The Can Am CONNECTION

Vol. 22, No. 6 - Newsletter of the Windsor-Detroit MG Club - August, 2002

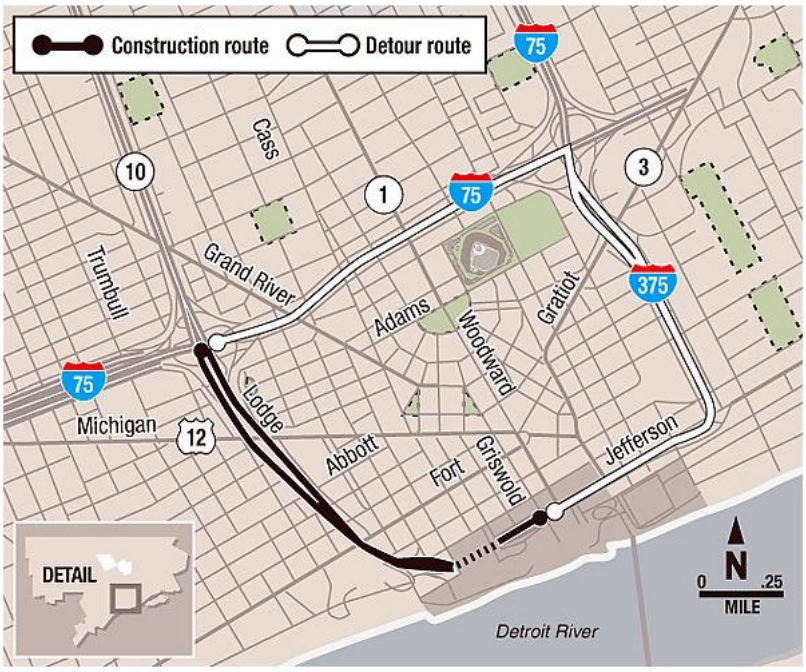
Mad Dogs and Englishmen Went Out in the Midday Sun

How the route was chosen is lost in legend, but for years now, Windsor-Detroit MG Club members have been taking the same beautiful traffic free country roads to Hickory Corners near Kalamazoo to take part in the Mad Dogs & Englishmen British Car Show. Matt Bade was the shepherd this time, accurately and considerately leading a small flock of MG's to the show on a very hot Sunday, July 7th. His sheep were Al Burnham with son Scott, Fran Lewis, Mike Derderian with daughter Becky and Rick Astley. Jeff & Jan Zorn had arrived the previous day, and were vending for their Little British Car Co. from their marquee as well as showing their MGA.

The 'Mad Dogs' event is certainly special, the grounds being home to museums containing some extraordinary cars, indeed the admission fee is worth it just to see these. The featured marque this year was Triumph so our friends from the Detroit Triumph Sports Car Club were out in force. In all, 325 cars exhibited.

We were wondering in which order Jeff or Mike's MGA's would take the 1st and 2nd prizes, only to be dumbfounded when neither were ranked by the popular vote. Our group didn't come home empty-handed, however, Fran Lewis deservedly taking the prize for the best MGB/C-GT with her Primrose 1969 MGC-GT. More "Mad Dogs" pictures on Page 8.

Lodge Repairs Will Necessitate New Routes to Club Meetings



The Lodge Freeway (Highway 10) is an important conduit for members going to and from club functions via the tunnel, and so the closure of its south section will require some rerouting for many. We hope it will not deter Canadian members attending from the August 14th monthly meeting, because the detour is simple and is indeed the preferred route for many even when the Lodge is fully open.

Just turn right after leaving customs and follow Jefferson until you see the ramp to I-375. Then take the 2nd exit to I-75 South and join the Lodge there by taking signs to 10 North.

When returning, take the Lodge South, I-75 North and just keep to your right, taking I-375 South and then the 2nd exit, signed Jefferson. Again keep to your right and take the right turn onto Jefferson at the light at the top of the ramp. You will have to pass the tunnel and do a legal U turn to approach it.

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

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

I am sure every one of our members is fed-up with being hounded to help with one thing or another, so I am pleased to say that there is one job that we won't be pestering for anymore. Dave Bartilson has offered to do the last stage of the Newsletter production which is taking the raw print from Dan, assembling it, folding, tabbing, labeling, stamping and finally mailing it, a job which my wife Anne and I know first hand to be very time consuming. Thank you Dave.

