The Can Am CONNECTION

Vol. 23, No. 6 - Newsletter of the Windsor-Detroit MG Club Julv. 2003

5th ANNUAL BRITISH RETURN TO FORT MEIGS CAR SHOW PERRYSBURG, OHIO

By Fran Lewis

Sunday, June 1st dawned with clear skies and sunshine. We started from my house in Waterford, MI in my CGT with Matt Bade as navigator and Ted and Susan Hight in their BGT bright and early with temperatures around a chilly 40 degrees. We met Dale Brown and Fran and Marshall Coulter with their B roadsters at the Pilot gas station on I75 and made a convoy of four cars. Traffic was light and the drive along the Maumee River very pleasant.

We arrived at the fort about 10:30 to find lots of cars already on the field. The day warmed up with lots of lovely sunshine. Others must've found it as nice and welcome as we did since the show was very well attended with more participants than expected and lots of spectators. The show was all British marques, but predominantly MGs and Triumphs and 2 motorcycles. Categories were by age of vehicles so we were in mixed company. The car I found to be the most interesting was a 1948 Rover Saloon that the owner had just picked up the day before in Toronto. He was on his way to Wisconsin and had found it on E-Bay. The judging was a popular vote by participants in each category and a best of show. There was also a 50/50 raffle, door prizes, a silent auction, a survey and a car trivia quiz to answer. In our "goody bags" were tickets to enter the fort which is a reconstruction of the War of 1812 wooden stockade.

We found an unexpected treat with many uniformed rein actors present for filming by the Discovery Channel and we had front row seats. Some of them took a break to wander though the car show making an interesting sight.

FIRST PLACE — Suzanne and David Snyder 1980 MGB LE & 1973 Triumph GT6

W-DMGC WINNERS AWARD OF EXCELLENCE — Jeff Zorn 1959 MGA ; Steve Holliday 1958 MGA; Fran Lewis 1968 MGC GT

1ST PLACE WINNER TRIVIA QUIZ — Fran Lewis

Lots of Fun Events in Canada

Good Sunshine and Plenty of Club Members

Both the sun and a lot of club cars were out in force in Ontario in the last few weeks as members attended Fun on Wheels, at Heritage Village, The London Classic Show and The Stratford Festival weekend.

Some 8 cars assembled at the Tim Horton's by the tunnel in Windsor, May 25th to convoy down to Fun on Wheels at Heritage Village and to later be joined by about 5 more. There were no serious competitions; just a chance to get out and enjoy the year's first warm Sunday with other car enthusiasts in amongst the 19th century buildings that we know from our chilly October "Murder Mystery" events.

Club cars arriving at Fun on Wheels

Afterwards, most of us decamped to Quigbee's in downtown Essex to sup some fine ales and some exceptionally good food.

As Dale Brown reports, we also had many members travel to the London Classic Car Show, June 5th. The weather was superb, the food was great and nearly 150 fantastic British Cars were there. Those from our club included: Dale Brown, Marty Hunt, Steve Brown, Matt Bade, Jim and Ricci George, Dave Connor, John Brown and Les Danielski.

We faired well in the award department as well; John Brown took 1st place in the TR-6 division, Jim George took 2nd in the Rubber Bumper MG, and Matt Bade took home honours for the long distance award.

The only mishap was that Dale Brown's car only made it as far as Tilbury on the way home and he had to go home

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

In case you are interested, knocking on wood does not work. Last month, my wife Anne and I decided to drive our '70 roadster to Washington DC, taking our time and using all the routes we could that the Rand McNally map showed as "scenic". Ohio was no hassle, the terrain being mostly flat and the biggest hazard being the many railroad level-crossings that were often very un-level. We spent the first night in Wheeling which is in a finger of West Virginia that sticks up to seemingly insult Ohio and Pennsylvania on either side. The following day saw us traveling the Maryland - Pennsylvania border and with it our first taste of some true mountain driving before turning south and stopping in Rockville for the night.

The next morning, a short distance and some one hundred traffic signals later we were in DC .

I had good reason to be concerned about the reliability of the car after having to replace the clutch and pull the engine twice over the winter without any real opportunity to test it before embarking on the trip. That's why there are plenty of trees around the nation's capital with dents in them where I was knocking for equally good fortune for the journey home; but to no avail.

