The Can Am MG CONNECTION
WINDSOR-DETROIT

Vol. 23, No. 2 - Newsletter of the Windsor-Detroit MG Club - March, 2003

Hibernation Party: Gremlins Arrive First

The fact that our annual Hibernation Party turned out a success and a credit to our out-going president Dale Brown, was a surprise to all who took so much trouble to organize it.

Everything was going well, perhaps too well, right up to the morning of the event when Dale got a call from a member of the band that had been booked for weeks; they were canceling on us. Last minute phone calls were made to disc-jockeys and musicians, some of whom could make it at short notice, but at a price. The board, owing it to the whole membership to be fiscally responsible, decided we could cope using CD's. Computers were set to work to burn compilation dance CDs and home hi-fi equipment was untangled from its spaghetti wiring and put in the back of

Dan Sokolowski receives the Special Appreciation Award from Dale Brown who himself was given the Founders' Award

cars. Unfortunately the condensation caused by the move from the back of a vehicle to the warm room, blew our amplifier. Never mind, the kitchen had a compact audio unit and we had big speakers, so we ended up with music with minutes to spare. All's well that ends well.

Deprivation from their music did not prevent the kitchen

(Continued on page 10)

V8 Vroom

For our January Tech Session, Jack Renaud opened up his garage and his home to members in order that they could see just how simple, or how complex, an MGB V8 conversion can be

depending on how far you want to take it.

About 12 members took advantage of this opportunity for which Jack had made extraordinary preparations, not only having his current project on a "spit" so that the underside could be inspected, but also removing the bonnet on his running car and putting it on jack stands so that we could see all aspects of the vehicles.

Jack's wife Isabelle put on a superb lunch for that allowed us the to discuss what we had seen and heard while imbibing in some necessary warming soup.

In Tom Newton's photo, Brett Shelley expounds to Rick Astley and Jack Renaud about his experiences with his project.

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

The 407 Express Toll Route around the north and west sides of Toronto doesn't have any toll booths. Instead, vehicles either have a transponder on the windshield or a camera takes a picture of the its license plate as it enters and leaves the ramps. A computer then uses "optical character recognition" to read it, collates the number of trips and distance traveled in a month and then sends the registered owner a bill. By the way, don't think you are exempt if you have Michigan plates, as my son found out, MDOT is happy to provide your personal information to the Province of Ontario. Although it doesn't happen yet, the system knows the time and distance traveled and it would not be hard to adapt it to compute speed and send speeding tickets out too.

Using very similar technology, automated policing of speed has taken hold in Britain. Cameras, once only placed at accident black spots, have proven such enormous revenue earners that they are springing up almost arbitrarily in any place where they need them to help swell the tax coffers. Drivers are complaining that these machines, unlike flesh and blood policemen, take no account of any mitigating circumstances, the time of day or traffic or weather conditions. The authorities counter that they are not biased either, the machines don't care if you are cute or ugly, a cop or a criminal, they just churn out tickets wholly automatically to speeding motorists, but are able to collar offenders more economically at 40 times the rate of a police officer.

The cameras, known at Gatsos, are named after their Dutch inventor, Maurice Gatsonides the 1953 Monte Carlo Rally winner, who somewhat ironically developed the original system in the 1950s to help him measure the effects of various tuning modifications on his race cars. Indeed it was the Netherlands that first deployed them. The picture was originally taken of the front of the car, the view being wide enough to include the obligatory front license plate and the driver, who could then be both fined and issued demerit points. The system caused a storm of protest due to privacy issues. The tickets, along with the photo evidence, were being sent to the homes of those snared and were often opened by spouses. Unfortunately, it turned out that many of those caught on camera were not just fast, but also loose, having companions in the passenger seat who were not supposed to be there. In most of Europe now, the photo is taken of the rear of the vehicle and the registered owner is just fined with no demerit points. As is the case with parking tickets, if someone else was driving the car when the offence was committed, then the onus is on the owner to collect from the culprit.

Most of us would not argue with the use of technology to catch those driving dangerously, but what is perceived as the cynical use of such systems primarily as revenue generators is what is upsetting many people. In the United States, several authorities are using cameras to deter and catch red light running. Indeed, in New York City, they have been such a successful deterrent that many of the very recognizable cameras are simply dummy boxes, which of course do not earn a penny for the city. In Washington DC and its environs however, the situation is quite different. It has been alleged that the company that has the contract for installing and maintaining the systems and that gets over $30 from each $75 red light ticket has, with the assent of the District, been shortening the yellow light time to the minimum allowed. The result of course is that the proceeds from fines levied has increase dramatically; this even when studies show that it is increasing yellow light times that lessens accidents as motorists' indecision is reduced in the so called "dilemma zone". No wonder the name "scamera" is catching on.