Now for another one. The club now owns a 4,000 lb capacity engine lifting crane with balancer that allows an engine to be pulled out at an angle. The crane does fold but is none the less quite space hungry and it is certainly no lightweight. We need a manager and keeper for the crane, that is someone with storage space who will look after it when not on loan and who will track its whereabouts and manage the loan arrangements. The crane will be available for members to borrow just as soon as we have a manager and the board work out the loan conditions. Informal discussions have concluded we will need an indemnity form and, on the basis that people always put more value on things that are paid for, a small "tool replenishment fee" that will be used to fund further tools or their replacements. We may also need a deposit with fines levied against it for tardy return.

The club has also received the carburetor reamer discussed in the June *Can-AM Connection*. As we said then, about one third of members cars could possibly benefit from the use of this tool, which allows the use of oversized throttle shafts to replace worn ones.

A glance at our calendar shows we have the monthly meeting and 3 club driving events in Michigan this month, and that together with the Pelee Island picnic having to be canceled last month, means that Canadian members are not as well served as their American counterparts this summer. If someone on that side of the Detroit River would like to grab a map and the Membership Directory, I am sure it would be possible to arrange a couple of evening or weekend runs by calling some people and asking them in turn to call others. With only 34 Canadian members it should not take too long. Let me know too, I can then broadcast an e-mail to our wired membership; I am sure there will be many from the US who would want to join you.

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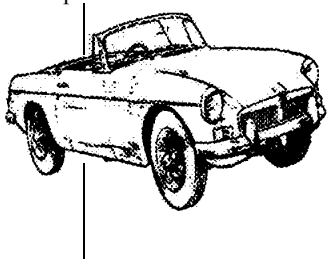

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Presidentially Speaking

By Dale Brown — Club President

The summer is just flying by, but with all this nice dry weather, we've had lots of opportunities to drive our cars!

I'm sorry I had to miss our monthly meeting at the Nisbet in July as Lise and I were on vacation touring Ottawa, Montreal and Quebec City (in our MG of course!). I understand that the meeting was a great success with over 25 MG's in the parking lot. Let's do it again at the Brass Pointe in Farmington in August.

As you know, we had to cancel our planned picnic on Pelee Island due to the ferry being out of commission. We'll try again next year. Keep an eye on the calendar of events. There's still a lot to do this year.

But, speaking of vacation, here's a few snap shots of our enjoyable trip with our MG. We spent the first week of July in our nation's capital, Ottawa Ontario. The city is full of wonderful landscapes and things to do. Here you can see our car parked outside one of the many restaurants in the market area. (An Irish Pub this time.)

Later that week, we took a drive into Quebec just north of Ottawa and came across one of the oldest Covered Bridges in

the Laurentian Mountains. Great scenery.

During the second week of July, we took a 5-hour drive to Quebec City and stayed in the old section. (Very reminiscent of the cities in England!) And you'll never guess what we came upon one day….. The famous Guinness truck!!

Our accommodations for the few days were wonderful and a great place for taking pictures with the car.

And driving back along the St. Lawrence was a great experience, especially with our new windblocker all in place. We could even hear the radio for a change. (French music of course.)

In closing I wish to welcome some new members, Peter and Elizabeth Soteros from Windsor. When Lise and I returned from Ottawa, we noticed down the street, just maybe 6 or 7 houses from us, a white 78 MGB in the driveway. I stopped and talked to our new neighbours and discovered that they had just bought the car the day before. He asked me if I knew of any MG Clubs around. What a coincidence, I said, you're talking to the current President of the Windsor Detroit MG Club. He visited our web site, and sent his registration in the same day. Welcome!

Safety MG Fast

Dale

NINETEEN DAYS IN AN MGB

(On the road with Adrienne and Rich)

by Rich Wagner (continued from July's issue)

THE REST OF THE STORY

Continuing west through Texas, it wasn't long before we saw signs for "Route 66" and "The Midpoint Cafe". Midpoint's claim to fame is that it's located at the center of the original route between Chicago and California. Historic it

was and even the no-nonsense menu hasn't changed. The waitress sat down to help plan our visit to Albuquerque and we ordered grilled cheese sandwiches to be polite. Another traveler told us about the legendary motels just ahead in Tucumcari, New Mexico and we also met the regulars from the area, which included an elderly man who has a 1952 TD in his garage. "Still runs", he said, but admits to being a little too old to get in and out of it. Finally, there was a couple from Ohio riding a motorcycle who told us their son owns a MGB like ours.

Back on the road, we crossed over into New Mexico and into a new time-zone. Stopping for information, we were handed the Route 66 Traveler's Guide with a picture of "The Blue Swallow" motel on the cover. With all this promotion, the motel had become larger than life, but when we approached and actually saw it, we began having some real res-

ervations (pun intended) about staying the night. These places still exist but who'd ever...., Anyhow, we rang the Night Bell and asked to see a room. What a Nice Surprise!! The tidy place was fresh and clean, furnished with antiques and live plants. We knew right away we'd be spending the night.

