The Can Am CONNECTION

Vol. 24, No. 1 - Newsletter of the Windsor-Detroit MG Club January - February, 2004

Club Member a Finalist in "Design the New MGB GT" Competition

John Zajac, whom many members will know because he is frequent attendee at club events, was recently invited to be a special guest to the MG-Rover headquarters in Longbridge near Birmingham, England. John was a finalist in a competition organized by *MG World* magazine to Design the New MGB GT. He was one of just 7 entrants who received the honor of attending the junket at which Peter Stevens, chief of MG-Rover Design, would choose the winner.

John Zajac

One of John's Design Entries

In the end, first prize went to another contestant, but we are sure you will feel that John's entries, which incorporate up-to-the-minute styling yet are evocative of the MGB-GT we have grown to love, would have been a worthy winner.

John has written the story of his design and his trip. Look out for it in the next *Can-Am Connection*.

Santa Makes a Surprise Visit to our Club Meeting

After reading in his copy of *Can-Am Connection* that it was our Gift Exchange Night, Santa dropped in to our monthly meeting December 10th to help with the distribution of presents. Each member had brought a wrapped gift that they placed with all the others. In an order decided by the drawing of cards, members could then choose a gift from the pile, not knowing of course what was inside. If it was something they already had, or didn't need, they could challenge another member and steal their gift. It's always complicate but nonetheless fun.

Santa had another duty. Every other month we meet at the Brass Pointe in Farmington Hills who provide a dedicated server, Christie, to look after us. She always smiles through the whole thing in spite of the undecided, those who change their minds and those who just can't wait. The club decided to ask Santa to bring her a gift too.

Sadly for Ed Fleming, he missed the whole thing, coincidently leaving the room a few minutes before Santa arrived and not getting back until a few minutes after he had revved up his sleigh and gone.

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The Windsor-Detroit MG Club
The International Local Club

Rick Astley - Editor

In the course of my employment, I have recently been working with the Beltronic company in Oakville, Ontario who make Bel and Escort radar detectors. They are nice people but I sometimes feel they play one side against the other. They don't publicize it but they also make the radar detector-detectors that police use to trap offenders in states and provinces that don't allow radar detectors. I also believe they make radar detectors that are able to defeat radar detector-detectors!

They also have some other neat products including a range of acceleration and speed measuring devices including one that helps you improve your golf swing. The one that interested me, however, was in their range of easy to operate car performance equipment. The simplest model retails at about US$150, but as a supplier I was able to purchase one at an extremely good price. Weather and opportunity have not allowed me to try it out yet but it seems to offer some useful features to anyone wanting to know if that adjustment to the carburetor or distributor improved or worsened the performance of their car.

In order to check speed and acceleration, it is only necessary to plug the device in the lighter socket and drive away. At the end of the run it can tell you maximum speed, ¼ mile time, acceleration in 10 mph increments from 0 to whatever maximum speed you drove to and g-force. If you enter the weight of your car it can also tell you the "wheel" horsepower, that might be better described as the "real" horsepower including losses from the drive train, tires and aerodynamics. Manufacturers use the output at the flywheel which is far more optimistic. You can put a factor in, general around 20%, to estimate the difference. For racing enthusiasts a slightly more expensive model will store a number of runs that can be downloaded to a computer for analysis.

How does it work? Sir Isaac Newton gave us laws of motion that included some formulae that give the correlation between speed, time, distance and acceleration. The device has an electronic clock inside to measure time as well as an accelerometer that measures acceleration 200 times per second. Knowing the time and acceleration its internal microprocessor can calculate and correlate all the other parameters. You need to tell it the vehicle's weight only for the horsepower calculation. You could use book data for this and add your own weight or go to a weigh-station. I intend to use a company not far from my home that sells landscaping rocks. They weigh your vehicle on the way in and again on the way out, and charge by the difference in weight.

As a side issue to this, John Zajac and I recently had an e-mail exchange as to why, if some road test reports are to be relied on, the MGB appears to have improved in performance over the years when the reverse should have been true. Such "improvements" as a higher friction 5 bearing crankshaft, extra equipment weight, lower octane fuel and smog controls on the engine will have had their detrimental effects. One explanation is that in 1962, there was no electronic equipment to measure the performance so the road tests were done with 2 people in the car, a driver and a timer-recorder person. Later, telematics allowed the job to be done with just the driver in the car. In a lightweight vehicle like an MGB, the removal of the extra person made a significant and positive difference to the power to weight ratio, and hence to the performance figures too.