I am sure that even our most law abiding members speed on the highway without compunction, if only to avoid being continually passed or tail-gaited by semi rigs. At the same time, there is a great aversion to excessive speed in residential areas where children, the elderly and pets could be in danger. The best system I know of for enforcing speed limits is on county roads in Spain and involves no monetary penalties at all. As one approaches a township the speed limit counts down from 100 kph through 80, 60 and 40. Finally there is a sign that announces, "Speeding will activate the traffic light". What that means in practice is that there is a radar unit by the road and if it detects speeding it will cause a traffic light ahead to turn red for a full minute. As a result, not only is speeding counter productive because it causes you to be delayed, but you find yourself at the head of a line of very irate drivers. To call this peer pressure is an understatement, especially if you are top-down and have just cut-off the guy behind as you passed him!

If you have an automotive related anecdote, opinion or grouse about law enforcement or any other topic, drop us a line. Like other publications, *The Can-Am Connection* won't publish anonymous letters but names and addresses will be withheld on request. and kept confidential.

Presidentially Speaking

By Philip Wiltshire — Club President

A warm 2003 welcome to all 180 member families of our club! My name is Philip Wiltshire and I'll be President for the forthcoming term. Being British, President is an unfamiliar title (we have royalty over there) so perhaps Prime Minister should be more appropriate.

On behalf of the club, I want to thank Dale Brown and his team for managing our club so well during his term of office. I hope you realize that smooth-running events only happen because of a great deal of behind-the scene volunteer effort.

We had a good turnout for the Hibernation Party (February 1st) When Dale was thanking all the volunteer helpers, it reminded me of how many WDMGC members it took to make my evening so enjoyable – thank you!

I recently received the latest membership directory; the club statistics page indicates that we have 280 MG's listed, ranging over the whole 50-year production run at Abingdon, Oxfordshire.

Every year there are so many events to participate in; some sponsored by us and many others sponsored by rival marques and sister MG groups. I would like each of us to review the Member's location pages in the directory, identify a member near to you, call them and invite them to travel with you to events and club meetings this year. Let's see more of these 280 MG's out there in 2003!!

Every year, we try to blend technical sessions with driving events. After watching the socializing at the Hibernation Party, it reminded me that our club is all about attending events as part of a group. Personally, it is rare for Jan and I to go to a MG event as a one car convoy. So, for those of you who do not venture out too often or too far in your MG, try an event in 2003 and experience the "group effect" of travelling with friends.

I mentioned earlier about volunteer efforts; many of you come forward to offer help and make suggestions, but it usually falls to the "vital few" to serve up the events to the rest of us. There are 180 member families, so please don't be bashful and do offer up suggestions to the Committee and volunteer your support for a 2003 WDMGC event.

Our first real driving event of 2003 is traditionally Cecil Kimber's birthday party. This will be held on April 12th. Details to follow. This is a good example of a cross-club event, where all the Michigan clubs get together to celebrate our founder's birthday. (I hope I am remembered when I am 114 years old). It is sponsored by the Lansing area MG club, and so our club attends along with the Michigan Rowdies (MGA's 1955-1962) and the New England T Register (MG T types pre-1955) from the Detroit area. Many members belong to all of the local clubs, which makes for a good mix.

So, with the 2003 driving season ahead of us, Jan and I look forward to seeing you, with or without a MG, in the forthcoming months.

So, ladies and gentlemen "start your engines…." for a great 2003 driving season and remember…….

Safety MG Fast

Philip

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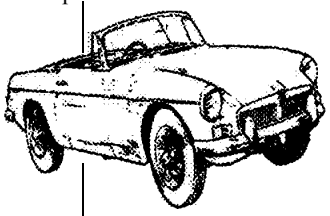

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TURKEY, MG'S AND FISH TACOS

by Tom Newton

Each year at Thanksgiving time my wife Sandie and I fly out to San Diego, California to visit our youngest son Greg and his wife Amber. We get a week or two to catch up on family things, enjoy the sunshine, the good life and of course some great food. The MG's come into the story because Greg has a 67 MGB roadster and is tending to our 74 MGB GT.

For those who don't know Greg, he was a member of the Windsor Detroit MG Club for several years before moving to California for a job. He does computer animation art work for Sony Corp. Shortly after settling in he had his roadster shipped in from good old cold and snowy Michigan. As you might guess, apartment living can be a problem for an MG owner that likes to do his own work. Loading up an MG with tools and finding a parking lot where you can work on your car gets old real quickly.