With time to kill, we explored the deserted downtown that may have once been the "Hot Spot" postcards had boasted about. Today, Rte. 66 only goes through the mostly abandoned strip of stores and motels, leaving just one restaurant, gift shop and two original motels.

We stopped at the restaurant and discovered our Harley friends already there having dinner. For us, this was a day for cooking steaks, so it was off to the market for what was needed to make our "Backyard BBQ" dinner at the motel. That night, with the roadway less than 100 feet from the door, we learned that staying the night at "The Blue Swallow" could never been better than today. Imagine what it must have been like in the good ole' days with all the traffic on Route 66. Today, when the sun goes down, everything closes, making it a very peaceful night along this deserted highway. The next morning, we had a good & spicy breakfast at "The Pow Wow Inn" before starting our final drive. Just ahead was "The Route 66 Auto Museum" and how could I not stop?

Getting back on I-40, another sign said that 40 miles ahead was a "Dairy Queen" at a place called Bowlin's Ranch. We had a good laugh just before getting there when we saw what must have been at least 20 signs side by side, each one advertising something different at Bowlin's! After spending some extra time checking out the mammoth gift shop, we drove the final few miles to our condo in Albuquerque.

Eight days and just over 2,100 miles, it was another good trip for us. Were we tired from our trip? How could we be? Driving for us was not a chore, but the best part of our vacation.

——————– IN ALBUQUERQUE ————————

Once we were unpacked, I telephoned another MG owner who I didn't know, but had gotten his number from the internet. Presumptuous? Perhaps, but it was the only way to introduce myself. Later, he called and after some introductions, a Tuesday dinner was planned. Looking up MG in the phone

book, I also discovered a listing for "MGB Experts". Now, that's presumptuous! We'd have to meet these guys.

{If you'd like to read all about our week in New Mexico, here is the site} http://community.webtv.net/OurMGandTR/TheDrive.

On Tuesday, we drove to the address listed for "MG Experts" and said hello to the owners of "Taos Garage", an exclusively British repair shop. From there it was off to lunch in "Old Town" where we spent hours carefully going through each shop. We needed lots of time to walk off lunch because this was only a short distance to where we would be meeting the Hollies for dinner. Don and Linda Hollie made us feel like old friends with small talk and useful tips about our visit. I kept thinking what a clever idea this was because both of us finally had someone else to visit with.

Wednesday, we headed up the Turquoise Trail. Stopping at a gift shop in Santa Fe, the owner introduced herself and told us that both she and her brother each have MGTDs. Business must be pretty good because she also owns one of the new Ford T-Birds.

———— THE RETURN TRIP ————

We ended our visit after six full days and began our drive home. Heading north, the route took us through a kaleidoscope of changing terrain that ended in Taos. Heading east on a cool Saturday morning, the drive was so pretty that after stopping for lunch in Cimarron, I lowered the top and hooked up the camcorder. Too late! The road soon straightened out and the speed limit became 65MPH.

About 100 miles outside of Dodge City, the drive really lost it's charm when we encountered huge cattle stockades along the highway. The stench from the cattle was just overwhelming, so much so that we would have welcomed the scent of skunks or even Gary, Indiana compared to this mountain of manure. Believe it or not, they actually do stack the stuff!

We reached Dodge City and spent the night just up the street from "Boot Hill".

Sunday, we continued on the Oregon Trail and Pony Express Route. These routes were not made for sight seeing, so it was another high speed day down straight roads. We rewarded ourselves that night in St. Joseph, MO with a visit to Whiskey Creek Bar & Grill for dinner before a visit to the car wash.

Monday, after another day of driving, we were ready to stop. Problem was, driving the backroads, there isn't any way of knowing where the motels are. Thanks to the "Traveler's Guide" coupon book, we found our location and saw that motels were just a few miles out of our way. These booklets proved to be a valuable resource, since we never planned more than one day at a time.

Tuesday, we headed straight east on Route 36 to Indianapolis where we planned to connect with Route 31 North. Filled with confidence, we headed straight into the city where it soon looked like the area around Joe Louis and Cobo Hall. I knew my connection had to be here someplace in the center of town, so I headed north as soon as I saw a road called Meridian. This road took us right up to huge statues and buildings before taking us to a roundabout (circle) drive. As we began to circle, I turned right again when I saw the sign Meridian, but it wasn't until 117th Street that we learned that this was indeed Route 31.