Presidentially Speaking

By Philip Wiltshire — Club President

Hello everyone, and happy holidays! I hope you got to take some time off and relax restoring your MG over the Holiday Break.

I've just surfaced from two MG gatherings in 4 days; the Michigan MGA club known infamously as the "Rowdies", held their Christmas Party at our home. Luckily, their rowdy nature was downgraded to boisterous for the occasion. The second event was, of course, our monthly meeting held at the Brass Pointe in Farmington Hills. There were nearly 50 members in attendance and the gift exchange table bulged with all shapes and sizes of Christmas goodies.

We were fortunate that Ed "Santa" Fleming was out with the reindeer and sleigh on a reconnoiter mission and so dropped in to start the festivities. Santa presented a small gift to our long-suffering server who now believes that there is a Santa Claus.

So, it's time to get phsyc'd up for the 2004 driving season. There are some key indicators working for us to get past winter. 1) The shortest day is now past and 2) the summer fashions are showing up in all of that junk mail you get every day 3) we are going to play WhirlyBall on January 24th in West Bloomfield, and 4) our hibernation party will take place in Windsor on February 21st.

Our club has played WhirlyBall before, l think about 8 years ago when we challenged the Triumph folks to a battle royale. This time, we will battle amongst ourselves.

There, see, the winter is almost behind us!! Looking forward a bit further into 2004, June to be exact, the Stratford trip will take place on the weekend of June 19th/20th. The play we will be seeing is a new one for Stratford, and it is based up the famous novel by Alexandre Dumas, entitled "The Count of Monte Cristo" It is a great swashbuckling adventure. As you may remember, last year, we traveled to Stratford with 35 cars; several members have already signed up for the trip and you can find the details on page 10.

During January, the Committee will firm up our 2004 driving season, so make sure that you keep your diary open, free and ready so that you can participate in our events. If you have any ideas for an event or know of a good one being staged by another club, then let us know and we will try to include it in our calendar.

Safety MG Fast

and a safe and prosperous New Year to all of you

Philip

Best Lawsuit Story .....

A Charlotte North Carolina, lawyer purchased a box of "very rare" and expensive cigars, then insured them against fire, among other things.

Within a month, having smoked his ENTIRE stockpile of these great cigars, and without yet having made even FIRST premium payment on the policy, the lawyer filed a claim against the insurance company. In his claim, the lawyer stated the cigars were lost in a series of 'small fires".'The insurance company refused to pay citing the obvious reason: that the man had consumed the cigars in the "normal" fashion. The lawyer sued …. and WON!

In delivering the ruling, the judge agreed with the insurance company that the claim was frivolous. The judge stated nevertheless, that the lawyer held a policy from the company in which it had warranted that the cigars were insurable and guaranteed that it would insure them against fire, with out defining what is considered to be "unacceptable fire," and was obligated to pay the claim.

Rather than endure a lengthy and costly appeal process, the insurance company accepted the ruling and paid $15,000 to the lawyer for his loss of the rare cigars lost in the "fires".

NOW FOR THE BEST PART

After the lawyer cashed the check, the insurance company had him arrested on 24 counts of ARSON!!!! With his OWN insurance claim and testimony from the previous case being used AGAINST him, the lawyer was convicted of intentionally burning his insured property and was sentenced co 24 months in jail and a $24,000 fine.

This is a true story and was first place winner in the recent Criminal Lawyers Award Contest.

ONLY IN AMERICA.