Things kind of worked out when Greg found an MG restoration shop that happened to specialize in MGA Twin Cams. While chatting with the owner, Greg found out that he was looking for part time weekend help. The interview was quick as Greg mentioned that he had rebuilt the 67 MGB that he had driven up in. The owner noticed the Michigan plates and asked if Greg knew John Twist in Grand Rapids, Mich. He answered that he had taken a number of the University Motors seminars like the carburetors, transmissions and the general tune up courses. That seemed to be the clincher. Greg has been working for Jim Alcorn at Auto Vintagery in La Jolla, California for over 8 years.

By now you should have figured out how MG's fit into this travel log. Each of our trips usually provides me with an opportunity to spend a Saturday or two working in Jim's shop. Although he is known for his superb Twin Cams he does tackle most other years and models. You can check out his web site for some pictures of his work. <autovintagery.com>

Every shop visit presents some unique project. This year we started on a Twin Cam roadster restoration in the frame stage of assembly. We added the rear axle, springs and shocks to the powder coated frame. Can't begin to tell you how good it feels to work in shirt sleeves and shorts and be able to step outside onto the really warm sunlight this time of year. We did spend some of the time loading up Jim's SUV with parts and old magazines for the Pasadena MG Swap Meet on Sunday.

On Sunday morning Greg, Sandie and I headed for Pasadena on one of those five lane, soon to be six lane, California freeways. It took us a little extra time to find the swap meet as it had moved to a new location. Swap meets are all pretty similar except that I can attest to all the rumors

that you have heard for years about rust free sheet metal. It is true. Check out the picture of the bare metal fenders offered by one of the vendors.

We ended up spending some time at Jim's table giving him some relief and a chance to check out the competition and grab a bite to eat. Greg sold a few things and it was enjoyable to chat with a few enthusiasts. I was introduced to a friend of Greg's who had been at the MGV8 Conversion meet in Grand Rapids. We compared note about what each of us had experienced while there. He is in the beginning stages of building his V8 powered MGB. This was more actual proof that the world is getting smaller.

We started back to San Diego with the idea that we would have enough time to catch some of the hot rod show and swap meet at the Qual-Comm Stadium. Things were winding down when we arrived but I still had a chance to snap a few pictures and checkout the last few vendors. That finished off the first weekend of MG's.

Sandie and I had planned a little side trip for the first few days of the week to visit a retired friend in Lake Havasu, Arizona. Sandie and I headed for Yuma along the Mexican border in our rented car. The Border Patrol was very visible and active. There were helicopters, search lights, desert equipped SUV's and they were all wearing side arms. The wind and sand storm hit us about one hour west of Yuma. The sand stopped after an hour or two but the wind kept up for the entire trip.

Lake Havasu is a car lovers kind of place. All of the new homes being built have some of the best garage planning I've ever encountered. "Really Big" is the best descriptor. Three car seems to be the standard and all are extra deep. The biggest was 52 feet deep and it had a 14' ceiling in the third space. It would be perfect for stacking MG's or would accommodate your motor home. The agents explained that bigger garages provided room for all of ones toys and added storage as they don't have basements.

We did find a 71 MGB GT (split bumper) for sale. It was priced at $3000 obo. The rust on the lower rear of the front fenders and the dog legs was typical. It did have a new interior but body looked like it had spend some part of it's life in our part of the country.

We headed back to San Diego as Greg and Amber had planned a gourmet turkey dinner for Thanksgiving. I picked a more northerly route for the return trip for more variety in the scenery. The desert area was filling up with ATV's and dune buggies for a holiday weekend of fun and some serious driving. As we approached Julian, Ca., an old mountain mining town now tourist haven, we saw the sad results of a summer forest fire. One of the town's shop owners told us that they had been spared only because of a last minute wind shift. Maybe there's a Saint Julian.

Back to the MG part of the story. On the Saturday after Thanksgiving Greg and I headed for the shop again. The day's project was to start to disassemble an MG TD for a full restoration. Before we could do that we had to bleed the brakes on Jim's 36 VA Salon. This one didn't go well. Two of the just rebuilt wheel cylinders leaked. They would have to be pulled off and sent back for a redo as the seals were suspect. We replaced the wheels and pushed it out of the way to make room for the day's project.

Another helper, Joel, showed up to make a team of four that would attack the TD. Jim had already done a parts needed survey so the next thing on the agenda was to pull the engine and send that out for a rebuild. The radiator, headlamps and fenders were removed while Greg and I did the engine disconnects. An old brittle gas line snapped and caused some temporary excitement. It was below the tank so it needed immediate attention before it could drain the entire tank onto the floor of the shop. Everything went smoothly until we got to the starter. It was under the steering column on the left side of the engine and there wasn't enough room on the right side of the engine to get it past the column. Jim got on the phone to a friend and described the situation. The solution was simple. Remove the three bolts from the steering damper and slide the whole steering column out of the way. The engine lift was set up and attached. That's were this years California MG adventure ends for me.

