The Can Am CONNECTION

Vol. 34, No. 5 - Newsletter of the Windsor-Detroit MG Club June 2012

Photos from the April Monthly Meeting at the Brass Pointe

WDMGC Member Cars at Jose`s May 28

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

E-mail
WDMGC@WDMGC.com

Website
www.WDMGC.com

President
Steve Finch
248-343-1614

Vice President
Dale Brown
519-258-5987

Treasurer
Matt Bade
248-683-1210

Secretary
Rick Astley
248-737-1978

Newsletter Editor
Dale Brown
519-258-5987
Editor@WDMGC.com

Webmaster
Steve Finch
Webmaster@WDMGC.com

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

Video Librarian
Open

Regalia
Canada: Roli Sylvestre
519-969-2739
U.S.A.: Donna Finch

248-685-8488

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

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The Windsor-Detroit MG Club
The International Local Club

Dale Brown - Editor

Firstly, I hope everyone is enjoying the driving season. I certainly am. A quick update on the status of my car: with Rick Astley`s help I was able to trace my overdrive wiring problem to the wire coming out of the solenoid of the OD transmission. The wire was bare as it was passing through the transmission casing, which caused the short. Unfortunately, the wire connection to the solenoid was almost non- existent, which resulted in replacing the whole solenoid. (I still had one from the original OD transmission that had been destroyed.) I'm now just trying to solve why my turn signals stopped working!

Our granddaughter Mariyka enjoying the MGB

I want to thank all those who submitted articles for the newsletter and encourage any others to continue to do so.

I was fortunate enough to get over to all three days of the Detroit Grand Prix and found it to be exciting and very well done. I didn't see any MG`s in any of the races but there was a Lotus. She even finished the race!

You'll see in the calendar section of the Newsletter that there are many opportunities in the month of June to get out and drive, so make sure to take advantage of as many events as you can.

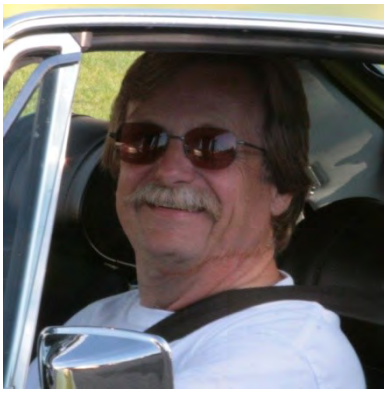
As noted in last month's Newsletter, the Canadian location of the monthly meeting has been changed to Midtown Bar and Grill. I had many members asking for a change and after some research, the Board agreed that it was time to relocate. I think you will enjoy the menu, the room, the patio and the large adjoining paved parking lot. So hopefully, you will come and enjoy the new place.

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

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

Steve Finch - Club President



May was a bit of a quiet month as far as MG events were concerned.

The highlight for me was hosting the Ottawa MG Club visit to Detroit and The Henry Ford Museum. Six of their members plus one navigator were on a five day tour that included Niagara Falls, the Rock & Roll Hall of Fame, the aforementioned stop in Detroit, then back to Ottawa via Toronto. I want to thank Robert Coyle for also co-hosting and giving us a backstage, guided tour of the museum including his current project car, the Eisenhower Presidential Limousine. Robert is a lucky dog because the Museum is sending him with the car to Goodwood in the UK to participate in the Diamond Jubilee Celebration of Queen Elizabeth II. They are gathering a number of significant cars that the Queen has ridden in and she rode in this car on a trip to tour the USA back in the '50s.

The calendar for June and the rest of the summer is jam packed, beginning with the Fort Meigs show, then MG2012 and the Stratford Tour, to name a few. Mark your calendars for July 15 for the All British Car Show at the Canadian Transportation Museum & Heritage Village in Essex, ON. The WDMGC has pledged its association and support to the CTMHV for this show. We hope that 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. Check our calendar page on the website for details.