Reprinted from *The Informed Outlook*

Join us for the Windsor-Detroit MG Club Hibernation Party February 21st 6:00 pm

Windsor Yacht Club
9000 Riverside East, Windsor

Latitude 42° 20' 29"" Longitude 82° 56' 00"
(519) 945-1863

Food Choices

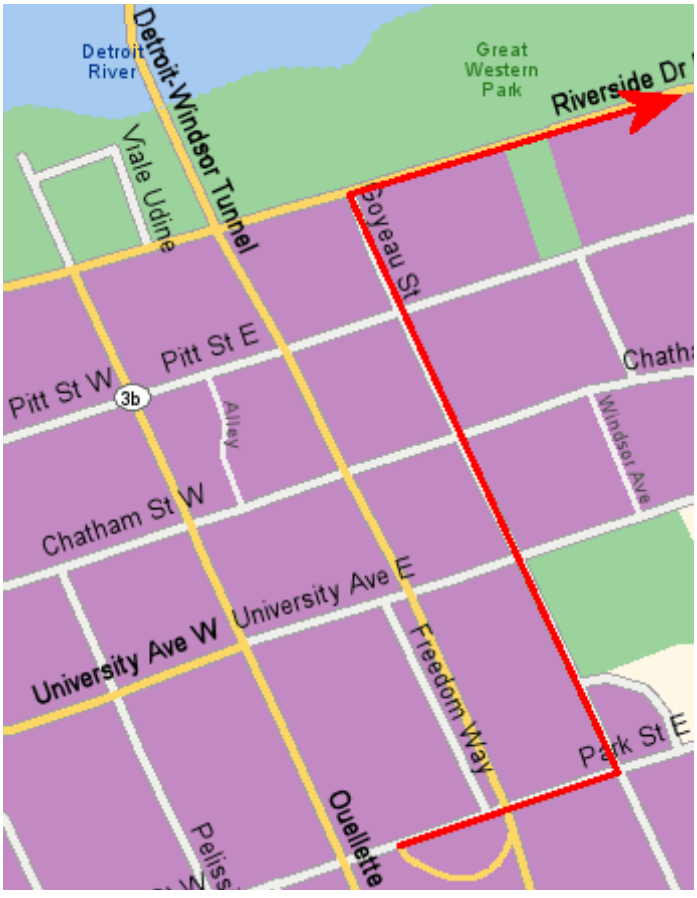
Roast prime rib of beef with a roasted garlic au jus
Herb chicken breast with tomato coulis and gratin of brick cheese.
Grilled fillet of Atlantic salmon.
For those with special dietary needs, the Windsor Yacht Club will do their best to accommodate you.

In addition there will be Seasonal Tossed Salad with Herb Vinaigrette to start, Demi Rolls and Whipped Butter, New York Style Cheese Cake with Raspberry Coulis for dessert, and tea or coffee to finish.

A cash bar will be available for those requiring cocktails, beer or wine.

Entertainment

The entertainment was still being confirmed as we went to print, but you can be sure there will be good music and plenty of opportunities to show off your dancing skills.

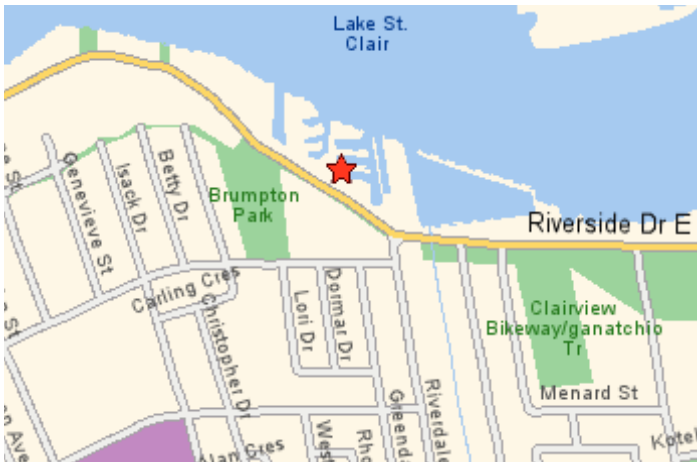


Door Prizes

The donation of door prizes from members or their companies is always appreciated. If you can help, please contact Lise Brown or Rick Astley or indeed any board member. Telephone numbers are on page 2.

Getting There from The Tunnel

On exiting immigration at the tunnel zero your odometer.
Turn right onto Park Street East.
Turn left on to Guyeau Street 0.1 miles/0.2km
Turn right on to Riverside drive 0.2 miles/0.3 km
Continue on Riverside Dr to Windsor Yacht Club
6.2 miles/10. 0km



W-DMGC Annual Hibernation Party, February 21st, 2004, 6:00 pm

Please use the form below (hand or photo copies are fine if you don't want to spoil your Newsletter) to reserve your place at the party. Please make sure that your form and payment reach us by February 11th. Unfortunately, forms and checks received after this date may be returned. Forms will be dated upon receipt and in the event that the party becomes over-subscribed, they will be handled on a first-come, first-served basis.

