The Can Am CONNECTION

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Photos from Cruisin' Hines Drive

Photos by Dale Brown and Philip Wiltshire

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The Windsor-Detroit MG Club
The International Local Club

During the last month, there have been several events that members have attended. I've included highlights in this September edition. Also, I have included some technical articles that may be of interest to you. Thanks to all those who have contributed. Enjoy!

Dale Brown - Editor

Put In Bay Race Reunion

by Dale Brown

On August 25-27, a vintage racing festival took place on South Bass Island, Ohio at Put In Bay. Dale Brown and Dave Hornby decided to take it in and what an experience! First of all the weather was hot and dry for all three days that made our time camping at the Put In Bay State Park perfect. (Especially since our campsite was right on the side of a cliff overlooking Lake Erie.) I even had a chance to go for a quick swim while we were there.

The events included laps around the original street circuit that took place in the 50's and at high speeds to boot! Included in our registration were many lunches, dinners, refreshments and even door prizes. Vintage races took place on Tuesday which also gave us a chance to ride laps on the race course. (Also at high speed.) What a thrill. We even ran into Past President, Dave Doolin and his wife, over for the day. Wednesday morning a car show took place and the finishing event was another wonderful meal where awards were given out.

Next year, the event takes place on the same Mon-Wednesday immediately before the Labor Day weekend. I hope we can get many more of our members out next year.

On the ferry from Port Clinton

On the island with the Canadian Flag flying

The car show

Dave Homby, Sesi and Dave Doolin

Presidentially speaking

Ralph Poupard

September is here already; it seems hard to believe. As I am writing this it is the Monday evening after the Cruisn' Hines event which I unfortunately missed since I am away in Muskoka. Earlier in August I had returned home for a few days to catch up around the house and to attend the August club meeting at the Brass Pointe. I drove the MGB back to the cottage and tonight Kathi and I attended the Monday cruise night in nearby Bracebridge. I had never attended these cruise nights before, and it was a good time. The people were very friendly and out of the 30 or so cars that turned out, 4 were British. There was a '76 MGB, our B, a '72 Midget and a '58 Bugeye Sprite. Not bad for an area where there are no local British or sports car clubs.

I hope you have found the time to have some fun in your own MG. There is still plenty of good driving weather left. In fact some of the best weather is yet to come.

While I was at home the last time, I noticed that the right turn signal on the MGA had stopped working. After searching for a while I found that the ground connection for the front right turn signal was weak. After cleaning and tightening the connection the right turn signal worked, but only for a short time. After turning the time delay switch on a second time the signal light began blinking faster with a faint squawking sound before it stopped working altogether. The left turn signal worked fine, so I eliminated the signal flasher. I opened the turn signal relay, a mechanical device particular to the MGA 1500. After cleaning all of the contacts the right turn signal still did not work properly after it was on for about 45 to 50 seconds. As it was starting to squawk and fail, I pushed the armature for the right side coil in slightly and everything was ok. So I bent the stationary contact slightly to yield a slightly smaller points gap and the turn signal is now fine. Wow that's 3 electrical problems in one year, more than the last 7 or 8 years added together. In each case no new parts were required, just some cleaning, a few adjustments and some thinking.

Some events coming up in September are: The Battle of the Brits at Camp Dearborn in Milford, MI on the 14th, the Mid Ohio Historic Races in Lexington, Ohio on the 19th to 21st, and British Car Day at Bronte Creek Provincial Park, Oakville Ontario on the 21st – the largest single day British car show in North America.

And don't forget to order your WDMGC MG 90 T shirt or polo shirt from your regalia chairpersons Roli Sylvestre in Canada and Chris Gurnee in the US. The easiest way to do this is at one of our club meetings.

Personally I will be heading home on Sept 1st and travelling to the Watkins Glen Grand Prix Festival for the first weekend in September. As always, keep driving those MGs and British cars….