I have kidded Jim that he might be able to offer the upper mid westerners a "pay to work" in his shop program during the winter months. There's great weather, great cars and wonderful food and restaurants. Actually the food part could be a really great article/story by itself. And I didn't even mention the tremendous number of micro breweries and the outstanding fish tacos that seem to go great with fresh beer. Enjoy the pictures and remember to check the website.

Note:
Just as I was doing the umpteenth proof read on these words the new November/December issue of NAMGAR's magazine arrived. The picture of the beautiful mineral blue MGA twin cam on the cover looked strangely familiar. After checking the cover notes, it proved to be Jim Alcorn's car. Coincidence?

Windsor - Detroit MG Club - Financial Report

Jeff Zorn, Treasurer

WDMGC Profit & Loss. '01 and '02 Compared	Jan - Dec '02	Jan - Dec '01	$ Change	% Change
Income				
Foreign Exchange - Hibernation	$ (277.13)	$ (223.64)	$ (53.49)	-23.9%
Foreign Exchange - Membership	$ (567.75)	$ (209.27)	$ (358.48)	-171.3%
Foreign Exchange - Regalia	$ (276.59)	$ (85.02)	$ (191.57)	-225.3%
Hibernation Party Receipts	$ 2,129.00	$ 819.00	$ 1,310.00	-160.0%
Membership Fees	$ 4,750.00	$ 2,950.00	$ 1,800.00	-61.0%
Regalia Sales	$ 2,236.00	$ 125.00	$ 2,111.00	-1688.8%
Uncategorized Income	$ 0.50	$ 210.00	$ (209.50)	99.8%
Total Income	$ 7,994.03	$ 3,586.07	$ 4,407.96	122.9%
Expense				
Bank Charge	$ 5.00	$ -	$ 5.00	100.0%
Can-Am Connection				
Misc	$ 27.48	$ -	$ 27.48	100.0%
Postage	$ 1,101.07	$ 524.28	$ 576.79	-110.0%
Printing	$ 614.97	$ 495.60	$ 119.37	-24.1%
Total Can-Am Connection	$ 1,743.52	$ 1,019.88	$ 723.64	71.0%
Hibernation Party				
Food	$ 2,268.48	$ 1,347.77	$ 920.71	-68.3%
Entertainment	$ 410.36	$ 290.00	$ 120.36	-41.5%
Misc	$ 179.21	$ -	$ 179.21	100.0%
Prizes	$ -	$ 178.71	$ (178.71)	-100.0%
Hibernation Party Other	$ -	$ (474.00)	$ 474.00	100.0%
Total Hibernation Party	$ 2,858.05	$ 1,342.48	$ 1,515.57	112.9%
Meeting Expense	$ 91.40	$ -	$ 91.40	100.0%
License and Permit Expenses	$ -	$ 1.00	$ (1.00)	-100.0%
Misc. Business Expense	$ 309.51	$ -	$ 309.51	100.0%
Name Tags	$ 157.66	$ 121.27	$ 36.39	-30.0%
Office Expenses	$ -	$ 52.99	$ (52.99)	-100.0%
Postage and Delivery Expenses	$ -	$ 56.45	$ (56.45)	-100.0%
Regalia	$ 2,053.17	$ 195.00	$ 1,858.17	-952.9%
Total Expense	$ 7,218.31	$ 2,789.07	$ 4,429.24	-158.8%
Net Income	**$ 775.72**	**$ 797.00**	**$ (21.28)**	**2.7%**

WDMGC BALANCE SHEET. '01 and '02 Compared	Dec 31, '02	Dec 31, '01	$ Change	% Change
ASSETS				
Current Assets				
Checking/Savings				
Windsor-Detroit MG Car Club	$ 4,785.49	$ 4,009.77	$ 775.72	19.35%
Total Checking/Savings	$ 4,785.49	$ 4,009.77	$ 775.72	19.35%
Total Current Assets	$ 4,785.49	$ 4,009.77	$ 775.72	19.35%
TOTAL ASSETS	**$ 4,785.49**	**$ 4,009.77**	**$ 775.72**	**19.35%**
LIABILITIES & EQUITY				
Equity				
Opening Balance Equity	$ 2,030.60	$ 2,030.60	$ -	0.0%
Retained Earnings	$ 1,979.17	$ 1,182.07	$ 797.10	67.43%
Net Income	$ 775.72	$ 797.10	$ (21.38)	-2.68%
Total Equity	$ 4,785.49	$ 4,009.77	$ 775.72	19.35%
TOTAL LIABILITIES & EQUITY	**$ 4,785.49**	**$ 4,009.77**	**$ 775.72**	**19.35%**