To assist the servers in getting the right meal to everyone we will have place cards made with names and the corresponding meal marked on them that you can pick up at the door and put on your table. For that reason we request that you give us the name of each person attending.

Prices:

	Code	Member and partner (or guest)	Additional guests
Roast prime rib of beef ……	B	US$25.00 / Cdn$31.00	US$35.00 / Cdn$43.00
Herb chicken breast ……	C	US$20.00 / Cdn$24.50	US$30.00 / Cdn$37.50
Grilled fillet of Atlantic salmon……..	S	US$23.00 / Cdn$28.50	US$23.00 / Cdn$41.50
Special Dietary Meal (please add note)…….	D	US$23.00 / Cdn$28.50	US$23.00 / Cdn$41.50

Name: _____ Phone: _____

Address:

_____

Please return forms to:

Lise Brown
1970 Loraine Ave.
Windsor, Ontario N8W 1P4

Or

Anne Astley
28404 South Harwich Drive,
Farmington Hills, MI 48334

	Name	Meal Code B, C, S or D	Price (see above)
Member			$
Partner			$
Guest 1			$
Guest 2			$
	Total value of check enclosed		$

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Thursday & Friday

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1,238 Miles With The Top Down

by John Renaud

Back in June, Paul Sandie, a fellow MGB owner, and I were kayaking in Lake Huron 6 miles north of Oscoda. He reminded me that the Great Lakes Sea Kayak Symposium was coming up next month. We both decided to camp there. So I started getting the MGB V8 ready for the trip.

I revised the front suspension to gain more front ground clearance. The previous height was ideal for "The Tail of the Dragon" in Tennessee but not for any rough road excursions. The Symposium takes place in Grand Marais in

Michigan's Upper Peninsula. I got all my spare parts and camping gear ready. I also changed back to a longer travel shift lever and I rejetted the carburetor from 0.086 to 0.083 to lean it a bit.

Thursday July 10, 2003

I left Dearborn with the top down and headed for our cottage on Lake Huron. My wife, Isabelle, was already there with my daughter and her family. Being retired allows for a lot of flexibility! It was overcast but I was determined to drive all the way with the top down. I drove in and out of light showers. I'd check the tonneau cover over the passenger seat. It was not wet as long as I was driving 70 mph so I kept going. I stopped at Freeway Fritz just past Birch Run for Shell gas and a chicken lunch. I was about 3 miles from our cottage when it poured. I kept driving and pulled into the garage at the cottage top still down! On Saturday, I went with my family to Oscoda to watch the end of an Au Sable River canoe race. There is another race later in the season — the biggest in North America with a $50,000 first place prize.

I repacked the MGB V8 for the rest of the G.L.S.K.S. trip. The tonneau was bulging. The passenger side of the B was filled with my tent, sleeping bag, cot, etc. I checked the engine and added 1/2 quart of Mobil 1 20W50.

Wednesday July 16, 2003

I left the cottage at 8:30 am and took a leisurely drive up Michigan's east coast on US 23. I was in Mackinaw City about noon. I drove around the shore line in town. I saw a Morgan- also top down and waved to the couple. It was a slow trip over the Mackinaw Bridge due to some construction but the view was excellent. I had lunch in a restaurant in St. Ignace. Then, I headed west along the north shore of Lake Michigan. The drive was beautiful. Sand dunes stretched for miles and the sun glistened on the water. The sky had just cleared up before I got to Mackinaw City. Before that, the trip was heavily overcast. I kept my speed down to 55-65 mph along the shore line to enjoy the scenery. Then, I turned north to Grand Marais and Woodland Park Township Campground. My campsite was about 600 feet from Lake Superior on a 50 foot high bluff. From the bluff it was about 300-400 sandy feet to the water. The water temperature was in the low 40's. To participate in the Symposium, you were required to have a wet or dry suit to take your kayak out in Lake Superior. Being a warm weather kayaker, I didn't have a wet suit and being in the MGB I did not bring my Perception Corona kayak with me. As this was my first time to the Symposium, I just planned to take in as many lectures off water that I could and I was also looking for another kayak more suited to the waters of Lake Huron. Well, that evening I caught up with Paul. He was camped about 600 feet away from my site right on the bluff. We had a good fish dinner that night at one of the two local pubs.