Out of the city, we were back in the countryside, stopping to see covered bridges and another auto museum in Kokomo, Indiana. We ended the day in South Bend at a Howard Johnson's Motor Lodge for a final night away from home. Mr. Majestic sat parked proudly out front by the road under a British flag just as if the space had been reserved for him. Mr. Majestic? Oh, he's our MGB.

Long distance driving has been a big part of our British car experience for over ten years. We've seen the beauty of America from behind the wheel of our cars and can tell you that the backroads have never been better maintained or more deserted than they are today. Adrienne enjoys the looks we get from kids as we drive by and the world seems a much friendlier place. Everywhere we stop, folks say hello and tell us all about cars that they've owned.

We've also learned that the legendary roads like Route 66 were roads designed for travel and never provided the scenic drives that the legend has created. Here in Michigan (and in our surrounding states), scenic drives can take you almost anywhere. The ride may take you a little longer, but you'll cherish the memories.

Tom Newton's 1974 MGB-GT

Here's one of Tom & Sandie Newton's 3 MG's. It's a '74 MGB GT that Tom bought for his wife in 1975. It had 4,000 miles on it, was about 10 months old and sitting on a Ford dealers used car lot. Since then they've had some body rust repaired and a repaint job. It now runs a '77 motor with a pair of SU HIF carbs.

Tom usually keeps a battery in the car and fires it up a couple times during the winter months just in case they need it. Their son visits from California during Christmas and always takes the chance to take it for a spin, but only if the roads was dry. However, this year his son took the car back to San Diego, where it should get some TLC, not just because of the weather, but also because he works weekends in a restoration shop there.

The '74 is an interesting car, and very distinguishable from the '74½ which was the first of the rubber bumper MGB's. Until the rubber bumper model was ready for launch, MG needed to do something to meet the US bumper height and impact regulations. Adding the enormous over-riders was their response — appendages that soon became affectionately known as 'Jane Mansfields', in honor of the outstanding American actress.

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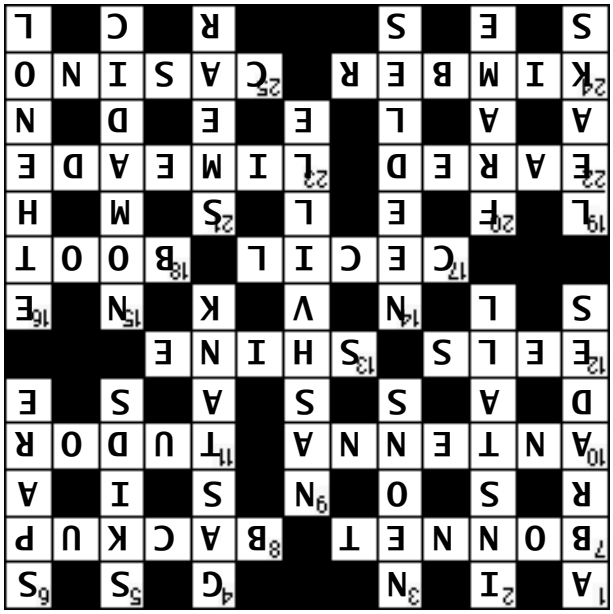
Solution to Crossword Page 8



Is your B an Inny or an Outty?

The B under discussion here is not your belly button, although those without chrome-bumper MGB's are welcome to go and contemplate their navels while the rest look at the sidelights on their cars.

The question is, are the long sides of the front sidelight lenses toward the inside or the outside of the car? There is a correct and incorrect way and in a recent survey our members did very well when compared to other owners. At the recent Mad Dogs and Englishmen show, 27 chrome bumper MGB's were checked and 9 of them, exactly one third, were wrong. However, at our last meeting in Windsor, of 11 cars, only two member's cars were amiss.

So which is the correct way? The answer is **the long side of the lens should be to the outside of the car.**

This can be verified by looking at the original MG publicity pictures , the lens orientation stemming from the fact that the UK lamp is somewhat different to the North American standard. Both contain turn signals, but what is referred to here as a sidelight is more strictly a parking light in the UK. As a, result, the original British lens has a white and an amber section, rather than being all amber. In Britain, while turn signals are amber, a car must show white lights to the front, and red lights to the back when parked at night:

The left-hand British sidelight.
The outer side of the car is this way ➔

- On a bus route
- Where there are either no street lights or they are spaced more than the length of a cricket pitch apart.
- When kipper hunting is in season.