PLEASE WELCOME OUR NEWEST MEMBERS

- **Dave Ritter** - Brighton, Michigan
  1979 Midget White
- **Diane Iles** - Clarkston, Michigan
  1979 MGB Green
- **Fred Corpuz -** West Bloomfield, Michigan
  1973 MGB Red
- **Graham Creswick** - Chatham, Ontario
  1976 MGB V8 Conversion Damask Red
- **Doug Seymour -** Beverly Hills, Michigan
  1980 MGB Silver
- **Jeff Sloss** - Grosse Pointe Woods, Michigan
  1970 MGB Silver
- **George Barton** - Howell, Michigan
  Looking for a car

What Those Ads Really Mean

Of course, none of the following applies to any advertisement in *Can-Am Connection*, but here are some translations of those found elsewhere.

Runs well. = I was going to say "runs excellently" but I had a last minute attack of conscience.

Bodywork needs attention = Was side-swiped by a Winnebago.

Well Maintained = I changed the oil occasionally.

Looks like new = Just don't try to drive it anywhere.

All original = I never had anything fixed, adjusted, or replaced.

Fully restored = Nothing original

Lots of potential = Doesn't run

Project car = Doesn't run.

Needs Minor repair = Doesn't run

Project car = Bring many boxes

Needs paint = Rust needs covering

New paint = Beautifully covered rust

Minor rust = Don't sit down!

Hurry, won't last = The car that is

Drives like a dream = Nightmare to drive

Always garaged = Embarrassed to leave it outside

Family owned = Driven by 6 teenagers

Only driven Sundays = Sunday is race day

Daily driver = 400 miles a day

Great summer car = Roof leaks in winter

Many extras = 8-track player

Need a Lift? Use the Club's Crane

Don't forget, if you need to pull and engine, or as shown above an engine and transmission, the club has a crane that members may borrow. It has a very useful leveler that facilities removal and installation by allowing fine adjustment of the tilt angle.

The club also owns both king pin and carburetor reamers for the use of members.

To borrow a tool, contact any board member.

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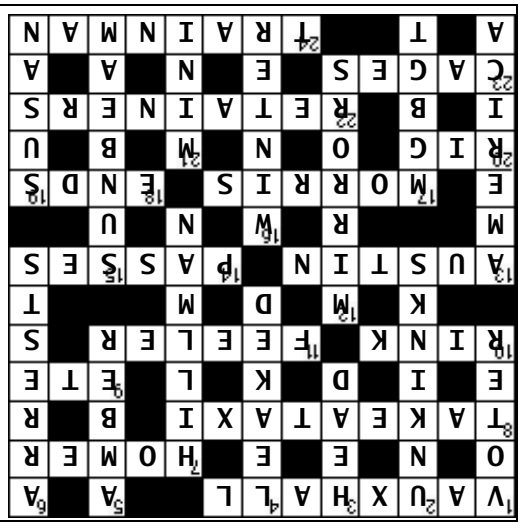
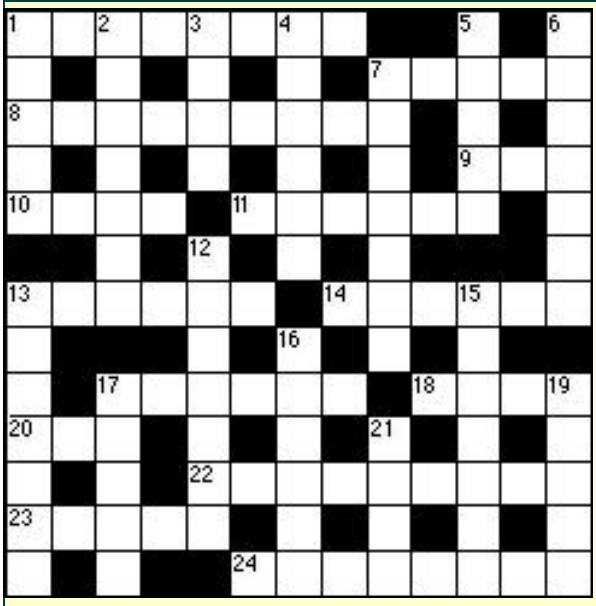
Solution to Crossword Page 8