Our June meeting will be in Farmington Hills at the Brass Pointe on the 13th. The July 11 meeting will be at our **NEW Windsor Location at the Midtown Bar and Grill** at 3560 Walker Road near the Windsor airport.

This being the 50th year of the MGB, besides Cecil Kimber and Syd Enever, others from the M.G. Car Company should also be remembered. This issue of the Can-Am Connection features the second of a series of articles about the men of M.G. and the MGB. Roy Brocklehurst, in 1947 at age 15, was hired by Syd Enever, became the chief chassis draughtsman on the MGB project and played a key role on almost every post war MG until his early retirement in 1988.

Each month for the next few months, we will continue to feature an article about some other person who was instrumental in the success of the MGB—men like John Thornley, Don Hayter and others. They should all be remembered for their loving work on the cars that we enjoy and steward today.

This month we roll out our featured regalia for this year - a special WDMGC logo variation for *"Celebrating 50 Years of the MGB".* This logo will be available on shirts, jackets, sweatshirts, hoodies, and other items by special order. The reason for special order is because you not only get to pick the color of the apparel item but also the color of the MGB inside the logo. We believe that we have every factory color available (even Citron). Pricing is being finalized. Details and order forms will be available at the next meetings and soon on our website.

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

Celebrating 50 Years of the MGB

Safety MG Fast!

Steve

Roy Brocklehurst – 1932-1988

Compiled and edited by Steve Finch

Roy Brocklehurst, the man who designed so much of the MGB's mechanical layout, was born in 1932, the son of a miner. He joined MG straight from school in 1947, at the age of fifteen, going to work for Syd Enever as a design apprentice. Enever, characteristically, threw him in at the deep end, and he was set to drawing some new valvegear and a special crankshaft for Enever's beloved Gardner record breaker.

After the success of EX 172, young Roy's next job was to draw the chassis frame of the EX.175 record car. EX 175 was conceived quickly after the 1951 Le Mans as a prototype for the new production car that was to become the MGA. Thirty years later, after completing other major projects such as the MGB, he was still proud of the MGA chassis "probably the best separate chassis frame ever engineered" he told a motoring journalist (who presumably did not know who had designed it!). The design of the body had been completed quickly after Le Mans, a blueprint being produced in February 1952, followed by wind tunnel testing. In 1952 Roy left to complete two years National Service with the RAF, and returned to Abingdon in June 1954 (the year in which the design office re-opened) as a design draughtsman.

After the final go-ahead for the MGA was given in 1954, the aim to have production running in April 1955 was over optimistic, but even so it took only just over a year to go from drawing board to full scale production and export. Roy Brocklehurst and Terry Mitchell worked on the suspension, Harry White on chassis details and Jim O'Neal on the body.

In 1956 Brocklehurst became chief draughtsman, and it was in that capacity that he worked on the MGB. Roy Brocklehurst was chief chassis draughtsman for the MGB. There is a story about Roy crashing a prototype of an MGB that had an experimental independent rear suspension. Obviously independent rear suspension didn't make it to the final design, for "cost reasons".

When Enever retired in 1971, Brocklehurst became chief engineer. He once voiced his frustration on all the legislation that governed that job: 'Nowadays, you don't design a motor car anymore – you just throw up all the regulations and draw a line around them'.

As MG was wound down, Brocklehurst was snapped up by the main BL organization to head the Vehicle Engineering Division of Austin Morris. He went to Longbridge to help develop the Metro, Maestro and Montego. He became group chief engineer to a division known as New Vehicle Concept Engineering, and in 1978 became chief engineer of BL's Advanced Vehicles Division, a small group of men who spend their time gazing a very long way down the road. But it was NVCD and its successor, VE, which engineered the project known as ADO.88 up to running prototype stage and then turned its attention to ADO.99 turned into LM10, the Maestro.

In 1981 he became chief engineer of BL Technology Ltd at their huge new research facility in Gaydon. He took early retirement in 1988, but died, tragically and suddenly, in April that year.