We are half joking here, but what is true is that the white light has to be outermost on the car, and the white light and part of the amber lenses are contained in the section of the lamp with the long edge. With the long edge outermost, both can be seen from the front and side.

So there you have it; and now back to those belly buttons….

A BIG Welcome to our New Members

- **Dave & Valerie Dalfonso -** Flat Rock, Michigan
  White 1970 MGB Roadster
- **Paul Lester & Marie** - Commerce Twp, Michigan
  British Racing Green 1966 MGB Roadster.
- **Peter & Elizabeth Soteros -** Windsor, Ontario
  White 1978 MGB Roadster

WHAT IS VINTAGE RACING?

We will all have a number of opportunities to watch Vintage Car racing this summer. I thought a little vintage racing background information might stimulate your interest and/or add to your enjoyment of the races.

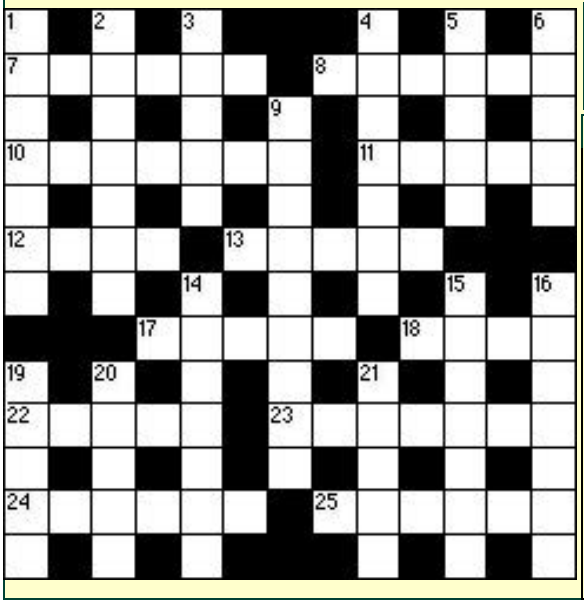
Many types, classes and categories of cars are raced. Most are owned and maintained by individuals and raced for fun. The cars include sports cars, grand prix cars, formula cars, grand touring cars, and sport sedans. Some of the cars have actual race history and some are performance cars that could have been raced but are seeing competition for the first time. Only period racing modifications are allowed on the cars. Most organizations limit the age of the cars to 1973 and older. Minimum safety modifications are a roll-over bar, competition seat belts/shoulder harness and an in-car fire extinguisher. Drivers must ware Snell approved helmets and fire resistant clothing and shoes. In many races several classes and/or groups are combined to form a racing grid. Here are some of the classes.

- PRE WAR CARS
  Pre World War 2.
- SMALL PRODUCTION SPORT CARS
  MGA, Sprite, Midget, TR2 & 3, etc.
- MEDIUM PRODUCTION SPORT CARS
  A/H, Sunbeam, 6 cyl Triumph, Porsche, etc.
- LARGE PRODUCTION SPORT CARS
  Jaguar, Corvette, V8 Mustang, etc.
- HISTORIC SPORT CARS AND SEDANS
  An important part of racing history.
- FIA WORLD CHAMPIONSHIP CARS
  Big prototype cars that ran at Le Mans, Monza, etc.
- SMALL SPORT RACING CARS
  Two seat race cars. Lotus 11 & 23, Elva 7, Porsche 550, etc.
- LARGE SPORT RACING CARS
  Expensive two seat race cars. 450 Maserati to Can-Am cars.
- FORMULA CARS
  Open wheel cars built to a strict formula. F-Vee, FC, FB, F2, F Atlantic, and F Jr.
- GRAND PRIX, FORMULA ONE, AND INDY CARS.

Most of the stuff in this article was stolen from "VICTORY LANE MAGAZINE"