The Windsor - Detroit MG Club Crossword

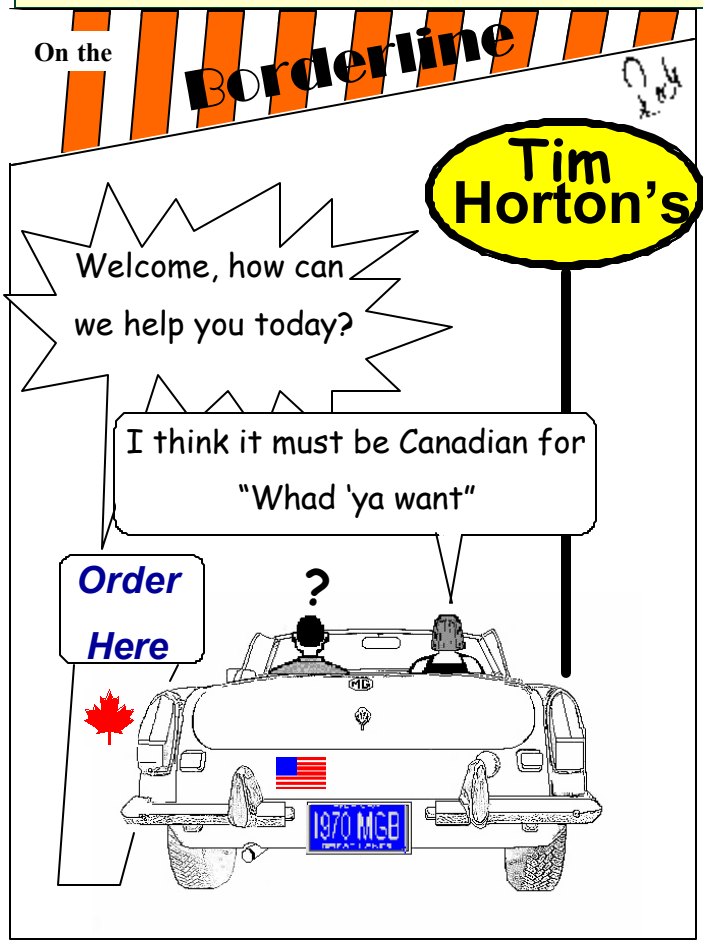


Across

1 British GM brand
7 Bart's dad
8 Hire a cab (4,1,4)
9 Québec summer
10 Hockey venue
11 A gauge for setting gaps
13 They made the original 21 down
14 Overtakes
17 They also made the original 21 down
19 Track-rod ———
20 Trucker's vehicle
22 Nuts and bolts
23 Prisons for ball races
24 Loco person?

Down

1 One who casts a ballot
2 Takes the twists out
3 Cylinder ——
4 Allowed fluid to escape
5 Middle traffic light color
6 Seizes under authority of the law
7 Pre 70's British car maker, produced the Minx
12 They help you look behind
13 We live in the North one
15 Alpine and Tiger maker
17 Our club marque, but a coupe
19 Lazy girl?
21 Very small British car

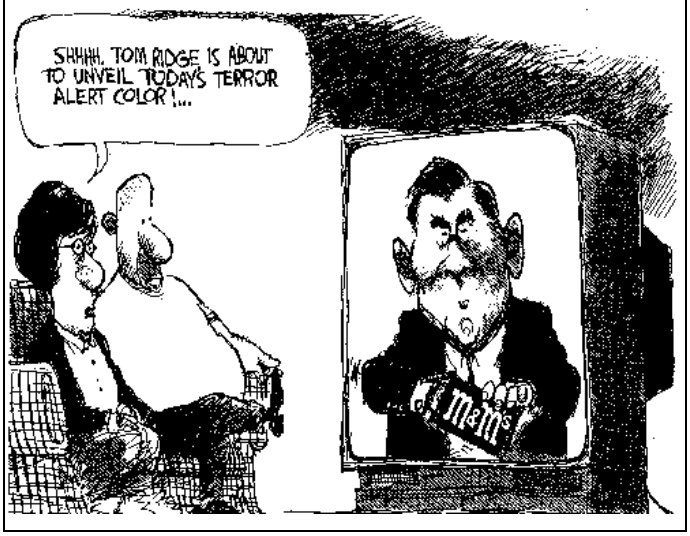


Did you know? *Old Speckled Hen* ale that features our famous Octagon on the label does not go back that far. It was first produced by Morland's brewery of Abingdon in 1980 to celebrate MG's 50th year in the town. The brewery has been bought and production moved to eastern England. Maybe that's fitting, the K3 car after which the beer is named, was also not produced in Abingdon.

Be Alert…. We Need More Lerts!

At the last Nisbet meeting Jeff Zorn and I were cogitating, as codgers are wont to do, as to why the border was so backed up that night. We decided the color alert must have been high that day but neither of us knew what the day's color was, nor how to find out and what the colors mean anyway. Was yellow worse than blue? Does it change during the day or in different parts of the country? If so there may be color patterns, and if that that's the case, perhaps today is a tartan day, or paisley or even French navy with fuchsia polka dots.