We did get to see the main sights and negotiate the city without running down too many joggers — no doubt the biggest threat to security in Washington right now. I have to believe that every law firm and lobbyist employee is told that unless they power jog they can't possibly be upwardly mobile. The next problem was with this year's terrible Spring and Summer. I had tried the top before we left home and as usual it had shrunk over the winter, as indeed had the tonneau. After many cusses and a ripping noise around a rear quarter window I did get the top up but we vowed not to use it unless absolutely necessary. So as the clouds gathered over the city we too gathered our things together and headed for the belt-way as our quickest way home. The heavens opened but I found that if I kept moving and had the visors up, we stayed dry however ridiculous we must have looked to the other drivers. We did not count on 4 lanes of traffic having to slow down to gawk at a car broken down on the shoulder, and so did end up somewhat damp and disgruntled.

The following day's forecast was good and so we headed out for home, this time taking a route through Virginia; again labeled as scenic. The mountains in Virginia were a different breed from those

(Continued on page 4)

Presidentially Speaking

By Philip Wiltshire — Club President

Hello to everyone:

What a June we've had with several WDMGC trips - mostly in and around Canada. I hope the reports on the various trips inspire you to fire up your MG (or "run wot you brung") and come along on a trip. If you look at our Calendar of events, July is also a packed month with show, tours and a BBQ at Rick and Anne's home.

This year's Stratford trip went as well as I could have expected with the weather cooperating and the group insisting that we rebook the whole hotel for almost the same time in 2004. What I like about the Stratford trip is that it crosses all of the Michigan MG clubs; we always get WDMGC, Rowdies (MGA), T Register, LAMGAR (Lansing) and Old Speckled Hens (West side of the State) on the trip. It's great to meet folk from different clubs with the common denominator of MG enthusiasm.

So with that thought in mind, don't forget the standing invite from the Detroit Triumph Sportscar Club to attend their British Summer Knights events each month. They also sponsor the Battle of the Brits which takes place in Sterling Heights (just north of Detroit by a few miles). This year it is happening on September 14th. We need to show the Triumph club that their cars are nice, but MG's are the real thing!!! A big turnout by WDMGC members would be impressive!

At this great event there are all sorts of British cars and bikes, so try to make the date. The British bikes are interesting, as we had some famous manufacturers until the Japanese came along with their high performance and good looking machines and wiped the British bike industry out in under 10 years. On a personal note, I worked for many years near to the Vincent factory in Stevenage and some of these large-engined bikes were seen at the show last year.

So, Summer is officially here — get that MG out and see you at an event or three in July!

Safety MG Fast

Philip

40TH ANNUAL CARNIVAL OF CARS - A WASHOUT

By Fran Lewis

I attended the Carnival of Cars on Sunday, June 8th. Though the weather forecast wasn't promising, the rain wasn't supposed to start until mid to late afternoon. I was the only WDMGC member pre-registered, but had hoped to see more members there the day of the show. Bill Larson and Tom Parent were there as members of NEMGTR. Tom's TF is a beautiful car. Jim Bauer of NEMGTR also had a 1950 TD at the show. Our little group of MGs parked together between a Miata and a 1976 Pacer.

There were very few British cars at the show: not a single Triumph, 5 MGs, a couple of Jags and a TVR. The Packard Club was the best represented with 12 pre-registered cars. The show has really shrunk in the last few years from its heyday of over 800 cars. It's very sad to see what's happened to what had been the largest classic car show in the Metro Detroit area.

The judging was completed before the rain started at about 11:30. Tom Parent got soaked putting his hood and side curtains up as it was the first time he'd done it. Of course, with the rain (and some thunder and lightning) the participants departed early. I left at about 1:00 or so — before the scoring was completed and prizes awarded. It was a wet drive home.

Tom Parent (right) with fellow member Bill Larson moments after Tom had taken possession of his TF.

(Continued from page 2)
we had encountered in Maryland being a lot higher, with hairpin-bend roads and being seemingly endless; so no sooner had we descended one than we were climbing another. This was no leisurely drive, I was constantly being tailgated by 5 liter pickups with NRA stickers in the windows and crimsoned necked drivers whom I judged it prudent not to aggravate. The result was I pushed the car harder up the mountains and drove it down faster than I would have preferred. Those who have seen the movie *Deliverance* will understand why I was imagining the sound of banjos in my head!

As we came across the Ohio River into Marietta, OH, the car was vibrating badly so we decided to call it a day. Marietta turned out to be a very pleasant place, right on the river it is entered by the usual strip of car dealerships, restaurants and hotels, but it has an historic downtown that the city has successfully managed to preserve.