Otto Pope

The Windsor - Detroit MG Club Crossword



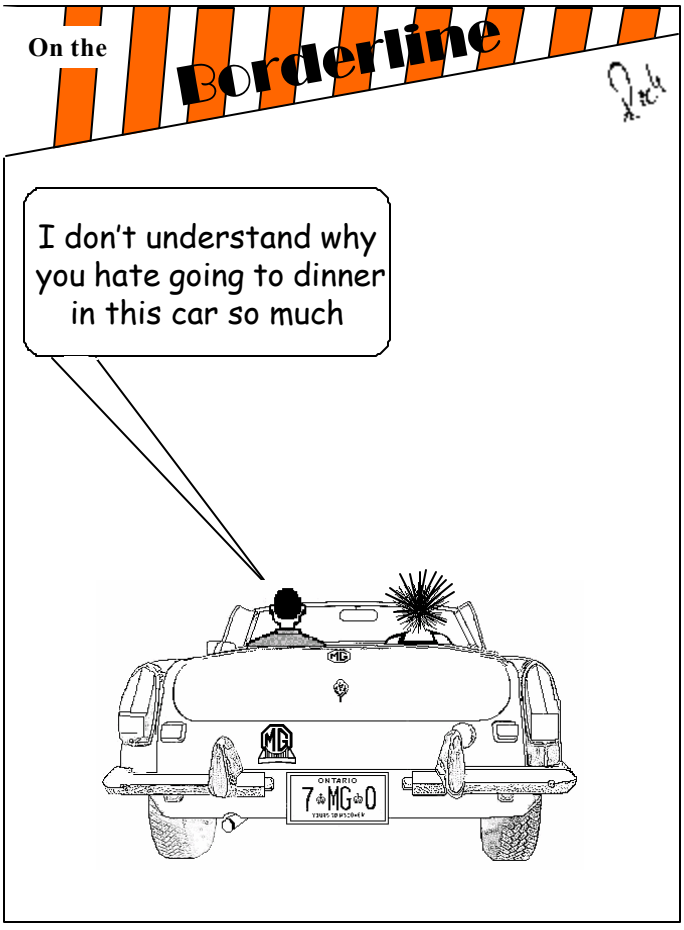
Especially devised for the W-DMGC, these puzzles require a knowledge of MG's, cars in general, Ontario, Michigan and all things British.

Across

7 MG Hood (6)
8 Go in reverse (4-2)
10 Aerial to Brits (7)
11 Morris Traveller house style?(5)
12 Some are electric (4)
13 Ideal paintwork attribute (5)
17 & 24. MG founding father (5)
18 MG Trunk (4)
22 Like a wing-nut (5)
23 Brits mix it with lager (7)
24 See 17 across (6)
25 A Windsor, Ont. landmark (4)

Down

1 Grinds down (7)
2 Place in service (7)
3 Daimler-Chrysler cars (6)
4 Don't let it become empty (3-4)
5 The results of braking too hard? (5)
6 The fifth wheel (5)
9 TN City (9)
14 SU and Stromberg carb' features (7)
15 Itinerant (7)
16 Alternative fuel (7)
19 They spoil your driveway (5)
20 Windshield surround (5)
21 Daub with grease or dirt (5)



More "Mad Dogs" Pictures

Above: Rick Astley, Mike Derderian, Fran Lewis, Becky Derderian, Matt Bade and Al Burnham pose by Mike's car.

Below: Al Burnham stands by his LE, which is certainly a prize-winner, although not, unfortunately, this day.

☺ **The Old Chicken Joke**

Why did the chicken cross the road?

To prove to all the skunks, possums and raccoons that it <u>can</u> be done.

Classified Advertisements

WANTED - 1967-1972 MGB GT in good to excellent condition inside and out and engine bay; no hint of rust; improvements as V8 bushings and Spax shocks welcome, although prefer close to stock as possible. Overdrive only. Color not important. Will travel for the right car.
Roger King 248-765-0705 or sailing419@comcast.net.

1977 MGB For Sale Brooklands Green w/ Autumn Leaf interior. Beautiful Condition/well maintained. One of the best "Daily Driver" cars you'll find. 56,000 miles. Just completed tune-up, new front brakes, and a bumper-to bumper inspection by Guy St. John (WDMGC member). Weber DGV Carb. $8,500
Eric Blauwaert (248) 616-5706.

MGB Tonneau Covers. New with headrest pockets $120, used $70. Brand new top cover $90, used $40.
Elvin Davis Jr. (248) 960-2296

1975 MGB. Less than 6,000 miles since John Twist rebuilt motor. Asking $8,000 for this very reliable Driver that has just returned from a 4,000 mile trip. See photos in web site Gallery.
Rich Wagner. 248-624-9573

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Wanted: Chrome Bumber MGB or Midget Preferably no major body flaws or technical probems.
Jack. Email at jbren45@excite.com

1974½ "Rubber Bumper" MGB-GT. 12,200 mi. original. Orange. Excellent condition. $6,500 US
George Hameline (810) 750-2711

1968 MGB-GT. Primrose yellow. Wire wheels, re-chrome, Weber carb. Original owner. $4,000. Farmington.
Bud Miller 248-474-6489.

