The Can Am CONNECTION

WINDSOR-DETROIT

Vol. 34, No. 4 - Newsletter of the Windsor-Detroit MG Club May 2012

From the Kimber Run on April 14

See article by Ed Fleming elsewhere in the newsletter

Marshall Coulter, Anne Astley, Fran Coulter, Fran Lewis, Marcia Greiner, Ed Fleming, Tom Greiner, Mary & Bob Elliott

John Zajac, Tim Shaw, Guy St. John, Bill Reeves, Bill & Mary Ellen Weakley, Nancy Shaw, Matt Bade

Marcia Greiner with the chocolate brownie cake she made.

The Can-Am Connection
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The Windsor-Detroit MG Club
The International Local Club

Dale Brown - Editor

Our granddaughter Mariyka enjoying the MGB

In my last article, you might remember I was in the process of installing a different engine and overdrive transmission into my 1972 MGB. Well, things are far from perfect, but I was able to drive it home from my brother Stephen's farm the week after the Kimber Run. (Sorry I missed it.)

After struggling to get the engine and transmission properly mated I succeeded in getting it in and all bolted up. I proceeded with attaching all the components such as alternator, starter, radiator manifolds and finally the carburetors. It was ready to give it a try. Firstly, the battery seemed week even though I had been charging it for a while. So ½ hours ride back into town to buy another one. Once installed, the engine turned over but not extremely fast. Stephen was home by then and he watched as we tried to start. He noticed something that I had totally missed. Seems like when I had trouble with the original engine, the frost plug on the front of the intake manifold had blown out and I completely missed seeing that. (The plug is probably somewhere on the highway!) Luckily Stephen had a spare manifold and after some modifications everything was once again installed and ready to try.

It was then that Stephen noticed that the fan blade was hitting the radiator. (The reason the engine wasn't turning over that well.) Seems like the water pump on a 71 engine is longer than the one on the 72. Again by past planning, I had a brand new 72 pump and gasket in the spare battery box. Another day went by and that was changed. Finally after some other tweeking, I tried again and success! It started and ran pretty smoothly.

Missing frost plug

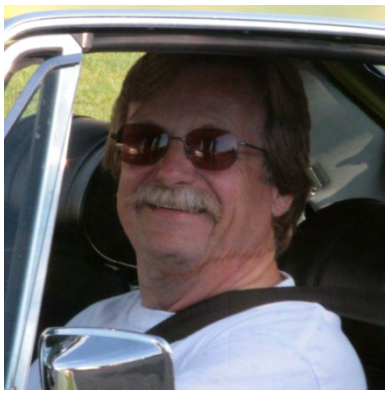
On the way home when trying the overdrive switch a fire ensued in the switch wiring under the dash. I made it home and after several days including replacing the starter I have now been able to safely drive it. (Without overdrive though. I'll leave that for another time when I can figure out what wiring connections were done incorrectly.)

So hopefully, Lise and I will see you at the next driving events. By the way, I received a few more articles for this newsletter, but unfortunately ran out of space. So look for those next month and of course I hope that others will contribute as well. We always need input from our members.

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

Presidentially speaking

Steve Finch - Club President



The Driving Season has begun. Come for a drive with us.

Our first driving event under our (steel) belts. I'm told that the Kimber Run was a success. Despite the rainy start, everyone enjoyed seeing other MG enthusiasts, singing happy birthday to Cecil and eating birthday cake. I'm sorry I missed it—we lost our English cocker spaniel, Bailey (Ch. Cricklewood's Nutty Irishman). He was 13.

This being the 50th year of the MGB, others from the M.G. Car Company should also be remembered. This issue of the Can-Am Connection features an article about Syd Enever. Syd started as an errand boy at Morris Garages, become the chief planning engineer in 1938, and was responsible for fathering the MGA, MGB and post-war record breakers. He spent 50 years working with the cars he loved until his retirement in 1971. Each month for the next few months, we will feature an article about some other person who was instrumental in the success of the MGB—men like John Thornley, Don Hayter, Roy Brocklehurst and others. They should all be remembered for their loving work on the cars that we enjoy and steward today.