The morning TV greeted us with a forecast of heavy storms and we hadn't even left the city limits when we decided we had to raise the top for the first time that trip. All the while the vibration was getting worse and it was getting harder to keep the engine running at low rpm. We arrived in Zanesville and a deluge ensued. Water poured in the car, the nearly new radio squawked out its last sounds ever and the car stopped.

Diagnosing a problem is a systematic procedure but I hadn't really counted on so many problems, so that I was mistakenly looking for a single cause for many symptoms. First I found that water behind the dash had blown a fuse to the electronic ignition. Declaring to my wife that I had found the problem and we would soon be on our way proved presumptuous as the car still refused to start. I had spark, I had fuel so what else was needed? I guessed compression and it seemed reasonable to assume that I had blown a head gasket coming over the mountains. I was just thinking that if I could get the engine spinning fast enough I might get enough compression to start when a Samaritan stopped in a Ford Focus declaring that he had a '63 MGB and therefore understood my plight. With jumper cables connected I was able to get enough cranking speed to start; so we were on our way again but had to keep the choke half out to maintain the revs above 3,000. Scenic routes were abandoned and we headed toward I-75 knowing, however, that we would have to get gas before we hit the highway. Sure enough, after a refueling stop in Sandusky for the car and ourselves it would not restart immediately. By some miracle it eventually just caught and we were able to hit the highway and make it home at 65 mph.

A couple of days later I got the chance to do a compression test and was surprised to find all cylinders fairly evenly down from the normal 160 psi to about 90. Pulling the head I could see that the gasket was burned between cylinders 1 & 2 and 3 & 4, but the damage did not seem sufficiently bad to explain such a large drop in pressure and indeed, after changing the gasket the compression came up some way, but not to normal. W-DMGC member Harry MacLean has been an automotive mechanic most of his life and has an open offer to members to help them if he can, so I gave him a call. He pointed me toward the timing chain, Jumping teeth on the double chain of this model MGB is unusual but not unknown and even over stretching might throw the valve timing out sufficiently to cause poor compression.

The graphics program with which I drew the lines on the picture shows the timing to be 12º off on the big gear wheel — a whole tooth jump would have caused just 9º — so the chain was stretched too. This seems to have been the root cause of the problem and after changing the chain, compression, and ignition timing too, was back to normal.

The engine, however, would still not start. I remembered that the spark had seemed weak when I tested for it when I broke down, but I put that down to seeing it in daylight. A more sophisticated ignition check revealed a problem with the nearly-new coil and on removing it I could see evidence of tracking on the blind side next to the panel to which it was fixed. I suspect that this was progressively getting worse and was causing most of the remaining problems.

My difficulties were still not over, with an old coil fitted the engine ran fine but on the road, the original vibration was still there, even when coasting, and an additional symptom appeared in that oil was coming out of the tail end of the transmission. Grabbing the output flange revealed it to be lose, so this time I turned to Brett Shelley, whom I knew rebuilds MGB gearboxes as an evening's entertainment. He warned of some things dire, like a ruined rear bearing or transmission casing, but also said it may just be a lose drive flange. Fortunately, it was the latter and on removing the drive shaft the big 1-5/16" A/F nut that secures the splined flange to the output shaft fell out. The reason was obvious, the lock washer had been fitted the wrong way round, perhaps from the day the car was built. The internal teeth should point toward the gearbox to lock to the splines and the tab toward the nut to lock to it. This washer locked the nut to itself. The normal effect of driving the car is to tend to tighten the nut, but the long downhill runs using engine braking would have had the opposite effect.

The oil seal was evidently damaged slightly and still weeps a little but otherwise yet another problem is fixed and the car took us to Stratford and back without a hint of a problem.

Graham Creswick's 1976 MGB V8 Conversion

As the latest member of the MGBV8 conversion fraternity, I can say with honesty that the added engine performance gain is remarkable and can transform the car into to something that adds a smile to the average MG enthusiast (and a look of chagrin on the face of the Miata driver in your rear view mirror).

Fellow club members Jack Renaud, Ozzie Pillon and Justin Broome have extensive conversion knowledge and can attest to the fact that no two conversions are the same. Each one has a unique personality and is a reflection of the owner's preferences/resources/budgets, and mine is no exception.