Roy Brocklehurst worked on the A, on all the subsequent record breakers, on the B, GT, C, and the V8, plus all the prototypes that didn't make it. In *"MG by McComb"*, the author commented about the cast-iron connection providing an almost unbroken line through the whole of M.G. history. He wrote:

'So the man who carried the can for all aspects of vehicle engineering up to and including Metro launch, and incidentally to within 18 months of the Maestro launch, was an M.G.-trained engineer [Roy Brocklehurst] who had spent the first 26 years of his working life at Abingdon, learning his trade from Syd Enever – who began his working life as a shop boy with the old Morris Garages of Oxford in 1920. At that time, even Cecil Kimber had yet to appear on the scene and the whole idea of M.G. was not so much as a twinkle in his eye.'

Beyond Cecil Kimber and Syd Enever, Roy Brocklehurst 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 Roy Brocklehurst.

Reference and acknowledgement of material for this article is given to:
http://www.mgcars.org.uk/mgccmga/history/history1.shtml
"MG by McComb" by F.Wilson McComb
"MGB, *The complete Story*" by Bryan Laban

Great Race Up-Date

By Heidie Basinger

. The WDMGC has lunch reservations on race day just yards from the parked racers. Frenchies is just across the street from the "Ypsilanti Automotive Heritage Museum". Driving teams are scheduled to start arriving around 11 AM. There will be a few hours to view the cars in Ypsilanti's depot town before the teams take their final lap. Parking for the club will be at "Ted's Auto Electric". For members who are interested in driving to Traverse City for the beginning of the race, there are still accommodations available within walking distance of the starting line. We will have details of accommodations for those interested at the June meeting at the Brass Pointe.

Saturday June 23 is when the grand start begins. Race teams with there cars are required to be lined up on Front Street by 8 AM. There are 85 cars currently registered. At 10 AM the cars will start being released at the rate of 1 every minute. Updates can be found at www.greatrace.com and on facebook.

Membership Matters *latest updates*

from Membership Coordinator Rick Astley

As you've probably read here before, we estimate that the average age of our members is about 18 years older than their cars. As the average club car was built about 43 years ago, it's easy to see why you've probably never seen any fellow member raving about the latest news concerning Justin Bieber. Of course, averages are deceiving and statistics famously more so, and we're very proud that we have some younger members as well as some quite senior ones. Nevertheless, after several years of growth, in 2008 we started to see a decline in membership just as some other clubs, which cater for older cars than ours, have seen before us. We shouldn't be surprised. As members retire, some move to warmer climes, some find the cost of running a hobby car harder to justify and others discover that it gets more difficult to get into and out of little British sports cars.

Membership levels are important to us all. Annual dues not only pay for the month-to-month running of the club, but they also allow us to subsidize some events that would otherwise prove costly if paid for individually. Further, as only a small proportion of members can usually attend any one event, higher overall membership increases participation and makes it worthwhile for event organizers to arrange more of them on different days of the week and in different locations, and in doing so, fulfill our ongoing aim of making the club more inclusive to all.

There are a number of initiatives that we are engaged in to keep membership up and perhaps even grow it again. We'd welcome your ideas too. For example, Harry Mac Lean wrote telling us how, when he was running his summer "All Brit' Car Cruise-Ins", the cars we displayed outside the Kona Grill in Troy would attract interest and admiration from people wholly unfamiliar with them. Harry believes we should do this sort of thing more often, getting our cars out there in front of a new audience rather than always showing them off to the already-initiated, as we so often do at car shows. Harry reminds us that admirers of our cars are always surprised to learn how easy they are to find, inexpensive to buy and to run and how readily available spare parts are.

Should you come across someone interested in a little British car like yours, or see one anywhere locally and believe it to belong to a non-member, you'll inevitably find that you don't happen to have a membership form on you to give them or leave on their windshield. For that reason we've produced a business card sized flyer, shown here, which you can always have handy. You can keep several in your wallet or purse and its plastic coating makes it very robust. Pick some up at the next monthly meeting; along with a small plastic bag for further protection should you keep them in a less-than-dry car.