Safety MG Fast

Ralph

Water/land tour in Ottawa

Photos relate to Ralph's article on the page 5

MG's at the cottage at Skeleton Lake

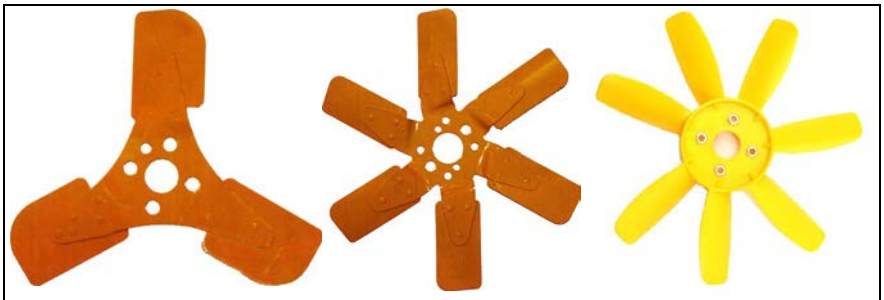
Wooden boats in the Muskoka's

MGB Cooling Fans

by Rick Astley

Many people experience overheating problems with their MGs, so we thought it worth reproducing this article about the lowly cooling fan, by Roger Parker, which was originally published in the British magazine *Enjoying MG*, July 2014, and is reprinted here with permission. Although specifically written for chrome-bumper MGB owners, much of it is relevant to other cars including the Spridgets. Roger promises to follow it up with an article concerning electric fans, which we will consider for republishing too for the benefit of rubber bumperettes.

MGB fans have varied during production with chrome bumper models (except V8) having several variations of mechanically driven fan. The three blade metal blade fan was common for most models outside the North American (NA) market, although some very early non NA market cars and automatic models from late 1967 along with the NA cars used a six blade metal fan, before being replaced by a plastic seven blade fan that arrived in the early 1970s. The seven blade fan became standard for all cars from early 1974 until the 1977 model year change to electric fans. Interestingly because the new seven blade fan made more noise one export market had to revert to the three blade fan to get the car through their local noise restrictions.



3 and 6-blade metal and the 7-blade plastic fans as used on MGBs

Fans give few problems although the metal blade types have been known to lose blades due to metal fatigue and lost blades have been known to pass through the bonnet, so it follows that any doubt as to the condition of the fan should see it replaced with a new one or sound secondhand one ASAP. With MGB mechanical fans the general principle is 'more blades means greater airflow', which is accompanied by greater noise mentioned above, and in these times of greater stress on cooling systems there is a bonus in using one of the multi blade fans if you can live with the obvious fan noise.

With the range of different water pumps, pulleys, spacers and fans there needs to be some checking of the correct fitting and positioning of the fan relative to the engine, hoses and radiator as contact with any is clearly undesirable! One of the problems with the mechanical fan set up on the MGB is a need to keep the fan far enough away from the radiator so that during very heavy braking the engine doesn't come too far forward and cut through the core of the radiator. This would be a rare event, but more likely with old and softened engine/gearbox mounting rubbers.

For the first years of production a rubber bushed stay was attached between the gearbox mounting cross-member and a cast in 'eye' on the gearbox base. Then in 1965 MG introduced a pair of very simple 'L' shaped brackets that fitted over the top and rear of the engine mountings so that when the engine moved forward the bracket would only allow a small degree of movement before it comes into contact with the chassis welded part of the engine mounting to stop further movement. With the arrival of the rubber bumper cars the engine mountings changed, so MG returned to a variation of the original design with bar between the gearbox and gearbox cross-member.

Another problem with the mechanical fan set up is that whilst the fans are able to move significant volumes of air, and the six and seven blade fans more than the three blade version, the air that is moved doesn't all get drawn through the radiator. This is because the radiator core creates a resistance to airflow as part of the basic function of transferring heat from the radiator to the passing air.

