you fill the tank completely with Premium non-alcohol fuel in order to avoid any empty space where water can accumulate. However, the gasoline can become "gummy" over time, so it is useful to add a gasoline stabilizer, which is available for lawn mowers and other seasonal yard equipment. See Rick's article opposite.
3. **Make sure the coolant levels are correct**.
4. **Inflate the tires to the proper pressure**. If you are storing for the winter in a cold climate, check the manual for proper pressures. Over inflation to about 40 PSI while in storage may help to prevent flat spots. If the car will be stored for extended periods of time, it is advisable to jack it up on axle stands to avoid flat spots in the tires. "Extended" in this case depends on the type of tires; bias-ply tires need to be jacked up sooner than radials, and high-profile sooner than low-profile. A "classic" car with fat bias-ply tires should be jacked up if stored for more than a month.
5. **Clean and wax the car**. Be sure to wash under the car to remove any dirt, especially from the wheel wells. Clean the interior extensively, being especially vigilant about all food scraps and particles; these can attract small animals. Removing the carpets for heated indoor storage will prevent them from becoming musty. If you have a MGB-GT or other hard top, do not use Armor All or similar products; these contain water, which may become trapped inside the car.
6. **Consider placing a sheet of vapor barrier plastic under the car** on the floor if being stored indoors. This will prevent water vapor buildup in an unheated garage, and also makes it very easy to spot fluid leaks when the car is removed from storage.
7. **Open a window slightly if stored indoors**, but not enough to allow small animals inside. Put the top up if it's a convertible. Stuff a rag or steel wool into the air intake and exhaust to prevent animals from nesting.
8. **Use a battery maintainer** if the car will be stored for more than a month. These are basically "smart" battery chargers that only turn on periodically. For short times, a few months, the maintainer can be attached to the battery while still in the car. For extended periods, removing the battery and attaching the maintainer to it outside the car is a advisable.
9. **Place a piece of plastic wrap on the windshield under the wiper blades**, to prevent the rubber from sticking to the glass. Better yet, remove the blades completely and store them in a warm place. If you remove the blades, be sure to pad the ends of the wiper arms, which can scratch the glass if inadvertently turned on. This can be gently scrubbed from the window if it sticks. Alternatively, if your car has the windshield wiper arms that pop out and away from the windshield, you can store them in the "out" position
10. If you are comfortable with basic mechanics, **remove the spark plugs** and spray a small amount of oil into the cylinders to prevent rusting, then insert the plugs again. Use of a spark plug anti-seize lubricant on the threads is always advisable.
11. **Release the parking brake**. If the brake is left on, the brake shoes can stick to the drums. Place chocks under the tires to prevent movement, which is even more effective than the brake, anyway.
12. **Place a note to yourself on the steering wheel** outlining which optional steps above you carried out (rag in exhaust, rag in intake, carpets removed, battery removed, etc). When returning to the car in the spring, ensure all of these steps are reversed, checking them off as you go down the list. The list should contain *every* item separately; "rags in openings" may lead to one being left behind.
13. **Use a car cover only for outdoor storage**, or in very dusty locations. Leaving the car "open" indoors allows water vapor to leave the car after humid weather. If you must use a cover, typically only for outdoor storage or very dusty locations, use a cover *that is ventilated and allows water vapor to escape.*

Hope you find these tips helpful – your MG will thank you in the spring.

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*(Continued from page 6)*

switch-off power to the pump. In all cases, reconnect the pump immediately after the engine stops, otherwise you are sure to forget what you did 4 or 5 months earlier! Sorry, 1500cc Midget owners, your mechanical fuel pump is rather harder to disable.

- Making "minor updates," as Hagerty calls them, including changing seals, fuel lines and gaskets for new ones made from more modern materials, but, like me, you may not agree here with the use of the word "minor."
- Using a transparent-bodied fuel filter. This will prevent sludge, rust and dissolved material from upstream of the carburetor from entering it, and will let you easily see if you have a potential problem from a lot of debris in the fuel.
- Making sure that any heat baffle under the carburetor(s), which is intended to provide insulation from exhaust manifold heat, is in good condition. If the carburetor is heard to be "percolating" after switch-off, consider switching to a thicker gasket.

I hope this article helps members make the best of a situation we can't control. However, I am no expert on this subject and learned most of the above from Internet research, so its veracity is necessarily suspect. I'd welcome and publish feedback, advice and corrections from any member who has something to contribute. You can find my contact details on page 2.