Case in point - my donor car started life as a sad looking "rust free" '76B hauled back from Dallas in December, 2000 and recently ended up as an eclectic ground up restoration that includes an Olds 215 powerplant, Chev B-W 5 speed transmission, a unique crossflow rad' package designed around GM truck end tanks, a viscous fan drive out of an '82 Mitsubishi pickup, a garage-designed dual exhaust system, Delco one-wire alternator and a conversion to an early chrome grille and bumpers.

Other modifications include; removal of the four side marker lights, installation of an early aluminum bonnet, a replacement front valence from a '73-'74, a '70 steering wheel, removal of centre console and replacement with speaker console from a '72, reupholstered seats in the '70-'72 "waffle weave" pattern, centering the fuel tank between the chassis rails and filler neck modification, replacing rear lever shocks with modern tube equivalents and of course a 1960's period Blaupunkt CD stereo radio player. Additionally, engine and transmission mounts, xsmn shift lever, prop-shaft, heater and radiator hookups, engine steady bar, wiring harnesses, alternator mounting, brake and fuel mods, etc.; all have to be worked out.

Externally, the completed vehicle resembles a 1969 vintage "B" with the exception of the '76 door mounted mirrors, the 15" Minilite replica wheels, the twin exhaust tips protruding from under the rear valence and an original "V8" emblem affixed to the grille.

Depending on the degree and number of changes made to the original vehicle and how parts are procured, conversion time and costs can vary significantly, but be prepared to spend $5 - $8K for a well thought out conversion. My total conversion costs were on the order of $17K Cdn but included body/paint work, a complete new interior and top, complete suspension and brake rebuilds and just about every other part on the vehicle to get it up to a "showroom" standard — of course personal labour rates are cheap and I wouldn't want to estimate the number of hours spent on the project!.

Once the power train is sorted out, there is always the question of improving suspension, steering, and braking to cope with the increased power—

Most enthusiasts start with a bare conversion and then slowly make improvements over time. One individual that I know, quickly tired of the Rover 3.5 engine performance and converted to a Ford 302 GT-40 engine version putting out 375 hp. Another fellow has converted to "Wilwood" 4 piston disc brakes on all four wheels. Keep in mind that the technology in this car is over 40 years old and it will not handle or stop like a new Honda Accord. My recommendation would be to focus on improved braking as apriority after a conversion.

Thinking about a conversion? Talk to Jack, Ozzie, Justin, or the writer. Do some web surfing and visit the numerous sites for subject material, clubs, parts suppliers & chat lines. The number of enthusiasts dedicated to this subject is actually quite extensive, with a conversion parts specialist (Dan Legrou of D & D Fabrication) right in our backyard in Almont, MI.

Safety Faster..... Graham Creswick

(Continued from page 1)
and pick up his trailer to bring it the rest of the way. It seems that the nuisance connecting rod bearing that caused him grief a couple of years ago, struck again. He had to get busy and change engines for Stratford and just made it by the skin

John Brown, Dale Brown, Matt Bade, Marty Hunt, Dave Connor and Ricci & Jim George relax at the London show.

of his teeth and some rings around his eyes because he was still working on it in the early hours of the morning of the Stratford event.

And talking of Stratford, Philip Wiltshire reports:

Our eleventh trip to see a play at the Canadian Stratford Festival proceeded, once again; in its own traditional way. As many of you know, we pick up groups of cars all the way from the west and north of Michigan, cross into Canada at Port Huron/Sarnia or Marine City/Sombra and take the back roads into Stratford.

This year's trip was the largest group to date — we traveled in a group of 74! So you can imagine how worried I was about keeping 30 plus MGs together for 150 miles. It's a bit like ferrets in a sack; one or two trying to escape along the way.

The group was made up of many "regulars", those folk who come every year. 58 out of the 74 had made the trip in previous years. There were 12 Brits, 16 Canadians and 46 Americans (I did not check passports so I may have got some nationalities mixed up — sorry)

As mentioned in previous notes, any trip, good or bad benefits greatly from good weather. I lucked out this year with not just good, but brilliant weather! We had warm, but not sweltering weather for both days.

It took two ferry trips to get all of the cars across the river from Marine City to Sombra. Tom Griener decided to drive up to the Blue Water Bridge and cross into Canada there, as he had lost his whole exhaust system two years earlier when coming ashore in Canada on the ferry during our around Lake St Claire rally. He reported that the coat hangar used to effect the repair back then was still holding up good, but his 12-month warranty has expired, so look out Tom!

As the first ferry docked in Sombra Canada, I was getting nervous, because in previous years, Dale and Lise had the Canadian cars waiting to greet us, but no cars could be seen. Their timing was excellent; just as the second wave of cars was driving off the ferry, the whole Canadian convoy arrived and we proceeded up to Sarnia.