Moss Fan Cowl PT # 459-685

Having to distance the fan from the radiator core to avoid the fan contacting the radiator under braking allows more air to be drawn from other areas, which of course means this air offers no radiator cooling service. Many other cars with mechanical fans operate with a cowl between the radiator and fan, including the MGC, which has the sole function of ensuring as much air as possible that is moved by the fan has to pass through the radiator and work for its living. Unfortunately I have not seen any such cowl for an MGB, [Editor's note: here in the US, Moss Motors (and perhaps others) sell suitable cowls, see picture] which because the MGC had one seems to me that MG missed a trick here, but perhaps I am tainted by the growth of cooling issues that have occurred after mechanical fans were long replaced by electric.

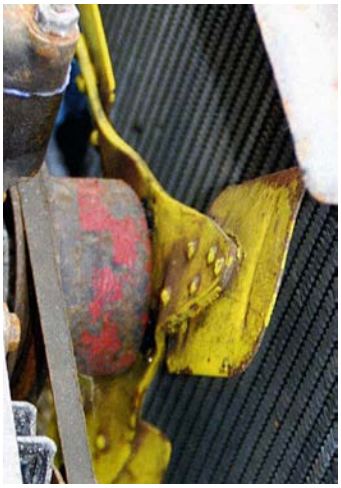
The age of all cars and usually many owners means that it is quite common to find cars that are not to the correct original specification and that will also have a variety of other issues. To illustrate this I did a 'straw poll' of eight MG Bs from 1962 to 1975 where the distance between fan and radiator varied between approximately $^{3}/_{8}$" (10mm) and approx 1¼" (32mm) between the front edge of the fan blades and the nearest part of the radiator, the top tank's edge. The average clearance on cars with a correct clearance was approx ½" (13mm).

Of very specific note is that one car had its three blade fan fitted the wrong way around, a quite common problem that is easy to do without realizing, and which doesn't immediately show in reduced cooling efficiency even though the fan is working less efficiently.

However, if the metal six blade fan were to be reversed then the leading edge cut outs in the blades would be in the wrong place and the trailing edge would become the leading edge and will most likely hit the radiator, which would be immediately noticeable!

Lastly the plastic fan has the deep dished side facing the radiator and if these fans are fitted in reverse you normally see the blades contact parts of the engine, unless someone has fitted an extra spacer to get clearance rather than stand back and give some more thought as to why this is happening!

Note that the mechanical fans turn clockwise when standing in front of the car looking at the engine. Look at the leading edge of the three blade metal fan and you see it has a curved edge; the leading edge is the one that cuts into the air. The six blade fans have a clear cut out on the leading edge, and the plastic fans have a subtle curvature down the length of the leading edge, whilst the trailing edge is almost straight. In addition all blades are curved and the concave side faces the engine. Fit the fans in the reverse position and aside from clearance problems their efficiency will be noticeably reduced.



An example of a reversed fan

NAMGAR GT 39 - Ottawa, Ontario A 40th Anniversary Tour

by Ralph Poupard

Editor's note: Last month's Can Am Connection featured a story and photos of this event, but as promised, President Ralph Poupard who was also there, volunteered to provide his take on the event and also some photos..Thanks Ralph!

When I learned that GT39 was going to be held in Ottawa, Ontario (the capital city of Canada) in 2014 I thought about the last time Kathi and I were there. It was the last days of June 1974 on our honeymoon. We had travelled to the cottage on Skeleton Lake in the Muskoka District of Ontario, stayed there for a week, then drove through Algonquin Provincial park, and down the Ottawa Valley to Ottawa. We made this trip in my 1973 MGB, which I had purchased new the previous June. We still own the MGB so it seemed like a neat idea to me to repeat the trip in the same MGB. Somehow I felt a little guilty not driving the 1957 MGA, but I thought this was an opportunity that would not repeat itself. I had been corresponding with Jeff and Jan Zorn and we planned that they would join us at the cottage and on the tour to Ottawa.