1967 MGB Parts Car. Body in bad shape but drive train and all other components in good order. Leather seats, mahogany steering wheel, knock-off wheel nuts.
Jerry del Giudice. 773-531-1939

1976 MGB Roadster, Great project or parts car. Will consider any serious offer.
Wayne Gray 248-547-4908 (H) 586-574-5465(W)

4-synchro tranny from a 1973 MGB roadster. Completely rebuilt at University Motors (John Twist) Transmission Rebuild Seminar this past February. All the typical wear items were replaced (synchros, shafts, etc.) as well as laygear, reverse idler and 3rd & 4th sliding hub. Asking $500.00 USD or $750.00 CAN.
Call Andrew Turner @ (519) 562-6810. Please leave a message.

1971 MG Midget . Restored 6 years ago. New Biscuit interior; "Viper" red exterior knock-off wheels, new top and racing tonneau. Not currently running-- needs water pump, generator and standard electrical bits, but car is complete. Baby due in October, no time to fix, must sell quickly and know I will regret it. - $3,300.
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- Thursday: Sign in 5:00 pm - 8:00 pm - Parking Lot Party with the "Speckled Hens".
- Friday: Autocross 9:00 am - noon.
- Parking Lot show - with voting on "Best of Show" for each marque pre-registered.
- Awards Dinner (the best Chinese in Grand Rapids!) .
- Saturday: Tour of Fast Cars, Inc. Wayland, MI.
- Parking Lot show - with tech sessions
- Tech sessions by V8 conversion experts and aluminum V8 engine experts.
- V8 Vendors will be on hand to answer questions and display the latest in Conversion Parts.
- "The Lap of the Lake" and other events, including the "Speckled Hens" parking lot party all weekend long ! !

August 17th — A Dream of a Day

The 17th is the 3rd Saturday in August and is therefore 2002 Woodward Dream Cruise Day, and indeed only the main day in what has become a major weekend in the US for classic car enthusiasts. This is only the Cruise's 8th year, yet in the Motor City, on the first road in the world to have a traffic light, it is expected to draw over 1.5 million people to see some 30,000 cars cruisin' the 16 miles through the cities of Berkley, Birmingham, Bloomfield Hills, Bloomfield Township, Ferndale, Huntington Woods, Pleasant Ridge, Pontiac and Royal Oak.

This year, with so many cars and people, the organizers are trying to keep things moving and to improve the view for spectators by designating the 2 curb lanes for classic cars and the other lanes for through traffic.

Many people regard the Woodward Dream Cruise as a once-in-a-lifetime experience, meaning its great to have participated but "never again". In past years the cruise has become a crawl — straining radiators, clutches and tempers. For those wishing to really cruise this midsummer day, Rich Wagner is organizing our own **Alternative Dream Cruise**. Rich knows some beautiful routes on the west side that are free of traffic and fun to drive.

The Alternative Dream Cruise will meet at the West Wind Lake Plaza on the N.E. corner of Haggerty and Pontiac Trail in Commerce Twp. Meeting at around 2:30 pm and leaving promptly at 3:00 pm, the group will travel 40 miles down mostly deserted country roads before stopping at "Bullfrogs" in Ortonville for an early dinner around 4:00 pm. For those not wishing to have dinner, Cook's Farm Dairy is just 2½ miles away with the biggest single dip ice cream cone you've ever seen..

After dinner and a stop at Cook's, a slightly shorter route will take us back down different roads. For those in a hurry, I-75 (Exit 91) is jus t 5 miles south of the restaurant.

Rules for a Windsor-Detroit MG Car Club Caravan

1. The ideal size for a trouble free caravan is 4 to 6 cars. A larger group should be split.
2. When driving in a caravan your responsibility is to the car BEHIND you.
3. The lead car driver is responsible for navigation and keeping an eye on the car behind him/her.
4. The last car driver is responsible for any car that drops out of line and is not seen by the driver in front of him/her.
5. If the car behind you slows down or stops at the side of the road, for any reason, it is your responsibility to slow down and keep the car behind you in sight.
6. IF THE LEAD CAR TAKES A WRONG TURN, AND YOU KNOW IT IS NOT THE CORRECT ROUTE, KEEP FOLLOWING SO THE ENTIRE CARAVAN STAYS TOGETHER.
7. One or more meeting places should be pre-arranged, along the route, in case someone gets separated from the group.
8. If you caravan a lot, a CB or 2-way radio is of great value.

Otto Pope

Dave Doolin's Summer Evening Run

Lets go toolin' with Doolin August 7th. Meet at Meijer's north parking lot at 8 mile and Haggerty at 7:00 pm and we'll head out for a ride, a root beer & burger. Ultimate destination - Brown's Root Beer in Pontiac Trail, South Lyon.