On to club business, the Board of WDMGC met on April 25. Many important decisions were made. Of particular interest to the membership is a change in the location for our general membership meetings in Windsor. The upcoming May meeting will be our last at the Dominion House. Beginning with the July meeting and for each odd month thereafter, WDMGC will hold its Windsor meeting at the Midtown Bar and Grill at 3560 Walker Road near the Windsor Airport. The Midtown features a good menu with more selection and reasonable prices. We will have a separate room to ourselves, an outdoor covered patio available and plenty of adjacent paved parking. There will be more details and driving directions provided in the next newsletter and soon on our website. My thanks to Dale Brown for finding us this new location. The US meeting on even months will continue at the Brass Pointe in Farmington Hills for the foreseeable future.

Also at the Board meeting, we had a special guest, Jack Irving from the Canadian Transportation Museum and Heritage Village. The Windsor-Detroit MG Club has pledged its association and support to the CTMHV for its All British Car Show to be held on July 15. Dave Burstyn, Marty Hunt, and Scott Turner are spearheading this initiative. Check our calendar page on the website for details. We hope that all WDMGC members lend their support to promoting this event to other car clubs and LBC owners. We also hope that you will bring your car and attend the event. We would like to make this car show a premier event for the region and for our club.

Other agenda items included our Membership Plan—*"Follow the Car"* and our promotion as *"The foremost club for British Car Owners in SE Michigan and SW Ontario."* ; our Communications Plan—to promote electronic newsletter memberships freeing up funds to reinvest in the website and other communication media; our Regalia Plan—a special WDMGC logo variation for *"Celebrating 50 Years of the MGB"*; and our Events Plan—celebrating this important anniversary year. Stay tuned for more information about these items as the details are finalized and made available.

I hope you will join us at meetings, events, and for a drive in our MGs.

Celebrating 50 Years of the MGB.

Albert Sydney (Syd) Enever (1906-1993)

Compiled and edited by Steve Finch

Syd Enever will be remembered as the inspiration behind two of Britain's greatest sports cars, the MGA and the MGB, and for the experimental cars of record breaking fame. Syd Enever was involved with MG all his working life.

Albert Sydney Enever was born in Colden Common, near Winchester, Hampshire on March 25, 1906. When he was only three years old, his parents separated, and he went with his mother, and seven brothers and sisters, to live in Oxford. In South Oxford School, at the age of fifteen, the young Enever's practical bent soon came to the attention of his headmaster, who helped him secure a job as an errand boy at Morris Garages in 1920. This was even before Cecil Kimber arrived and several years before MG evolved.

About a year later he was promoted and moved to another of the firm's local garages. While at the Clarendon Yard, he built his own three-wheeled car, and no doubt it was this, coupled with his enthusiasm and outstanding intuitive mechanical abilities, that brought him to the attention of Cecil Kimber, the M.G. Car Company's managing director. Accordingly in 1927, Kimber told George "Pop" Propert, the general manager, to employ Enever at the new Abingdon factory, where he was placed under the wing of Cecil "Cec" Cousins, the works manager and MG's first employee, in the experimental department. It was not long before Enever was spearheading some of the bolder projects in this department and, in due course, he would lead it, remaining at Abingdon as liaison man when the rest of the design team left for Cowley in 1935.

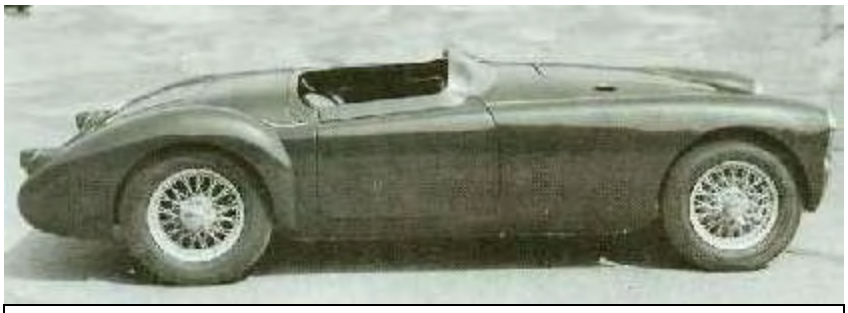
Alongside the production cars, Enever (working closely with Reg Jackson) developed a whole series of MG record cars in the 1,100cc Class F and 1,500cc Class E categories both before and after WWII. And for all his outstanding achievements with MG production cars, those, justifiably, were always the cars that Enever was most proud of.