The drive is a nice gentle cruise as we were lucky enough to have MG TD's and a TF in the group; these cars like to cruise around 55 mph, so this set the pace.

After lunch and a walk around the town of Stratford, most of us headed back to St Mary's to the base hotel, the Westover, or one of several local B & B's. Dale had arranged for nearly the entire Canadian group to dine at his B & B, so our banquet in the evening prior to the Theatre was short of some of our original party. They missed some great food and the latest offering from Ruth the Westover's Dessert Chef. She made a special MG theme dessert to kill for *(see right).*

This year's MG musical was "The King and I". We all marveled at the beautiful set and costume design. The acting was very good and paralleled the London, England performance that Jan and I had seen the year before.

The Sunday morning dawned warm and sunny with a cloudless blue sky. Many of us partook of breakfast outside on the terrace. Then the cars split into "on your own" groups and headed in all directions. We took a convoy across the east coast at Bayfield, parked in the shade at the Town Square and took in the local scenery and attractions.

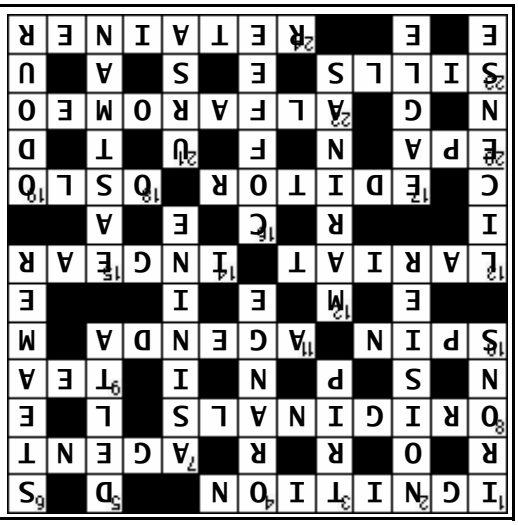
By mid-afternoon our convoy had dwindled to our V8,

Fill-Up Time at Bayfield

Doug and Ailene's MGC Coupe and George and Helen Barton's early MGB. We retraced our steps to Sombra and then home. A great weekend!!

Oh, by the way, there was a frenzied re-booking session at the hotel, so a date was set for Stratford 2004 — June 19th. So if you are interested in participating next year, then please call the Westover Inn at 519-284-2977 and mention "MG Tours" when booking your room. Alternatively, I can give you the names of several good B & B's in the St Mary's area. I also intend to try and arrange a "behind the scenes tour" of the Festival Theatre on the Sunday morning. We have not done that for several years and it is well worth doing.

Solution to Crossword Page 8



Please Welcome our Newest Members

- **Robert Stevens** - Flint, Michigan
  1968 MG 1300
  1968 MGB-GT
- **John Murphy** - Rochester, Michigan
  1977 MGB
- **Chuck Rohrborn** - Plymouth, Michigan
  1976 MGB
- **Rodolfo Rasche** - Ann Arbor, Michigan
  1966 MGB-GT

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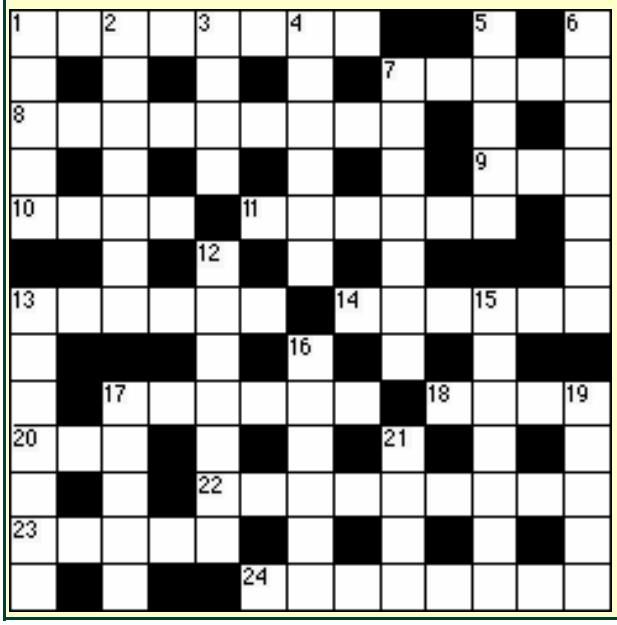
The Windsor - Detroit MG Club Crossword