# A Night at the Races
## November 12th, 6:00 pm

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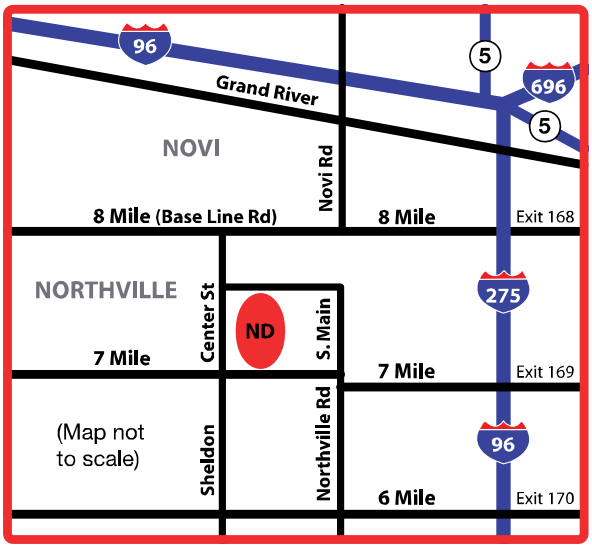
- Salute and welcome by the track announcer.
- Our club name up in lights on the infield matrix display.
- All taxes and gratuities included. (Drinks and bets extra).

**Pre booking is necessary. The deadline is November 5th.** You can make PayPal by going to the WDMGC website at www.wdmgc.com/Races.htm or make checks payable the Windsor-Detroit MG Club and get them to:

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

**Northville Downs is at:**
**301 South Center St, Northville.**
**The location is on the NE corner of 7 mile Road and Center Street, 3.5 miles west of I-275.**





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# Club Calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

## November

■ Wed. 9 **Monthly meeting, Dominion House** - Windsor

■ Sat. 12 **Night at the Races**, Northville Downs, MI *Mark your calendar and see page 8*

## December

■ Wed. 14 **Monthly meeting, Brass Pointe** Farmington Hills. *Pre-holiday gift Exchange*

## January

■ Wed. 11 **Monthly meeting, Dominion House** - Windsor. *Post-holiday gift exchange*

## November Meeting at the Dominion House

Our next club meeting will be Wednesday November 9th at the Dominion House in Windsor. 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.

## December Meeting at the Brass Pointe

The December club meeting will be Wednesday 14th at the Brass Pointe in Farmington Hills, Michigan. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving at around 6:00 pm.

This meeting will be a little special in that we will be exchanging holiday gifts and having plenty of fun doing it. Members wishing to participate should bring a gift of value between about $5 and $10 and wrap it, disguising if necessary, so that its contents are not obvious. Only if the gift is gender specific should it be marked “His” or ”Hers” as appropriate.

## Welcome to New Members

**John & Monique Magee**
of Wolverine Lake, Michigan
who have a black 1976 MGB

**Jim Hamilton**
of Ann Arbor, Michigan
who has an inca gold 1975 Midget

**Mike & Lori Richards**
of Livonia
No cars listed

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# CARS WANTED

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Mercedes 190-220-230-250-280 SL
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# WINTER AUTOMOBILE STORAGE

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Please contact the editor if you no longer want your ad to run. Ads will run in the newsletter for three months and then may be removed to make room for newer entries. Ads will run for six months on our website. The date following the ad is date of placement. See the Classified page at our website for more ads. www.wdmgc.com

## For Sale

**MG Parts** from a 1974 BGT parts car. Engine is free, 76,000 miles on the odometer. Wire wheels. I'm keeping OD transmission. Interior is shot. Anything else is up for sale. Contact: Dennis Ferguson tbbccdcf@centurytel.net. *2011-10-01*

**MGB LE Wheels** 4 Used LE wheels. $175.00. They will need to be refinished or powder coated. They came off my MGB LE and have been in my garage a few years. All of the wheels were functional when I removed them. Call between 10:00 AM and 7:00 PM Dan @ 248 214 7131 or email mgman1980b@aol.com *2011-10-01*

**1974 1/2 MGBGT** Last year for the GT in the US; rare Rubber Bumper GT. Teal blue with autumn leaf interior. Interior excellent; paint a little thin (no rust). Wood dash and steering wheel. Dual SU as original with all factory running gear; including overdrive. 170,000! miles completely restored/rebuilt in 1993 at 110k; paperwork back to 80k miles. One MG enthusiast owner since '93. Spares, some books; great road car and shows well (some trophies included too). Detroit garage too small. $5,500 obo. Contact Jim Demerath at (608) 335-7304 or email at demerathtax@yahoo.com *2011-10-01*

**1980 MGB** with factory hardtop and overdrive. This car has only 10,175 miles on it. In storage for 15 years. Rust free, fresh Pageant Blue paint, tan interior. Datsun 280Z wheels. New fuel tank, fuel pump, brake and fuel lines. Runs great. Car runs, stops, and handles like car with 10,000 miles on it. Featured in the September Newsletter *"B in the Woods"*. Asking $11,000. Contact Rick at 734-223-0955 or email to han5l778@comcast.net. *2011-10-01*