In 1938, Enever was appointed chief planning engineer at Abingdon. He was deeply involved in the company's war effort, working on the development of the Crusader tank. After the war, he went on to even greater things, helping to shape a future for MG that would lead to a radical departure from its traditional heritage. Throughout, he never lost the edge of his keen mind and earned the respect of his colleagues.

The semi-independence of MG at Abingdon came seriously under threat in 1949 when the board of the Nuffield Group pondered moving MG production to the Riley factory at Coventry and turning Abingdon into a minor satellite of the Morris works at Cowley. At the same time various concepts were being hatched at Cowley for possible new MG products that owed little to John Thornley's (MG's managing director) or Enever's thinking. These threats to their existence galvanized the Abingdon stalwarts, who not only began to plan their own product but to lobby for their continued existence.

In 1954 Syd Enever was promoted to Chief Engineer. In later years, he would be responsible for fathering some memorable cars, notably the MGA, MGB and the post-war record breakers.

Thornley and Enever realized that the future lay in more modern coachwork and prototypes eventually led to the creation of EX182, a Le Mans racer for 1955. It was a thinly disguised replica of their new generation sports car. The revolution occurred soon after the Le Mans race when, with the sleekly styled MGA, MG broke with thirty years of traditional styling and abandoned the Nuffield Group's XPAG engine family in favor of the new generation Austin-designed B-series unit. Over 100,000 MGAs were sold.



The prototype MGA at the factory in Abingdon
EX-182 - Built for Le Mans 1955 - Redesign from EX175.

In the summer of 1955, with MGA in production, thoughts at the MG factory at Abingdon inevitably turned to the car that would succeed it. According to David Knowles, "Perhaps more than anyone else it was MG's Chief Engineer, Syd Enever, who determined the basic parameters that shaped the MGB." As Enever himself once said, "The MGB shape, though you might not realize it, was basically borrowed from EX181."

EX181 was a mid-engine, streamlined, record breaker from 1957, designed by Syd Enever. It was taken to Utah's Bonneville Salt Flats in 1959 where, driven first by Phil Hill and then officially by Sterling Moss, it broke five

MG EX 181 on the salt in 1959 at Bonneville

International Class F records with a top speed of 245.64 mph, two-way average.

When MG launched into the project in 1959 that would become the MGB, there was a lot more to the job than yet another revamping of the theme. This time, there was to be a major change in engineering direction too, as MG extended the monocoque construction layout that they had first adopted in 1953 on the ZA Magnette saloon, to their first monocoque sports car. Building a unit construction saloon car (with the inherent strength of a closed structure) is one thing, building a unit construction open car is quite another. In addition, the new B had to be at least as quick as the A, preferably quicker. It had to have all of the A's desirable road-holding qualities while losing some of the harsher edges. It had to have better accommodation and trim levels for a new level of customer (especially in the USA). It had to look good and sell profitably – which meant very big production numbers to offset the initially much higher tooling cost of unit construction. And most importantly, it had to be a real MG... .

That is what chief engineer Syd Enever, chief chassis draughtsman Roy Brocklehurst, chief body draughtsman Don Hayter, managing director John Thornley and their teams set out to achieve. And that, in the end, is what they did achieve.

Syd Enever retired in 1971, just a couple of years after John Thornley. Syd's retirement came after 50 years of working with the cars he loved, and seeing his second major project, the MGB, sell more than half a million cars. Syd Enever died in Oxfordshire in 1993 at the age of 87.

Beyond Cecil Kimber, Syd Enever and many others at Abingdon should be remembered for their loving work on the cars that we enjoy and steward today. As we *Celebrate 50 years of the MGB*, our gratitude and appreciation should go to Syd Enever.