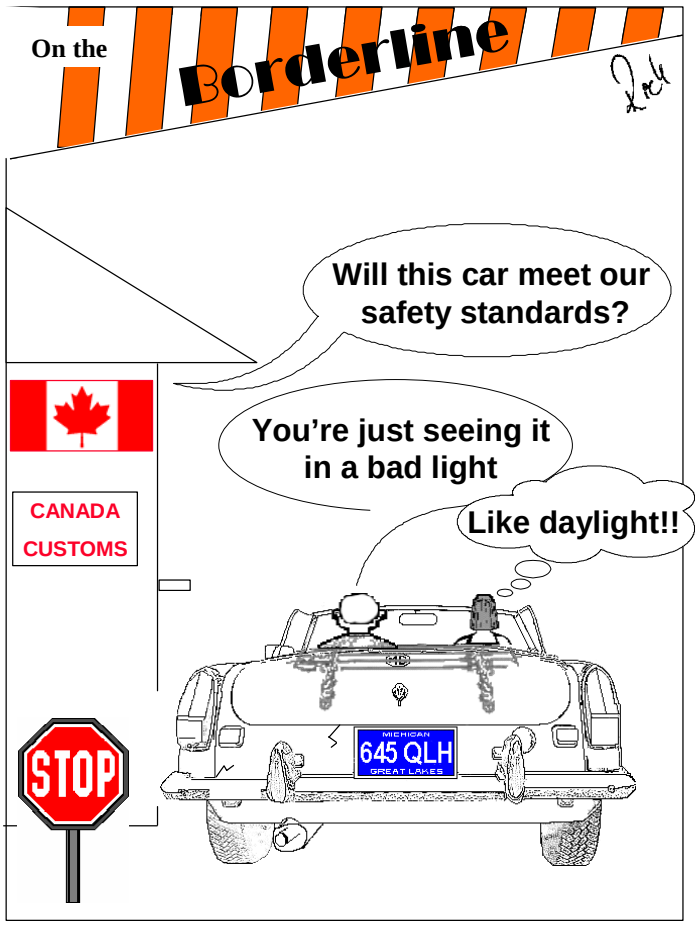
Across

1 Car spark system
7 Representative
8 Not reproductions
9 Afternoon English quaff
10 Joyride
11 Event schedule
13 Lasso
14 Out of neutral (2-4)
17 Newsletter composer
18 Scandinavian capital
20 US gov. pollution dept.
22 Italian sports car brand (4-5)
23 British rocker panels
24 A bolt for one

Down

1 Tire tools
2 Without a muffler perhaps?
3 Journey
4 Red –Yellow
5 Oldsmobile 88
6 Car with an overheated engine?
7 Daft
12 Late 70's Morris cars
13 Driving permit
15 Kodak founder
16 Morning American quaff
17 Chrysler brand once
19 The smell of English leather perhaps
21 Celestial bear

Solution Page 7



Disclaimer: The *On the Borderline* cartoon is wholly fictitious and any resemblance to real characters or events is purely accidental.

The fact that the car shown above has Tom Greiner's license plate and the character depicted is like Tom, becoming follically challenged, is also of course wholly coincidental!

The Young and the Reckless

This Windsor-Detroit MG Club future president is only 7 years old in this picture, but he is already driving a pretty cool car, with a strap down bonnet and Lotus style mudguards.

Did you recognize Ed Fleming?

Look through those old photo albums and find a picture of yourself when younger and that we can publish here. All photos will be handled with care — no doubt some are getting very old — and will be returned. Mail them to the editor at the address on page 2.

Classified Advertisements

MG TC Parts for sale. Left front fender & complete bonnet in excellent condition (hung on the wall in the basement for 30+ years). Set of doors, some rust. Set of headlights, headlight brackets, grille and misc parts. Call or email for pictures and prices. Shari (248) 348-8605 spelic@tycoint.com.

1970 Midget. Has been in storage, and has not been started for three years. It would make a good project car. Offers?
Brian Bates 517-393-3189 BBates@cceng.com

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

MG Parts. I have a large supply of used MGB parts that I have for sale. Mostly for the early B's. No regular perishables such as brake or clutch parts and limited interior parts but if you have something you need please drop me a line and I will see if I can help.
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1972 MGB Mallard Green/Tan int. Needs Engine hood/grill or repair. 92,000 on odo. Owned since '88. Runs great. Clean car. $4.500 obo. Greg 313-331-3890 Grosse Point.
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13th Annual "Mad Dogs & Englishmen" British Car Faire

Gilmore Car Museum, Hickory Corners near Kalamazoo.
Sunday July 6, 9:00 am to 5:00 pm

This all day family fun car show is open to all British made vehicles and features cars for sale, a swap area and car games. All museum exhibits are open at no extra charge. Admission: $6.00, those under 11 FREE! Car registration $15.