A Midsummer-Night's Rally

As many people will already have learned, Ed Fleming, who does so much for our club and is currently our Events Coordinator, has had major surgery in recent weeks that has put him out of action for a while. We're glad to report that Ed is feeling much better, although is having to take it easy for a few weeks. That has meant some changes to our calendar. Dave Doolin kindly agreed to bring his Summer Evening Run forward so that Ed's Midsummer's Night's Rally can be put off until Saturday, August 24th, when we expect him to be feeling more sprightly.

At this time Ed, together with Marcia and Tom Greiner, are still hatching plans and are being a little secretive. The words, "Midsummer-Night's", brings to mind a Shakespeare play, and the latest intelligence is that the bard will be involved in some way. Also, if things work out, it is our understanding that we will cruise toward the Flint region where there are some drive-in movie theaters.

All we know for sure is that the meeting point at Meijer's parking lot on 8 mile and Haggerty, 7:00 pm August 24th.

Calendar of Events

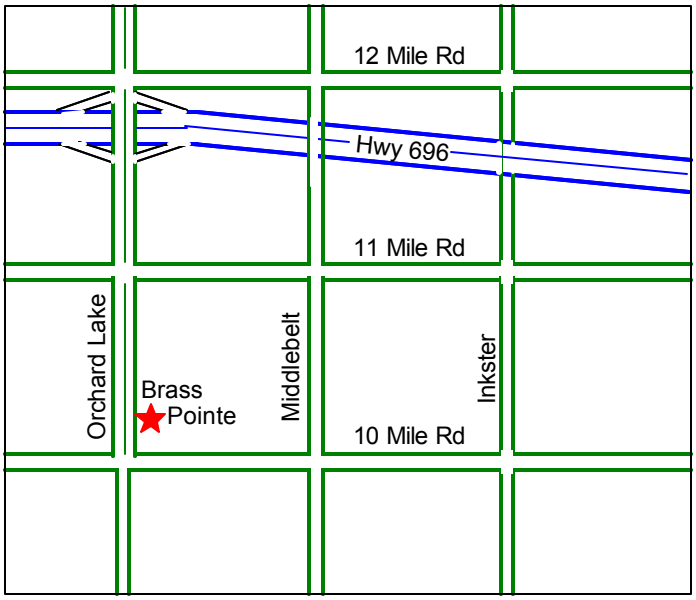
Bold Text Indicates W-DMGC Events. TBD = To be Determined

August	
Fri. 2nd	Concours in the Park - Meadow Brook, Rochester, MI
Sat. 3rd	British Car Day - Dayton, OH
Wed. 7th	**Summer Evening Run - See Page 10**
Fri. 9th - Sun. 11th	The Roadster Factory Summer Party - Indiana, PA
Wed. 14th	**Monthly Meeting - Brass Pointe**
Thurs. 15th - Sun. 18th	Abingdon Summer Party - Abingdon, IL
Fri. 16th - Sat 17th	The 2002 British V8 Conversion Convention - Grand Rapids, MI. See Page 10.
Sat. 17th	**Alternative Dream Cruise - Walled Lake See Page 10**
Sat. 24th	**A Midsummer - Night's Rally See Page 10**
September	
Sun. 8th	**Battle of the Brits - Freedom Hill Park, Sterling Heights, MI**
Wed. 11th	**Monthly Meeting - Nisbet Inn**
Sat. 14th - Sun. 15th	**Trip to Put-In Bay - Lake Erie, OH**
Thurs. 19th Sun. 22nd	British Invasion - Stowe, VT. Contact Dale Brown for possible caravanning
Fri. 20th - Sun. 22nd	Indy British Motor Days - Indianapolis, IN
Sat. 21st	**Lucas Night Rally**
October	
Wed. 9th	**Monthly Meeting - TBD**
Sun. 13th	**Fall Color Tour**
Sat. 26th	**Murder Mystery - Heritage Park, ON**
November	
Wed. 13th	**Monthly Meeting - Nisbet Inn**
December	
Wed 11th	**Monthly Meeting - TBD Gift Exchange Night**

Monthly Meetings

The August 14th meeting will be held at The Brass Pointe Restaurant, 24234 Orchard Lake Road, Farmington Hills, Michigan. Tel: (248) 476-1377. The restaurant is located on the NE corner of 10 Mile Road and Orchard Lake Road.

Meetings start around 7:00 pm. We have a reserved room and would ask early arrivals to get seated as soon as possible. In May, the weather was so good that members stayed in the parking lot and the owner with a bursting restaurant and our room vacant, bowed to the rabble and seated them in our place. The nights are still long and there will be plenty of time to retreat to the cars after the meeting ends.



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