Reference and acknowledgement of material for this article is given to:

Barry Ennever, by his permission and from his website article *Ennever / Enever Family History and Ancestry"*

found at http://www.ennever.com/histories/history17858.php

"MG, The Untold Story" by David Knowles

"MGB, A Celebration of Britain's Best Loved Sports Car", by David Knowles

"MGB, The Complete Story", by Brian Laban

Picture of Syd Enever courtesy of Barry Ennever

Pictures of EX 181 and EX 182 from www.MGAguru.com

MGB Is #1

Hemmings Sports & Exotic names the **MGB #1** in the list of Top 10 Favorite Convertibles, in its June 2012 edition. MGs took three of the Top 10 places with the MG Midget as #4 and the MG TD as #9. The Hemmings magazine commissioned Hagerty Insurance to determine the most popular sporty and exotic classic convertibles based on the number of those cars on their insurance rolls. Here is their Top 10 list.

1. MGB
2. Volkswagen Beetle
3. Triumph TR-6
4. MG Midget
5. Triumph Spitfire
6. Mercedes-Benz 450 SL
7. Alfa Romeo Spider
8. Mercedes-Benz 380 SL
9. MG TD
10. Jaguar E-type

The WDMGC welcomes its newest Members

Gene & Cynthia Rzadca

of Wyandotte, Michigan who own two 1978 MGBs, one white and the other burgundy.

Never Let a Little Rain Interfere With a Birthday Party

by Ed Fleming

Eighteen members, John Zajac, Guy St. John, Matthew Bade, Tim and Nancy Shaw, Bill and Mary Ellen Weakley, Bill Reeves, Bob and Mary Elliott, Rick and Anne Astley, Fran and Marshall Coulter, Fran Lewis, Tom and Marcia Greiner and Ed Fleming drove up to the Delhi Cafe in Lansing. All but Tom Greiner and Ed Fleming in their MGs.

The weather was supposed to rain all day but by the time we got to Lansing the rain had stopped and we spent much time outside checking out the member's cars in the parking lot which included a TC, several V-8s, and an MGB with a supercharger. Very interesting.

Of course, lunch was served and birthday cake was consumed. Marcia Greiner once again made her patented chocolate brownie birthday cake. It was Cecil Kimber's 124th birthday. Happy Birthday was sung by most.

This is the first driving event of the year and we had a chance to meet many members that we normally don't see much of during the cold months. We also get a chance to see members of the other Michigan MG clubs. It's always a great time to meet all those people we don't see that much.

So now the 2012 driving season is officially here. Get out there and drive your MG in the new spring weather.

Randy - Goodbye and Good Luck

from an appreciative club membership

The average age of the Windsor-Detroit MG Club went up by several years this month as **Randy Lioz**, surely our youngest member, left us for a new life in California.

Of course, old members leave us and new ones join us all the time, but Randy will be especially missed because he has administered our Facebook Page for some time now.

Randy was well known for driving his 1967 British Racing Green MGB roadster around Michigan whenever the weather allowed, and so you can be certain that the car will be piling on a lot more miles once it gets to Santa Barbara. If that results in the 45-year old car showing its age and needing a part or two, then that won't be so bad either because the Moss Motors headquarters will be only a wheel-nut's throw away in Goleta.

Randy has been with his company for 5 years, working out of his home office in Novi, but a new position takes him to the head-office where his job will require he gets a new vehicle to drive and evaluate every 2-weeks. Tough assignment Randy! The company will also be shipping the MGB out for him, although Randy will be driving himself across country in his VW Golf.

We also want to congratulate Randy on gaining his Masters in Business Administration last month from Michigan's Ross School of Business. For someone also doing a full-time job, gaining the new degree certainly took a lot of work, so we were especially fortunate that he also managed to find time to contribute to our club.

We thank Randy for his hard work and send our best wishes with him to California, which by the way, will not only be gaining an all round good guy, it will be getting an accomplished soccer goalie too.

ALL BRITISH CAR SHOW

Canadian Transportation Museum and Heritage Village ESSEX, ON

SUNDAY

JULY

15th

2012

9:00 - 2:00 pm
Show Cars - $10.00
General Admission - $5.00
12 and Under Free

Registration from 9 to 1pm
Door Prizes between 1-2pm
Vendors welcome, Free

Association with
Windsor Detroit MG Club
www.wdmgc.com

* Diner open from 8 am until 2 pm
*Boarding House Food available (in village)
Beer Garden 11-2pm

From Detroit
Follow Huron Church South to HWY #3
Follow HWY #3 Leamington to County Rd 23, turn right
Museum is 6 minutes on right