Thursday July 17, 2003

I woke up early Thursday morning. I walked into town . The town is about 3 blocks long at the foot of the bay. I found out that restaurants were close to nonexistent in Grand Marais. I found one called "Curiosity Corner" and it was. They had a grill at the back. This guy was making coffee. He looked very unruly, messy hair and dirty T-shirt. But, I was desperate so I ordered coffee and a Sausage and egg muffin. What I got was a bacon and egg muffin and I was the only customer in the place. I got it down hoping to do better tomorrow!

I walked down to the harbor. They were conducting certification tests for the instructors. They have different levels of certification for which they apply. A few were able to make it to the next certification level but not many.

I walked through the campground and saw a lot of campers with Nigel Dennis kayaks, a brand in which I was very interested. I really liked the Romany model. All the Romany owners were very positive about their kayaks. I decided that by spring I would have a Romany. I found out Nigel Dennis was one of the lecturers at the Symposium. Paul pointed him out to me. His kayak company is in the northern part of Wales in the UK He was the first person to circumnavigate the UK in a kayak. Having the only MGB at the small town of Grand Marais, it was not long before our paths crossed. I talked kayaks with him a couple times. I offered to let him drive the MGB but he inferred that the steering wheel was on the wrong side.

At noon I headed for Munising to check out the harbor. That is where the "Pictured Rocks" boat tours start. After a speedy trip, I was about 3 miles out of Munising and started having front end noise. At first I thought it might be the big truck in front of me. I pulled over and checked around the engine. I thought it might be the mechanical fan. I pulled back on the road. More noise! I pulled into a restaurant parking lot, jacked up the left front of the B. The wheel nuts were loose. I had changed my wheels from Rostyles to alloy LE wheels just before the Tennessee trip.. I had the wrong size 13/16 socket as the LE nuts were 15/16. I tightened the wheel with an open end wrench as best I could. I drove down the shoulder of the road with the wheel still making noise. I got to a lumber yard "41 Lumber" and went in to buy a socket. They did not have that size. But, the guy at the counter said "Go out in back and see if one of the workers has that size and tighten your wheel." They did!

It was a 15/16 inch with a 2 foot long 5/8 inch drive. It weighed a ton! Two more wheel nuts were slightly loose on the other wheels.. **>Recommendation: Check the wheel nuts every 2,500-3,000 miles.<** I went into Munising to the Napa dealer and was lucky to pick up the correct socket for ONLY $12.00. I had lunch overlooking the harbor at the "Navigator Inn", then went back to Grand Marais. I drove

around town and found a nice Diner restaurant on a back street in which to have breakfast tomorrow.

In the evening, Paul and I were walking around the campground and I met a vendor. He had a Romany kayak equipped just like I wanted. I got his address. We caught up with a bunch of the instructors down on the beach at a huge bonfire. We talked MG's and kayaks into the cool evening.

The temperature dropped into the low 40's during the night. The tent was really chilly! ! I had run my trouble light into the tent and hung it on my metal framed chair. The 70 watt bulb was my tent heat source!

Friday July 18, 2003

We were lucky and today the temp got back to 70 degrees. I got up with the sun and this time, 50 degrees and the top still down, I drove to the Diner. Breakfast was much better today!

Paul and I visited the vendor building to see the latest kayaks. They also have a hands on demonstration at the harbor on Saturday morning. We saw the Romany vendor and I made arrangements to go to his shop Saturday morning to check out the kayak. He had a Romany with him and he let me test it out in the harbor. It handled perfectly.

Paul went on an 18 mile kayak trip along the Pictured Rocks with about 85 other kayakers. The US Coast Guard was on alert for all the kayakers running around this area.

That evening, a group of us had dinner at the other bar in town. Then, we caught a couple of the lectures. One was by Jon Turk who kayaked 3,000 miles across the North Pacific Rim. Another was by the US Coast Guard. There were kayakers from all over the US, Canada and the UK.

Saturday July 19, 2003

I got up early, took down the tent, and packed the MGB- top still down! I headed for "Les Cheneaux Islands" east of St. Ignace. The weather and the scenery were excellent. I found the kayak shop. The Romany was perfect!