Kathi was already at the cottage, so I met Jeff and Jan, with their MGA 1600 and trailer load of merchandise, in Windsor on Thursday, July 10th. We started out in bright sunshine, but before we had driven 40 miles the sky had darkened, and soon it was raining. I had the top down, but driving at speed I stayed relatively dry. We made a pit stop at Tilbury to raise the top on the MGB, and drove the rest of the 350 miles to Muskoka without incident. On Friday we drove down scenic Hwy 141 to a nice farmers market in the town of Rosseau. Jan purchased some Canadian Maple syrup and we visited a nearby antique shop with items that seemed to be priced pretty high. After a nice lunch at the Crossroads restaurant we headed back for some time in the sunshine.

Saturday we headed to Bracebridge for a Steam, Tractor and Car show. Jeff's MGA and our MGB were a select group being the only British cars there. Besides Tractors there were numerous "Hit and Miss" stationary engines, and assorted antique farm equipment. Later we headed to nearby Gravenhurst to the Muskoka Boating Heritage Museum. In the parking lot there were some people admiring our cars, and Jeff, generous as he is, handed the guy his keys and told him to take his A out for a spin. At first the guy thought Jeff was joking, but he took a spin around the parking lot, fearing that he may put a scratch in Jeff's beautiful MGA. Jeff said "Come on, I'll ride in the passenger's seat and you can drive". When they returned he had a grin from ear to ear. His wife was taking pictures so their kids would believe him, and who knows, he may be an MGA convert.

Inside the museum there were many of the beautiful wooden boats, which were built by the numerous companies in Muskoka in the heyday of wooden watercraft. The boats in their boathouse, ranging in length up to 35 feet, have gleaming hulls, and are still in use today. The highlight had to be Miss Canada IV unlimited hydroplane with her British Rolls Royce Griffon Engine. The cowlings were off and we got to see the massive supercharged V12 close up! In 1949 Miss Canada IV was attempting a hydroplane speed record and achieved a speed of over 200 mph when her gearbox

exploded, damaging the hull. Fully restored now, they had it out running the week before we visited for their boat show, and I sure wish I could have seen it.

Sunday morning we left for Ottawa, driving up Hwy 11 entering Algonquin Provincial Park on Hwy 60. Algonquin is Ontario's largest provincial park and Hwy 60 cuts through the southwest portion. The remainder is natural, with hiking paths and many canoe routes ranging in length from 1 day to several weeks. We stopped for lunch at the nature centre and continued on to Pembroke where we planned on spending the night and meeting the "Cruise to the Capital" group. They began pulling in to the hotel about 30 minutes after we arrived. Several of this group had driven from Victoria, British Columbia. A group of us went to dinner at an Italian Restaurant and had a fun time renewing friendships.

The next morning we all headed out towards Ottawa. On the way we ran into several construction sites with very long waits. We drove through the towns of Renfrew and Arnprior and at one point on Hwy 17 I asked Kathi if she remembered this road from 40 years ago to which she replied "No". "Me either " I replied. Luckily it wasn't a hot day and we eventually met the group at an Irish Pub in Nepean. We had a great lunch at the pub and then caravanned to the Canadian Tire Centre, the home of the Ottawa Senators of the NHL for a photo session. We then caravanned to the Host Hotel, the Marriot Courtyard.

The Mariott was an excellent facility with secure underground parking and a fabulous breakfast buffet included every morning. After checking in there was an Orientation reception, followed by the Hospitality suite. Many friendships were renewed as the participants rolled in. We met Dale and Lise Brown at the Hospitality Suite. They have a trailer parked at a campsite near Ottawa and attended the GT.