From Toronto
Follow 401 W turn left Belle River Rd (County Rd 27)
Follow 27, turn right on County Rd. 8, then next left on 27
Follow 27, through Cottam, cross HWY #3, follow until road ends
Turn Left on County Rd. 23 (Arner Townline)
Museum is 5 minutes on right

6155 Arner Townline, (County Rd 23), Essex, N9Y 2E5
519-776-6909

CANADIAN Transportation MUSEUM & HERITAGE VILLAGE

www.ctmhv.com

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

Jose's Bar and Grill
2731 Howard Ave in Windsor
on the following Mondays
May 28, July 23 and September 23, 2012
from 5:30pm 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

Southeast Michigan Austin Healey Club 2012
Happy It's Spring Drive

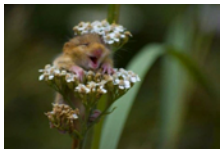
SOUTH EAST MICHIGAN AHC

Where:
Start: Meijer's parking lot at the corner of 8 mile and Haggerty Roads, near the I-275 exit.
Finish: Zukey Lake Tavern on M-36 east of Pinckney, MI.
When: Sunday May 20, 2012 at 11:30 am
Why: Because it's spring and time to get our British cars out and dust them off!

The drive is between 45 and 50 miles and it took me about 1 hour and 15 minutes to drive it without stops.

There will be a short driver's meeting at 11:30 in the northeast part of the Meijer's parking lot near the gas station. There is construction going on near the gas station, but there is still plenty of room in the parking lot close by. You will be given written driving instructions and sent on your way. You may go in groups or on your own as there are no planned stops along the route for the group. You may stop anywhere you like on your own. There is no time limit, just a nice drive on some country roads. What, your LBC isn't ready yet? No problem, drive what you have. After all, mine isn't ready yet either!

I will stay at the starting point until 12:00 pm for any late comers. If you know you are going to arrive after 12:00 call me at 734-646-5708 before 12::00.



Richard Eisele
Member WDMGC and SEMAHC

2012 Stratford Theatre Tour

June 15—17, 2012

The Pirates of Penzance

Event details are now available at WDMGC.com

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.

MGB
Born August 1962

Nearly 50

Watch the club calendar for celebratory events during the year.

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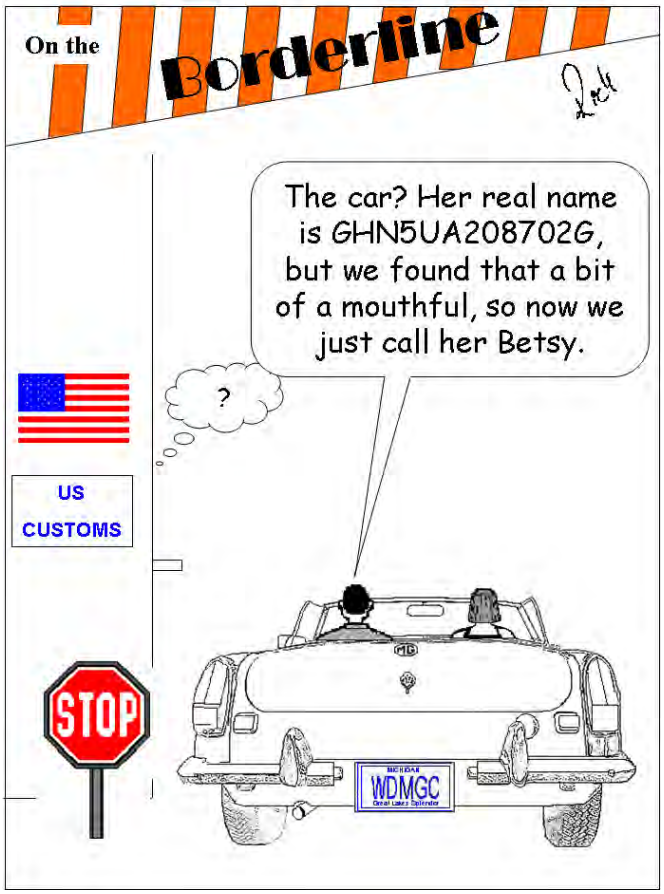
Club Calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