Except - How to get it to the cottage! Well, I bought it anyway! With the top down, I put a foam pad on the top bar of the windshield and another on the rear of the luggage rack. I tied the bow to the front bumper attachments, the center of the Romany to the R/H passenger seat belt and the stern to the luggage rack. It worked great- as long as it doesn't rain. So....I drove the MGB (13 feet long) with the Romany (16 feet long) over the Mackinaw Bridge (5 miles long and 200 feet above the Lakes). I was very concerned about the winds on the bridge but the MGB did fine! I drove through Mackinaw City again. Then, down US 23 through Rogers City, Alpena, and Harrisville to the cottage, a four hour 200 mile long trip. I put the kayak and the MGB in the cottage garage.

Sunday July 20, 2003

It poured rain. Paul took the same route home and said that he could only go 20 mph along US23 at Rogers City or his car would hydroplane.

Well, I kayaked for a few days, then, I pulled the MGB V8 out of the garage- top still down :-) . I drove back to Dearborn to pay the bills and to check on the house. With all my side trips, the odometer registered 1,138 miles!

Life is good!

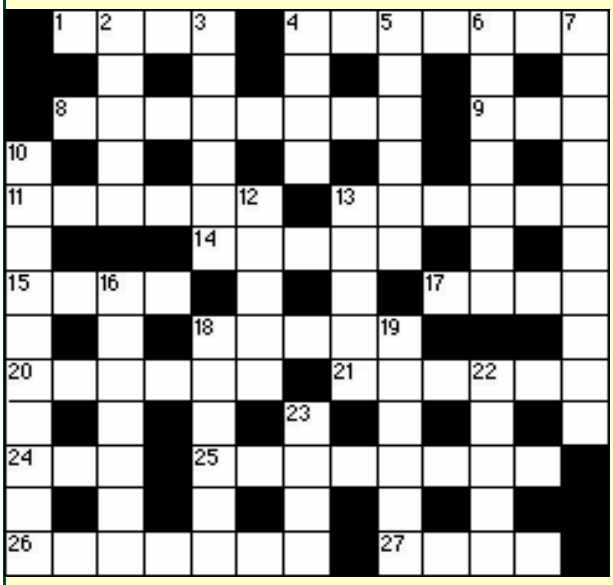
Jack Renaud with Romany Kayak and MGB V8

Jack Renaud in Romany Kayak on Lake Huron near Oscoda

Great Lakes Sea Kayak Convention at Grand Marais, MI in Upper Peninsula near the Pictured Rocks

MGB V8 and Romany Kayak at a roadside park between Cheboygan and Rogers City on M23