Tuesday morning we boarded buses to tour the Parliament Buildings. When we arrived we went into line to procure tickets for the Parliament tour. After we were in line for a while we realized that we would not have time to complete the tour and see the Changing of the Guard, which Kathi wanted to see. So we got out of line and went to wait for the Changing, which is patterned after the British tradition. About 20 minutes later it began to rain, and about 15 minutes later they cancelled the Changing of the Guard. So now we had no tickets for the tour and there was no Changing of the Guard, but then we overheard one of the tour guides mention that they may open the Peace Tower, which houses the famous clock, earlier than normal. We toured the clock tower and then went into the room where the names of soldiers of the various wars are kept in large books inside climate controlled enclosures. They turn the pages each day with white gloves in a small ceremony. When we got to the WW1 book, it was open to the page with the name Scott, which was Kathi's maiden name. She had heard that her Grandfather's brother had been killed in WW1. In the list was his name, Thomas Scott. They allowed us to take a photo of the pages, and it seemed like this was meant to be, with the series of events leading up to us touring the Peace Tower, and the minimal chance that the book would be open to that page.

Later that day we drove the cars on a tour of Ottawa. We discovered that the city is in a great deal of construction, like everywhere. Arriving back at the Hotel, there was just enough time to get ready to board buses to go to the Red and White Ottawa River Dinner Cruise. The ship cruised up and down the Ottawa River several times while we had a nice buffet dinner. We passed the Prime Minister's residence, the US Embassy and many other buildings of note. Back at the Marriot it was time for another hospitality suite.

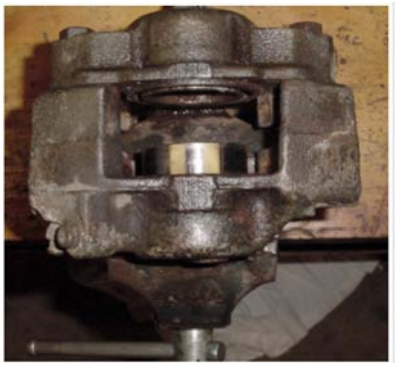
Wednesday was car show day, held at the Canada Science and Technology Museum. The location was excellent with the cars arranged along the pathways on the grounds. There were numerous groups of young children walking along admiring the cars. I recall hearing several of them trying to guess which car was the fastest. As the show was winding down, Kathi and I joined Dale and Lise Brown for a tour of the Science and Technology Museum. Afterwards the four of us went to the ByWard Market, a large market district, and toured the wide assortment of shops from fresh produce and foods of all types to clothing boutiques. An interesting sight was an Amphibus. I had never heard of such a thing, and it had a curious name for an amphibious vehicle that is supposed to float, "Lady Dive". Later that evening we met up Jeff and Jan Zorn for dinner at an Irish pub in the ByWard Market. Afterwards, back at the Mariott it was time for the Drive In Movie. The first feature was an episode of "Dennis the Menace" where Mr. Wilson receives an inheritance and goes out and buys an exotic sports car – an MGA. The second feature was of course "Blue Hawaii", co-starring an Orient red MGA along with Elvis and Angela Lansbury. The night ended with another fun hospitality suite.

Thursday morning was the Ottawa Valley Rallye. This was a clue rallye and a great deal of fun. We travelled the local and rural roads of the Ottawa Valley, some of the roads more than once as the participants tried to find the answers to the cryptic questions! We stopped and asked several locals for help and they seemed very willing to help us. I think they hadn't seen so much excitement in years with the all the beautiful sports cars. I always amazes me how just seeing our MGs can bring smiles to so many faces. Later back at the hotel there were several Tech Sessions and then it was time for the Awards Banquet. The WDMGC did well with Dale and Lise Brown winning 1st place for the rallye, Jeff and Jan Zorn 2nd for the MGA 1600 class, and our '73 won 2nd in the MGB class. That is the only prize that our MGB has ever won, somewhat helped by our story of the 40th anniversary tour. A final hospitality suite followed with everyone in a cheerful mood.