Then we got to wondering how Tom Ridge and his Department of Homeland Security choose the day's color. I didn't have to wait long for the answer to that, coincidently, I found it the very next morning in Newsweek where I saw this cartoon. R.A.



Classified Advertisements

1957 MGA 1500. Good condition. Body on frame with new sills & A & B posts. Needs plumbing. I have many new parts. It is all there. S. E. Michigan - $3000.
Dave Doolin 313 590 0210 ddoolin@visteon.com

Ceramic Models, business card holders, mugs etc. Hand made and personalized. We've actually won prizes for these things and our stuff is on display at the Morgan factory, Kimber House in Abingdon, the Detroit institute of arts and the Pewabic Pottery.
Call Marcia Greiner 248-348-1473`

1977 MGB. Primrose yellow. Aluminum rims. 37,000 original miles. New Weber carbs. CD radio. Tonneau cover. New carpet. New top. $7,000
Terry 313-382-2140

Wanted Weber Down Draft Carb + Intake in good condition for 1975 M G Midget 1500. Also the letters Midget on both sides of the sills & an original ashtray
Wade e-mail at briscoe@nrtco.net.

Wanted: Chrome Bumper MGB. I am looking for a low original mileage, near new condition car, as close to "all original" as practically possible. Some mechanical flaws are acceptable, but the body must be "rust free" original metal, or professionally restored (no body filler, fiberglass etc., patch panels or new whole panels only) please contact.
Tom Price tprice99@comcast.net

British Car Posters & Ads
Jay Kollin 734-455-6949

Wanted 54 or 55 MGTF in good to excellent condition inside and out. No hint of rust. Wire wheels. Mechanically sound. Tom Parent (248) 650 0060. Email: tomparent@now2net.net

1980 MGB. White with black interior & top. Original owner. 34,000 miles. Very nice condition. $8,000
Doug Balsis 248-474-0470

My heart is set on a MGB roadster after restoring my MGB-GT, and taking it on a nice long holiday. I am looking for a car that needs some (or a lot) of TLC.
The car should be equivalently priced. Do you have a car that you would like to see having a second youth?
Email me at: j_gazendam@yahoo.com.

1972 MGB Roadster. New floors & rockers installed. New hood, top, trunk lid, grill, rad support, Rover to T-S bell housing, jet coated headers for B conversions used T-S and Rover engine. Car is 100% apart. **V8** style inner fenders installed. Whole car needs putting together, might be missing bumpers only. All small bits and some spares. Best offer over $3,000.
Don. 586-786-1187

1960 MG Magnette for sale. Car is complete. Floor pan is rusted and partly gone. Glass and chrome OK. Body shell is fair. Cheap to good home. Call eves. 517-655-6536 or
e-mail to: mdstrickland1040@aol.com

For Sale. Washer and Dryer. Must sell, joining nudist colony.

Please let us know if for any reason you don't want your classified ad to run in future issues. Please also let us know if your ad has been running for 3 months and you want it to continue to appear, as it may otherwise be removed to make room for later entries.
Contact the editor if you wish to respond to an e-mail-only contact, but have no access yourself.

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2003 Hibernation Party

(Continued from page 1)

staff at the Italian Epicure providing us with a superb meal. Our membership and some notable business contributors ensured that we had surfeit of raffle prizes, thanks in particular to Little British Car Co., English Motors, Inc., and Guy's Garage. In addition, Elvin Davis provided an entertaining quiz that brought variety and fun to the evening, we had elections to our board, a Treasurer's Report from Jeff Zorn and our annual awards; all of which meant that had we had a band, they would have hardly had time to play.

Congratulations to our award winners:

Special Appreciation to Dan Sokolowski, in recognition of his invaluable contribution to the production of the W-DMGC Newsletter.

Rookie of the Year to Jeff: Branch, in recognition of his enthusiasm, support and involvement as a new member of the Windsor-Detroit MG Club

Navigator of the Year to Adrienne Wagner, in recognition of her sterling service in testing both the resilience of the passenger seat and her relationship with Rich during their 19 day drive to New Mexico and back.

Hard Luck Award to Ed Fleming in recognition and sympathy for his finding that selling his MG did not rid him of bodywork problems. Many will know that Ed had serious abdominal surgery last year and also sold his Midget.

Lucky Lucas Award to John Woodall in recognition that someone in the club has to endure the curse of Joseph Lucas each year. In 2002 it was him. Thank you John from the rest of us.

And lastly our premier award:

Founders Award to Dale Brown. With sincere appreciation, The Windsor Detroit MG Club recognizes Dale Brown with the Founder's Award as its Most Valuable Member for 2003 in acknowledgment of all he has done as President of the club.