May 2012		
-	Sat. 5	NAMGAR "Drive Your MGA Day"
■	Wed. 9	**Monthly meeting, Dominion House** - Windsor, ON
■	Mon. 14	**Ottawa MG Club visit to Detroit**—The Henry Ford, contact Steve@WDMGC.com
☐	Sat. 26 - Sun. 6/3	British Car Week - Drive your British Car to Work
☐	Mon. 28	British Only Cruise Nights, Jose's Bar and Grill - Windsor, ON
June 2012		
☐	Sun. 3	The British Return to Fort Meigs - Perrysburg, OH
☐	Wed. 6 - Sun. 10	NAMGBR MG2012 Convention, Dillard, GA
■	Wed. 13	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
☐	Sun. 20	SEMi Austin Healey Club Spring Drive - www.semahc.com
■	Fri. 15 - Sun. 17	**Stratford Festival Tour, The Pirates of Penzance** - Stratford, ON
☐	Sat. 23	Sports Cars to Saline, Saline, MI
-	Sat. 23	The Great Race starts in Michigan, Traverse City, MI.
July 2012		
-	Sun. 1	The Great Race returns to Michigan, Ypsilanti, MI.
☐	Sun. 8	Mad Dogs and Englishmen, Gilmore Car Museum - Hickory Corners, MI
☐	Mon. 9 - Fri. 13	NAMGAR GT-37, Dayton, OH
■	Wed. 11	**Monthly meeting, NEW LOCATION Midtown Bar & Grill** - Windsor, ON
■	Sun. 15	All British Car Show in association with WDMGC - Canadian Transportation Museum & Heritage Village, Essex, ON

May Meeting at the Dominion House

Our next club meeting will be Wednesday May 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. pm.



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

WANTED

Dead or Driveable

Your Car Picture

Let us have a picture of your car and some anecdotal information so that we can feature it in *Can-Am Connection* and the club web-site gallery.

Also Wanted

Pictures of members with their "ride" in their childhood or as young adults for our **The Young and the Reckless** feature.

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1964-67 Ford Mustang, Models T & A

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For Sale

1974 MG Midget. 30,134 original miles. In covered storage. Red exterior, tan interior, original black roof and tonneau cover, both excellent condition. Blaupunkt AM/FM cassette radio. Clean engine and compartment. Michelin tires less than 500 miles. Extra parts. Asking: $7,000. Contact: Jim Carr at carr.james (at) sbcglobal.net or 248-547-9050. *2012-05*

1980 MGB. North Carolina car, green with tan top and interior. Fully running regularly operated vehicle. Polished head, pre-1975 exhaust, Weber down-draft carb. No rust. $4,000 Call Doug 248-514-8200 or email daseymour1 (at) comcast.net *2012-05*

1980 MGB V8 conversion. Partially completed but all parts included. Bead blasted and primed body. Bright silver engine bay matches aluminum V8 motor. Muncie 4-speed trans. New fuel tank. Anodized aluminum windshield frame with clear coat looks like chrome. New interior carpet and seat covers. $6,000 Call Doug 248-514-8200 or email daseymour1 (at) comcast.net *2012-05*

1958 MG ZB Magnette - Seen at Battle of the Brits and NAMGAR GT 30. Black/Maroon. Time for Maggie to move on. Drive her home. $6,000 (us) OBO. If interested, email me. Will send pictures and detailed description. Ted Hight at thightjr (at) aol.com or call 248-682-8408 *2012-05*

1969 MGC - Good condition, needs carb tweaking (dual Bosch), dash work, rag top. Rust free. Asking $6,000.00, need the space, and, frankly, the money. Mother-in-law moved in, can no longer live alone, and house modifications are needed! Can send pictures if interested. Car is located in Wyandotte, MI. Call Jon at 734-281-2582 or email at jonsally (at) sbcglobal.net. *2012-05*

1972 MGB - Red with Chrome wire wheels, non OEM hard top (also torn rag top and frame included). Mikuni side draft carb. Interior is tired, but there are no tears in the upholstery. This car is from North Carolina, and I bought it on Ebay about 7-8 years ago. There is no rust on the car. It appears there was some at one time, and it was all cut out and repaired with patch panels and new rockers. The body work is obviously not a professional job, but it's a good 20 footer. With very little work, could be a looker. It runs good and starts right up. I love this car, but I also have a 74.5 B, and I just don't have the room and just haven't had the time to give her the attention she needs. $3,250. Call me at 313 319 2687, or email s10man32 (at) yahoo.com. *2012-04*