Friday morning it was time for a farewell breakfast, as we all left. Dale Brown went to the Ottawa All British Car Day, Jeff and Jan Zorn headed back with a group of the Michigan Rowdies, and Kathi and I returned to the cottage in Muskoka. Thanks go to The Ottawa MG Club who did a first class job with the entire GT going without a hitch, and demonstrated Canadian hospitality in a big way. We all had a wonderful time. Windsor-Detroit MG Club members in attendance were: Jeff and Jan Zorn, Dale and Lise Brown, Bruce Read, Steve Holiday, Bill and Ellen Weakley, and Ralph and Kathi Poupard.

Brake Calipers

By Harry McLean



Let me start off about brake calipers and the need for new ones. this is coming from me with my 50 yrs of experience working on cars. All to often people think that a caliper is bad when they are frozen from various things, non use, in the case of LBC's, as well as other things. Calipers themselves rarely go bad. However the seals in them as well as the pistons do, as that is where they seal. They do not seal on the sides of the caliper, it's just a hole to hold fluid and put more in when you apply the brakes to move the piston. When a caliper is frozen or goes bad there are several things you can do to get frozen pistons out. Here are the tricks I've used over the years.

1. Remove bleeder screw and hold piston in that is frozen with a clamp and install a grease fitting in bleeder screw hole. Hand pump grease into it. usually this breaks it free.
2. Tear dust boot off, (it's gonna get replaced anyhow), and squirt penetrating oil in it. Let it sit for a little bit then try to move piston out. If not take a block of wood and drive it down. Normally they will go down or use the pad and a clamp then use low air pressure to send it out. Normally they go. Sometimes a tool will need to be used to grab the piston from the inside and wiggle it out. Lisle used to make a tool for it but not sure about now.

The most that will have to be replaced is the piston, and sometimes a bleeder screw. The seals come with a kit anyhow $20 at Moss or any otherBrit car supplier. For bleeder screws that are hard to move, or if you have broken them then take to a machine shop they can get them out. However if you haven't screwed them up they are easily emoved. This is how: Get your handy dandy propane torch, who doesn't have one of those? Then heat the casting up, (you aren't going to get it that hot as it won't turn red). Then cool it with penetrating oil and tap around the screw with a little ballpein hammer, an 8 oz. works good. Not those damn carpenter hammers. Do this in succession about 5 times then try to move screw, normally they do. If you have damaged it to where you can't get a wrench on it from using the open end wrenches when you should have used a 6 sided box wrench, then use Vise Grips to turn it. Then go to an auto parts for another as they should fit.

As long as the pistons are still shiny after clean up and no marks in them then they are still good to use as the seals seal against the piston. Make sure when rebuilding to clean everything inside & out etc., and get all rust out of groove for seals as well as dust boots. When installing he seals make sure to lube the sealing side with brake fluid. But if it's not cost effective to redo your calipers then reassemble it and get a rebuilt unit and turn yours in for the core charge. you can paint them at this time to make them look pretty if you like. Happy braking...

Members enjoying the nice weather at the Cruisin' Hines Drive event

Anniversaries

This month the Club acknowledges the following members on the anniversary of their WDMGC membership:

15 Years	Paul and Pauline Blunt of Pinckney
10 Years	Mick and Lori Gedeon of Shelby Twp
10 Years	Ron and Alice Hale of Farmington
5 Years	Bruce and Tammy Mader of Rochester Hills

The WDMGC welcomes new members:

Mounir Blibeche of Ann Arbor, John Criteser of Westland, Matthew Rall of Canton, Rich Reibel of Royal Oak

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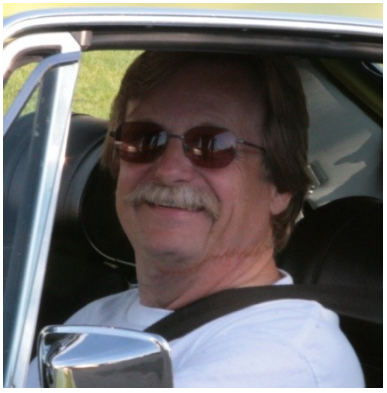
Leaves that are green turn to brown - *Simon and Garfunkel*

(Click on the title to hear the song)

Steve Finch - Events Coordinator



You know it is coming. Time hurries on. Don't let it slip away. Drive your MG.