THE WINDSOR-DETROIT MG CLUB

The foremost club for British Car Owners in S.E. Michigan and SW Ontario

Learn more about us at www.WDMGC.com
or contact us at Membership@WDMGC.com

- Monthly meetings alternating between Farmington Hills, MI and Windsor, ON
- A full calendar of events including – drives, meets, tech sessions and social
- Over 200 members, over 350 cars - MGs and 12 other other British marques
- Friendships that will last for many years

The other initiative, advanced by Club President Steve Finch, is "Follow the Car." Basically it means, find out where a car goes should a member sell one and encourage the new owner to join us. Steve is asking all those advertising their cars to help us in this endeavour. In addition, when a member chooses not to renew, I contact them and ask why they made that decision. Collecting this data helps us tailor the club to members' needs and again, should they tell us they sold their car, we can then try to follow it.

Don't forget to let us know if you have any other ideas for making the club more appealing to existing members or for finding new ones.

The WDMGC welcomes its newest Members

Scott Olman & Liz Hetteberg of Royal Oak, who own a Red 1953 MG TD and a BRG 1968 MGB-GT

Ken & June Boddy of Tecumseh, Ontario, who have a 1972 Silver-Grey MGB-GT

Bob & Maureen Thrasher of Windsor, who have a Red 1973 Midget.

Richard & Virginia Kyro of Romeo, Michigan who own a Russet Brown 1978 MGB.

The MGB LE50. A new MGB to Celebrate the Car's 50th Year

If you are reading this newsletter then you are almost certainly interested in classic British cars. If you're also in the market for a new car and have deep pockets, then perhaps your decision will be made a little easier with the announcement of a new MGB to be built in Abingdon, England.

The basic car will cost you about $80,000, but add a few extras like heated seats, heated front windshield, a limited-slip differential, keyless entry, air-conditioning, chrome wire-wheels with 3-eared spinners, power-steering, digital radio with Bluetooth and a left-hand-drive package and you'll be writing a check for closer to $95,000. You'll be getting a very nice car too, but for that story, we'll let you read the press-release from Frontline Developments, who in cooperation with British Heritage, are making the vehicle.

The Future of Classic Motoring

pictures by Gerard Hughes

The MG LE50 from Frontline Developments, is a modern interpretation of a real British classic. We've taken a true icon from an era when driving had more style, then applied the very latest technology and engineering to create a motor car unlike any other.

This isn't a recreation or a rebuild. The LE50 is a brand new car from the ground up.

Inside a factory fresh MGB bodyshell, improved and enhanced to our own exacting standards, you'll find a 212 bhp, 2 litre Mazda engine capable of reaching 60 mph in 5 seconds and powering on to a blistering 160 mph top speed, yet still returning a highly respectable 40 mpg [33 mile per US gallon]. Supreme comfort and razor sharp handling come from our own purpose designed front and rear suspension and billet machine wheels, while we've also added a few little luxuries. Connolly hide seats hold you in the corners, Wilton carpets are underfoot, electric windows, electronic starter and a state-of-the-art sound system complete your driving pleasure.

Created to celebrate the 50th Anniversary of the birth of the MGB, the singularly exciting LE50 is available as a strictly limited edition of 50 individually numbered vehicles. So, as you'd expect, it'll go very quickly indeed.

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

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MGB
Born August 1962

Nearly 50

Watch the club calendar for celebratory events during the year.