New Club President
Philip Wiltshire

Dale was forced to vacate his position because of term limits dictated in our by-laws. New elections were held and with only one nominee for each position the process was almost a formality.

Our elected board officials are now:

Philip Wiltshire - President
Ralph Poupard - Vice President
Treasurer - Jeff Zorn (see below)
Secretary - Lise brown (reelected)

There were no volunteers for the position of Treasurer. Changing the by-laws so that the Treasurer could serve passed the 3 years already tenured is a complex project so Jeff kindly offered to serve on a technically temporary basis until such time as a new nominee is found.

CALENDAR NOTES

Winter British Knights

Our friends at the **Detroit Triumph Sportscar Club** have invited us to join them for Winter British Knights, a series of five LBC Enthusiasts' Dinner Get-togethers to be held from 6:30 pm on the 3rd Wednesday of the month, November through March.

For March 19th the venue is on the west side at: Page's Food & Spirits, 23621 Farmington Rd. Farmington.

A Reminder ..... This Year's Trip to Stratford will be to see Rodgers and Hammersteins' "The King & I" June 14th, 2003

There are still a few tickets left for this popular trip but don't delay, since any remaining will soon have to be returned to the theater for credit.

We have booked the whole Westover Inn Hotel at nearby St. Mary's (built in 1867 and residing in it's own 19 acre garden) again for both Saturday night accommodation and dinner.

All but 2 of the rooms are already booked , so please call them and make your reservation under "MG Tours" at 519-284-2977. Alternatively, there are lots of very affordable Bed & Breakfasts and small hotels in Stratford.

Philip Wiltshire will also need a check for the tickets, so please call him when you've made your reservation and then send a check for $45 per ticket in U.S. Funds to him at:
3105, Exeter Drive, Milford, Michigan, 48380.
(Phone 248-676-0986).

CARS AND MOTORCYCLES WANTED

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[630] 553-9023 FAX [815] 786-3372
E-mail sbcinc@aol.com

Calendar of Events

Bold Text Indicates Windsor-Detroit MG Club Events.

March	
Wed. 12th	**Monthly Meeting - Nisbet Inn**
Wed. 19th	Winter British Knights. See page 10. Page's, Farmington, MI
April	
Wed. 9th	**Monthly Meeting - Brass Pointe**
Sat. 12th	**Kimber Birthday Bash - Lansing, MI Details next month.**
May	
Wed. 14th	**Monthly Meeting - Nisbet Inn**
Fri. 23rd - Sun. 25th	Champagne British Car Festival Champagne, IL
June	
Sun. 1st	The British Return to Fort Meigs Rte 65, Perrysburg, OH
Wed. 11th	**Monthly Meeting - Brass Pointe**
Sat. 14th - Sun 15th	**Stratford Festival Weekend Stratford, ON**
Thurs. 19th - Sun. 22nd	MG 2003. North American MG Register Annual Convention, St Louis, MO.

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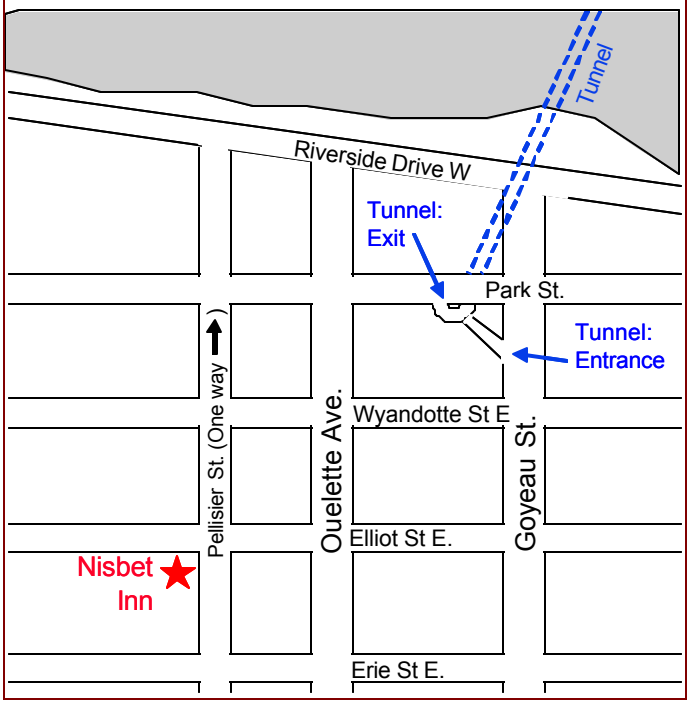
Monthly Meetings

Meetings usually start around 7:00 pm, but the earlier you arrive the more likely you are to eat comfortably at a table.

March 12th Meeting - Nisbet Inn, Windsor



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Sun 10:00-3:00

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