The September calendar features two premier British car shows, the Battle of the Brits hosted by DTSC at Camp Dearborn in Milford and the British Car Day at Bronte Creek in Oakville. Both shows are worth the effort.

We haven't had many driving events on the calendar this year, but as Autumn approaches we have two on the calendar for October.

The first, put together by Philip Wiltshire and Doug Butcher, will be a pleasant Autumn Twisty Bits Tour on Sunday, October 5, starting in Milford, cruising around newly paved roads in Livingston and Washtenaw counties, and ending back in Milford at the Red Dog Saloon.

Wed, Sep 10	Monthly Meeting - Windsor	The Leaf
Sun, Sep 14	Battle of the Brits, Camp Dearborn	Milford, MI
Sun, Sep 21	British Car Day at Bronte Creek Provincial Park	Oakville, ON
Mon, Sep 29	Border City Mini Club - All British Cruise In	Windsor, Ontario
Sun, Oct 5	Autumn Twisty Bits Tour	Watch eMail for details
Wed, Oct 8	Monthly Meeting - Farmington Hills	Brass Pointe
Sun, Oct 19	WDMGC Fall Colour Tour	Watch eMail for details

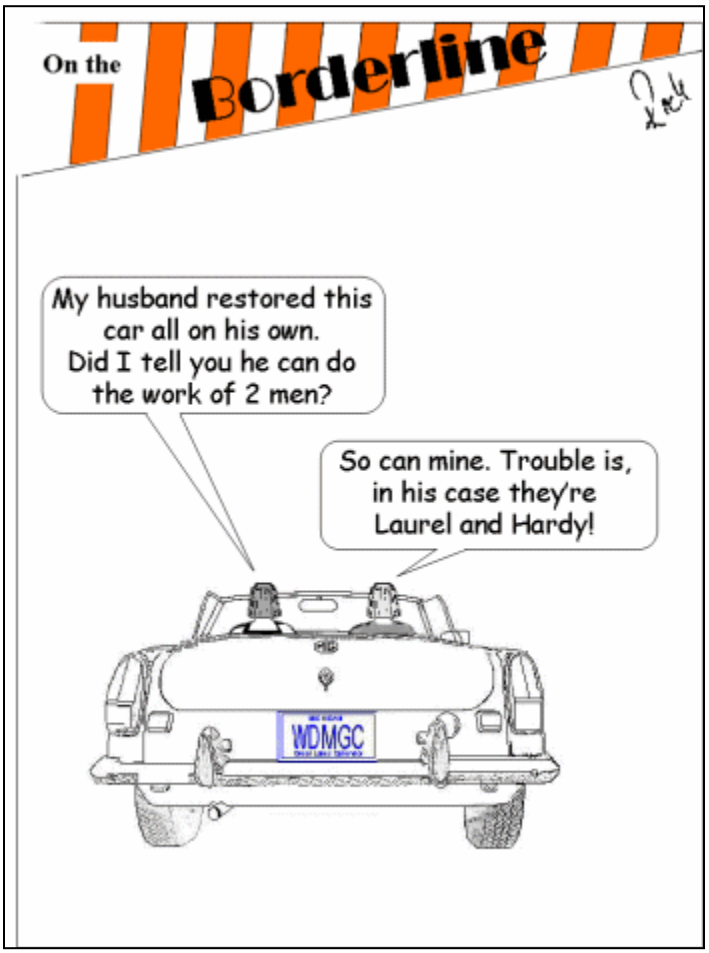
The second is our traditional Fall Colour Tour to be rallyemastered by Ed Fleming on Sunday October 19.

Watch your email and our Facebook page for details of these season ending driving events.