The Windsor - Detroit MG Club Crossword



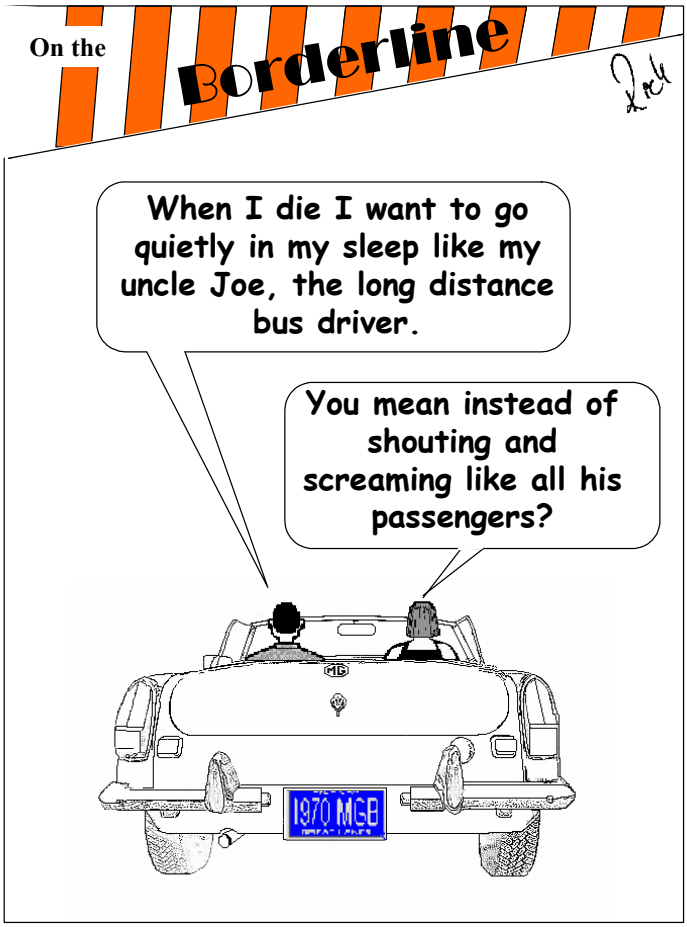
Across

1 Four legged Triumph
4 Enforced law & order
8 Spark system
9 — Diego
11 Wheel shape
13 British hood
14 Mr. John
15 Ms. Fitzgerald
17 Cable sports channel
18 Part of MSU
20 Ford get-away
21 Austin-Healey soda-pop
24 Agony aunt — Landers
25 Time limit
26 Optic medicine (3-4)
27 Lass

Down

2 Four legged Sunbeam
3 Radiator protector
4 Grand —
5 England capital
6 Windsor and Detroit features
7 Sign on the other side of the road (2-3-4)
10 Step on the gas
12 Lotus crème de la crème
13 British trunks
16 Driving permit
18 Eight legged Fiat
19 Afterword
22 Tire —— tube
23 Six legged Hudson

Solution page 10



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Did you know?
Your MG Fuses May be Dangerously Oversized

If you have blown fuses in your MG and replaced them with those specified in the Drivers Manual or in the Haynes book, you may have selected a fuse of over twice the required current that will not protect your wiring harness from burning in the event of a short-circuit.

The T-series and MGA have both 35 Amp and 50 Amp fuses specified and the MGB and Spridgets had 35 Amp fuses in the fuse-block and, depending on their function, both 35 Amp and 10 Amp fuses recommended for any line fuse-holders that may be fitted. However, the way fuses were specified until the mid-1980s is different from the method used today.

Fuses were once rated based on the current required to blow them. The trouble is, different amounts of current blow fuses at different speeds and for many years there were no real international standards. For example, an automotive fuse is guaranteed to blow at 135% of its rating, so a 10 Amp fuse will blow at 13.5 Amps. However, a detailed look at the specifications shows that the fuse can take ½ hour to blow at this current, meantime your car, garage and house may have gone up in flames. The same fuse, subjected to 200% of its rated current, 20 Amps in this example, will blow in about 1 second.

MG used the 1 second rating, so the 35 Amp fuse they specified would blow at that current in about a second. The carry current rating was 17 Amps, and that is important because today's fuses are rated on carry current, the current they can pass without nuisance opening.

Based on today's standards, the 50, 35, and 10 Amp fuses specified for MGs should be 25, 17 and 5 Amp respectively. You won't find 17 Amp glass fuses, so be on the safe side and use 15 Amp instead.

The glass fuses most commonly found in MGs are 1¼" long by ¼" diameter and if you need to buy them from the local gas station or auto-accessory store you will find them branded as Busssman Type AGC or Littelfuse Type 3AG.

Classified Advertisements

Wanted - center console for early 70's MGB. Arm rest condition not as important as the plastic console - must be close to perfect (no cracks or pry marks).
Call Mike Derderian at 586-731-4434 or email at
leadfoot@wideopenwest.com

1966 MGB . New rack & pinion, new shocks, new rear springs, recent front end rebuild and new tires. It's a good daily driver. Clean and solid. $4,000
Call 989-856-3864 (Port Austin, Michigan near tip of the thumb).

1964 TR4 .Southern car. Strong engine, new tires. Good daily driver. Like new interior and clean engine compartment. Needs some attention to paint on hood. $4,500.
Call 810-577-1825

Wanted MGA Transmission
Dave Doolin 313 590 0210

1977 MGB Newer top, solid front-end, looks and drives great. Some extra parts. Asking $6200 or best offer.
Call 313-565-5635. (SE MI)

1978 MGB. 68K Miles. New: tires, tune-up, brakes, battery, motor mounts, fuel pump, wipers. 2nd owner, car stored for 5 years body in good condition, needs interior work.
Clovis Grant 313-886-3272

1975 MGB, Tahiti Blue/Black interior; engine rebuilt by John Twist. $7,500.00.
Rich Wagner 248 624-9573

January 2005 in Hawaii. Tired of this winter already? Then plan to go to a paradise island next year. We're offering our one bedroom condo on Maui for $850 for dates 1/27/05 through 2/3/05. The unit can separate to accommodate up to 4 people with 2 full baths.
Rich Wagner 248 624-9573