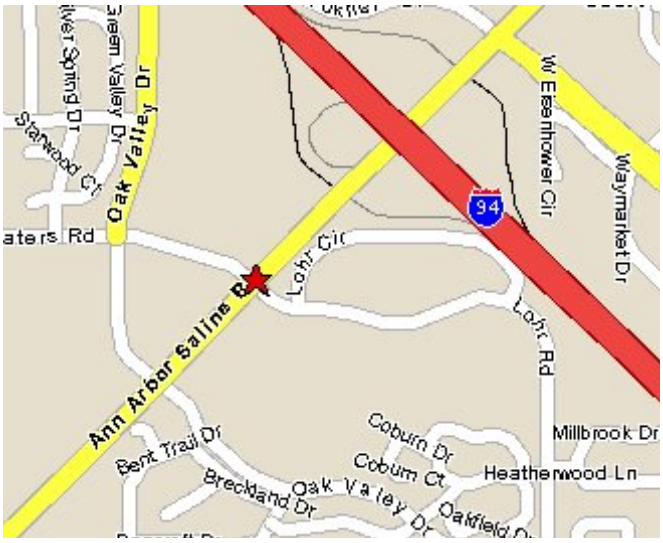
How the route was chosen is lost in legend, but for years now, Windsor-Detroit MG Club members have been taking the same beautiful traffic free country roads to Hickory Corners near Kalamazoo to take part in this major local British car show. Matt Bade will once again be shepherding those wishing to attend this popular event.

Meet in Meijer's parking lot at 8 Mile and Haggerty at 7:30 am or the gas station at the junction of US23 and M39 (Nine Mile Road) at 8:00 am. These are departure times, so please get there early as there will be no wait time for stragglers.

The Tight Twist & Turns Tour

This is a new event devised by Philip Wiltshire for July 19th, starting at 10:00 am, so even those who are not early risers can get to this one.

The start point is — you guessed it — a Meijer's parking lot; this time near Ann Arbor and just south of I-94. Take exit #175 off I-94 and turn South-West onto the Ann Arbor Saline Road. Turn first left into Lohr Road and then the next right onto Lohr Ctr. The lot is on the right.



Cars leave at 3 minute intervals, not because the event is timed, but just to spread out the pack. We will drive for about 50 miles, stop in the preserved Henry Ford Mill for a traditional bring-your-own picnic, hopefully transported on the boot rack, with whicker basket and checkered table cloth. Champagne is not however encouraged, as it might make your driving squiffy for the next 50 mile, or about one hour, drive back to Ann Arbor along a different set of roads. For those still hungry, will finish at a restaurant close to I-94 at about 3:00 pm and everyone can get home in daylight before the curse of Lucas strikes.

Summer Barbeque & Pool Party Sunday July 27th from noon onward

Members and their families are invited to the club's Summer Barbeque hosted by Anne & Rick Astley at their home at 28404 South Harwich Drive, Farmington Hills. Food and soft drinks will be provided by the club but members are invited to bring wine and beer to add to the cooler.

A pool and spa are available but it is a condition of attendance that members must take responsibility for their own safety and that of their families.

Note: This event will not take place if on the prior Friday the weather forecast for Sunday is bad. Also, we need an idea of numbers attending so please call 248-737-1978 on Friday July 25th to both check if the event is on and to provide the number of people in your party. For those with e-mail, a broadcast reminder will be sent out on Thursday.

Directions: Turn into Woodcreek sub-division which is on the north side of 12 mile road, 1/4 mile west of Inkster. The entrance road is called Danvers. Follow Danvers 1/2 mile until you get to a X-roads. The Astleys' house is the one the north-west corner (top left) of that junction.

Summer British Knights

Detroit Triumph Sportscar Club members are some of the nicest people you'll meet and once again they have invited us to join them for Summer British Knights, a series of British-only car Cruise-in nights to be held 3rd Wednesday of the month through October. Join them from 6 pm.