I hope you will join us at a meeting, event or for a drive in your MG. Safety Fast! - Steve Finch

September Meeting at The Leaf

The September club meeting will be Wednesday September 10 at The Leaf Bar & Grill 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



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

CARS WANTED

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MG Parts Early MGB Disc Wheels with chrome half moon caps. Wheels recently painted silver and in great condition. (5 wheels and 4 caps). Wheel nuts included. Reduced to $150. Also Midget luggage rack. $25. Several MGB doors and vent windows, MGB trunk lid. Make an offer or could give free for some items. 71 MGB or GT seats in excellent condition including rear bench. $200. Dale at 519-258-5987 or dbrownmg at mnsi.net.

1973 MG Midget parts "free to a good home":
two rear springs (rusty); wind shield frame (includes glass which has delaminated); passenger side door (incomplete; quarter window missing).
Any one interested can e-mail at : vdhoven at uwindsor.ca

1970 MGB Roadster, Bronze Yellow, excellent overall condition, restored several years ago and driven only a few hundred miles a year. Chrome wires, overdrive, very nice vehicle. Pictures available. Asking $7500. Mike Grimm, 734.502.0811, mwg1950@aol.com.

1966 MGB Rdst, Tahiti Blue with black interior. In very nice condition. Needs just a little TLC. Asking $4900. It's located just north of Caseville Mich..For more information and photos call, Mark and Elaine at 248-255-2798

1980 MGB Pageant blue. 75, 200 miles, good clutch, brakes & transmission. Original interior in good shape. New top, starter & battery. An inexpensive rolling restoration. A few small issues, $3600.00. Car is located in Cheboygan. Call Rob at 248-877-6116.

5 new Michelin Tires.
Contact Dave at: mgdave at sympatico.ca

1980 Triumph TR7 Engine and Transmission
Engine
Heads professionally redone, new values and springs, new water pump, new timing chain. Starter rebuilt, carburetor rebuilt with new TR7 needles, steel headers.
$500.00 or OBO
5 Speed Transmission
Low mileage 45,000 miles
$500.00 or OBO
Both items sitting on trailer ready to go.
Contact Bryan at: xpertsystems at cogeco.ca

1977 MGB roadster. BRG. 55,000 miles on chassis, 15,000 miles on rebuilt engine. Recent full body restoration plus lots of upgrades in last 4 years. Excellent top and interior. Garaged year round. $16K invested. Asking $12,500. Bob Hauser 248- 673-0928 (Waterford)

1969 MGC-GT, BRG; overdrive; mini-lites; red leather seats & door skins on front seats; original black cloth upholstery on shelf seat. Car was purchased in California in 1989 & restoration completed 1990. Body and paint in good condition after 24 years of driving & enjoying it. 73,600 (173,600) on odometer. Repair records available. Asking $14,000. Call Fran at 248-681-8420 or, email govlewis at hotmail to view.

1978 MGB Roadster. Good clean condition, needs some tender loving care. No rust, red (recent paint). Road style wheels, luggage rack. Recent engine rebuild with dual SU carbs. Car is located at Commerce Lake. Asking $4500 OBO. Can e-mail photos Call Jim at 248-705-8585.

New MGB camshaft and other MG and Triumph parts. Andy Noestheden 519-980-1946

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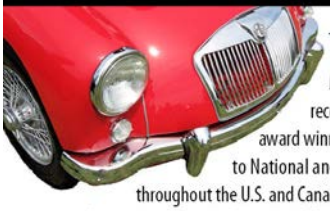

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FIRST CLASS MAIL

Car of the Month September 2014

Event coordinator, Steve Finch's 1974 MGB-GT sports a beautiful custom made roof rack. All set for camping maybe?

Is your car in the club's Gallery on our web site? If not, send one to our webmaster (see page 2) with a little anecdotal information, and not only will we feature it there, you never know, it may become a Car of the Month in the Newsletter too. If your car has already been in the Gallery a while, take a look at it and please check the picture. Some photos are not good enough for printing in the newsletter, but we're betting that you've upgraded your camera since and now have better pictures to send us. Check the story with it too, and update it if necessary.