**MGA 1956** convertible. Complete car for restoration. Engine runs but needs bodywork and general restoration. $4,350. Phone 586-337-5162. Located in Michigan *2011-10-01*

**1979 White MGB** I have owned it for the last 21 years and it has been kept in a garage it's entire lifetime. It has less than 50,000 actual miles on it. This is a project car and is located in Rochester Hills, MI. It is currently not running but will take a small effort to change that. The fuel pump is the immediate issue and the contacts most likely just need to be cleaned. I did have it running last summer. Please feel free to contact me with any questions you may have. brant_veilleux(at)yahoo.com *2010-08-04*

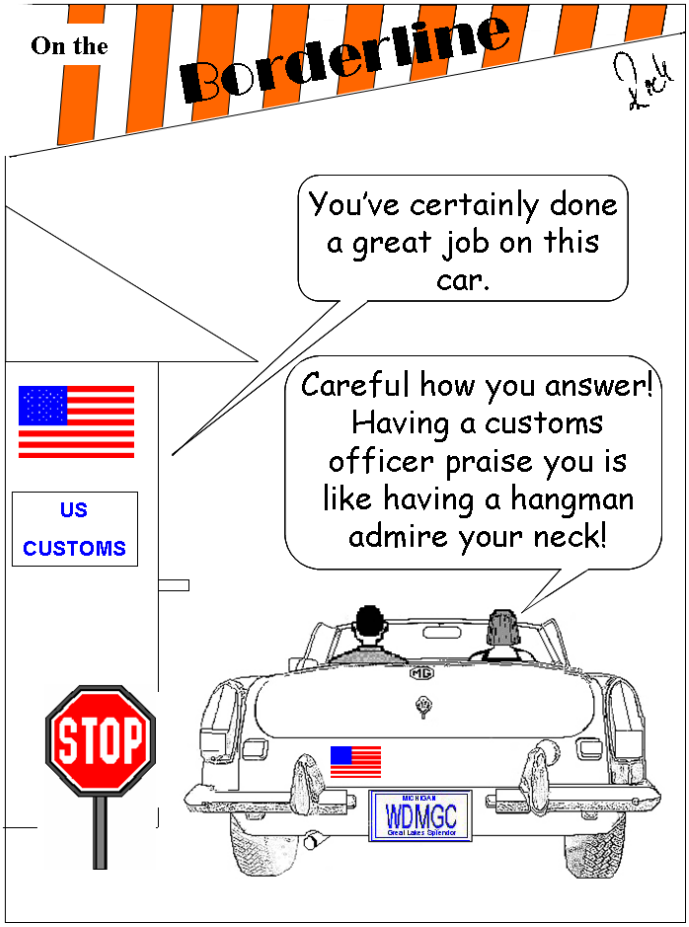
**MGB GT 1966** Great car for restoration, wire wheels, black/white leather seats, stored for 25 years. Daily driver before being stored. Non OD, extra body parts. Can send photos. Local sale (Royal Oak/Ferndale), no shipping. $1100 OBO. Call 248 219 3705 or 248 890 5452, or email dmiller(at)us.stabilus.com *2011-10-22*

**1970 MG Midget** 75% restored. Body completely restored with a pro paint job. I have 90% of parts (purchased new 1995-2006) to complete project. Pictures of restoration, paint and parts for review. Dearborn MI. Contact: Dave 313-216-9946 davidhavener@yahoo.com *2011-10-01*

**1980 LE**. Originally a collector's car. Excellent condition. Had 10k when I bought it in 1998. Have put an additional 6k on since. Stored every winter. Car runs great. New radio. Maintained by Guy St. John. $12,000. 734-432-0154(h) 734-634-9489(c). 2011-10-01

**1963 Yellow MGB**. Engine is from a '74 with only 8-9K miles. The body is sound but the paint needs a little attention. $4,500. Call: Ed Pavella 313-565-4685 *2011-10-01*

**1979 MGB** White with black interior and wire- wheels. 68,000 miles; Electronic ignition. This is a solid driver. Much has been rebuilt or replaced. The car is located in Detroit and can be driven home. Repair history for the last 14 years. Asking $7000. email contact: lapyke3@att.net *2011-10-01*



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

**FIRST CLASS MAIL**

**Car of the month, —Steve and Ruth Swarin's 1966 MGB-GT**

Steve and Ruth describe their GT as just perfect for those cool Michigan fall drives and find the extra luggage space is great for trips to Stratford in the spring. In fact it's the ideal companion to their other British car; their 1974 Spridget.