For July & September the venue is BRAVO! Italian Restaurant, 29047, Utica Road, Roseville. In August and October meet at the Local Brewing Company, 42705 Grand River Avenue, Novi.

We'll miss you!

Take a look at the address label on the outside of this Newsletter. The Expiration date shown above your name indicates when your renewal is next due. If it is well past due and we have highlighted the date in yellow, then this will be your last issue of *Can-AM Connection* unless we receive your payment soon.

Mistakes are made, so if you believe we have made an error, please let Rick Astley know as soon as possible.

Calendar of Events

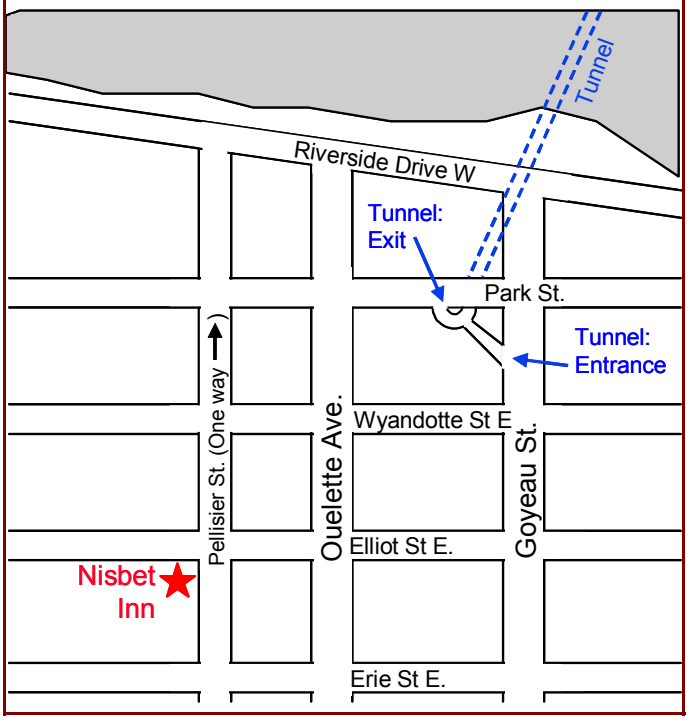
Bold Text Indicates Windsor-Detroit MG Club Events.

July	
Sun. 6th	**Mad Dogs and Englishmen XIII Hickory Corners, Kalamazoo, MI**
Wed. 9th	**Monthly Meeting - Nisbet Inn**
Thurs. 10th - Sun. 13th	CBA XXIII at Blackwater Falls State Pk, WV Contact Fran Lewis 24-681-8420 for registration details.
Wed. 16th	British Summer Knights - see page 10
Sat. 19th	**The Tight Twist & Turns Tour. Start time 10.00 am. See page 10**
Sun. 27th	**Summer Barbecue - Astley's Farmington See page 10**
August	
Sat. 2nd	British Car Day - Dayton, OH
Sat. 2nd	British Car Day XVII - Shaker, Cleveland, OH
Wed. 6th	**Summer Evening Run to South Lyon More details next month.**
Thurs. 7th - Sun, 10th	The Roadster Factory Summer Party - Armagh, PA
Wed. 13th	**Monthly Meeting - Brass Pointe**
Sat. 16th	**Alternative Dream Cruise Go further and faster than on Woodward**
Wed. 20th	British Summer Knights - see page 10
Sun. 31st	**Fun On Wheels Car Show - Heritage Village, Kingsville, ON**

Next Club Meeting

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

July 9th — Nisbet Inn, Windsor



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Sun 10:00-3:00

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Gnarled Newsletters Prompt a Change

If your last copy of Can-Am Connection looked rather like this then we trust the one you are reading now arrived in much better shape.

Unfortunately, several members reported that their mail carrier seemed to misunderstand what is meant by stamping the mail, their copy looking as if a whole army of them had 'gone postal' and trampled over it. Admittedly the one shown here had taken a trip out and back but members deserve to receive their Newsletters in the best condition possible so we are experimenting with using envelopes.

Adding the envelope has costs associated with it, not just in the price of the envelope but also in postage, the extra weight taking the cost into the next charge band. As it was, the previous method of mailing weighed just on 1 ounce, so we often got some back for insufficient postage and by that time the Newsletter had be replaced with a new one.

Folding, labeling, and stamping the Newsletter used to take 4½ hours, the second fold being difficult to do and hard on the hands. Moreover in humid weather the mailing tags would spring off. The new method should be quicker and easier and result in a better product.

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