MGB Parts for Sale. 4 spd transmission for early MGB with the dipstick- $40; MGB cylinder head, does not have pipe in back, missing exhaust valve, has hardened seats installed in exhaust - $30; Hood and Trunk props, complete assy - $5 for both; Alternator for parts, housing still ok - $5; Windshield Frame, disassembled, needs work- $15; Convertible header -$5; rocker shaft assembly for pre-75 MGB—$10. Contact Harry Mac Lean, 248-641-5011, email hmac3002 (at) yahoo.com, *2012-04*

MGB Parts for Sale. New Classic Model One Black Radio, Faceplate, Knobs $150; New 70-80 Tonneau Cover $125; New Deluxe Windblocker $175; Used Moto-Lita 14" 3-Spoke Wood Rimmed Steering Wheel w/ Adaptor Hub $100; New Side Draft Mikuni PHH Induction Carburetor System w/Installation Kit $200. Call Terry Schultz 248-935-2569 or email: teschultz@comcast.net *2012-04*

1968 Morris Minor 1000, Almond Green four door coupe. Car is in excellent original condition inside and out, runs perfect, $7500. Call Richard Hensley at (734) 262-5590. *2012-01*

1972 MG Midget used for autocross by the previous owner. Body is in very good condition with little, if any, rust. Paint needs some help. Engine and transmission included, but currently not in the car (will probably need rebuild). Comes with 6" wide Chevy Vega wheels with wide tires. Seats will need to be re-covered. Top in fair condition. Interior in average condition (needs to be cleaned, probably needs new carpet). Top dash cover is not cracked or broken. This is a nice car and good candidate for restoration. $1,500 or best offer. Also have other items for this car: set of 5 Rostyle wheels sandblasted and painted, $150; set of 6 Rostyle wheels that need to be painted, $50; set of reconditioned rear springs in good condition, $75. Car is located in Ann Arbor, MI. Contact Rick at (734) 761-1877 or email to RichardE50 (at) Yahoo.com. *2012-01*

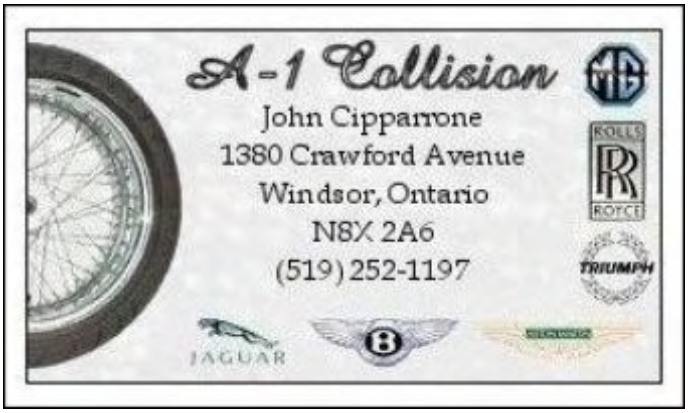
For sale. Windshield from MGB, good condition, $25. Four (4) painted knock off wire wheels for MGB fitted with Firestone tires, 175/70R14 $120 for all four. Contact Doug at (248) 685 8610. *2012-01*

For Sale. Complete Official MGB 1962-1974 Handbook by Robert Bentley. Manual includes the complete coverage of models sold in the UK and North America and provides authentic maintenance and repair information including The Driver's Handbook and the official Workshop Manual. This manual is in very good condition and sells for $150 new. Price: $60. Call Mike at 248-789-0004 or email leadfoot (at) wideopenwest.com *2012-01*

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 (at) comcast.net. *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 (at) yahoo.com *2011-10-01*

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*



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FIRST CLASS MAIL

Car of the month, May 2012 - Graham Creswick's 1976 MGB V8 Conversion

Want to know more about Graham's conversion? Check out this link on the British V8 site at http://www.britishv8.org/MG/GrahamCreswick.htm.