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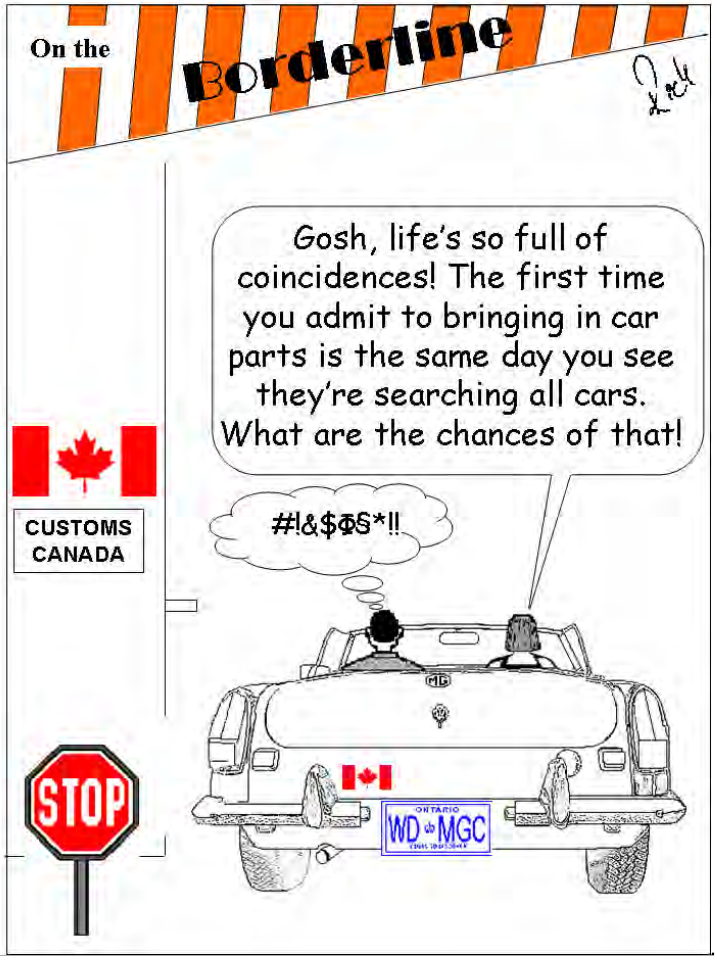
Club Calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

June 2012		
☐	Wed. 6 - Sun. 10	NAMGBR MG2012 Convention, Dillard, GA
■	Wed. 13	**Monthly meeting, Brass Pointe -** Farmington Hills, MI
☐	Sat. 16	London British Car Show
■	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
☐	Mon. 23	British Only Cruise Nights, Jose's Bar and Grill - Windsor, On
August 2012		
■	Wed. 8	**Monthly meeting, Brass Pointe -** Farmington Hills, MI
☐	Sat. 11 – Sun. 12	Alden Classic Car Show - Alden, MI
☐	Fri. 17 – Sun. 19	University Motors Summer Party Reunion, Grand Rapids, MI in conjunction with VSCDA and MG Vintage Racers Focus Event, Grattan Raceway, Belding, MI

June Meeting at the Brass Pointe

The April club meeting will be Wednesday June 13th 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.



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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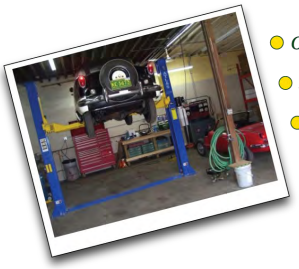

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For Sale

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*

'74 MGB Asking $5500. Call Ray at 519-776-7621

1970 MGB. 2 Litre engine, Weber carb, Mallory electronic distributor, OD trans, runs good, solid body, good paint, alloy wheels, 185/70R14 tires. $4,000. Call 734-250-1113 or email daved@cavtel.net.

Newsletter Correction

In the April Newsletter we ran a feature article about Ed Pavella's Early Pull Handle 1963 MGB. In the article we referred to the graphics on the front as "flames". Club member Rick Eisele wrote us to say, "I happen to like the front end, but back in the day when these were popular they were called scallops. I hope the next owner keeps them." We stand corrected. Thanks Rick.

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

FIRST CLASS MAIL

Car of the month, June 2012

Donna Finch in her 1957 MGA