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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
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1975 Midget. 44,000 original miles. Burgundy exterior completely restored to factory original color in 2000. Interior black leather, nearly flawless. New radiator (2002), new tires (2000). Near Windsor, Ontario. Serious inquiries only:
kdawson1222@cogeco.ca

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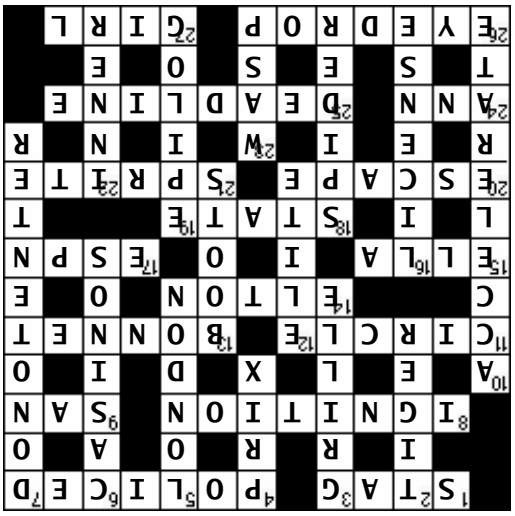
Solution to Crossword Page 8



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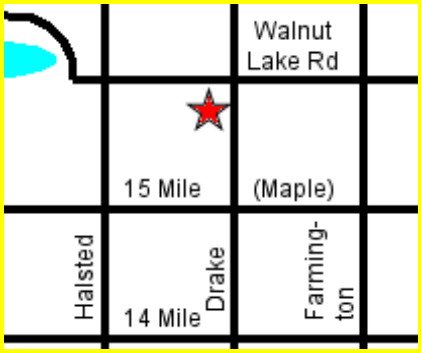
CALENDAR NOTES...CALENDAR NOTES...CALENDAR NOTES...

WhirlyBall — Good Practice for MG Driving in 2004
Saturday January 24th, 2004 at 2:00 pm
WhirlyBall West, 5700 Drake, West Bloomfield, MI

Just when you think you've run out of new games to play, along comes WhirlyBall. And it's a gas! It could be the quickest 15 minutes you've ever spent. WhirlyBall is a combination of jai alai, basketball and hockey, using a dodgem car like those you're more likely to see at an amusement park. The object is to take a whiffle ball from one end of the floor to the other and hit a 15-inch target cut out of a backboard that is suspended about 10 feet above the floor.

- The Windsor-Detroit MG Club is sponsoring the event, so its FREE!! (to members and one companion)
- Finish time will be between 3:00 and 4:00 pm, depending on numbers participating.
- Please help the club by calling Philip Wiltshire on 248-676-0986 and tell him you are coming.



Located on Drake Road, North of 15 mile

Stratford, 2004 Saturday/Sunday June 19th/20th

The Count of Monte Cristo – by Alexandre Dumas

This play is newly adapted for the stage of Stratford's Avon Theater.

Falsely accused of treason, dashing young sailor Edmund Dantés is arrested on his wedding day and imprisoned in the dreaded chateau d'If. Many years later, having staged a daring escape, he returns to seek vengeance on those who sought to destroy him. A classic swashbuckling adventure, making a change from our traditional musical!!

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

This year, on Sunday morning, we are making the "behind the scenes" tour of the Festival Theater which takes us through many of the support departments that go to make up the shows we see - fascinating!!

Already many out of the 22 rooms are booked by us, so please call them and make your reservation under "MG Tours" at 519-284-2977

I will also need a check from you for tickets, so please call me when you've made your reservation and then send me a check for $51 per theater ticket and $5.50 per "behind the scenes" tour ticket, in U.S. Funds (cash or US banks only please).

Philip Wiltshire at 3105 Exeter Drive, Milford, Michigan, 48380. (Phone 248-676-0986 or e-mail pcwiltshire@prodigy.net for further details)

Calendar of Events

Bold Text Indicates Windsor-Detroit MG Club Events.

January	
Wed. 14th	**Monthly Meeting — Nisbet Inn**
Sat. 24th	**WhirlyBall** **See opposite page.**
February	
Wed. 11th	**Monthly Meeting — Brass Pointe**
Sat 21st	**Hibernation Party** **Windsor Yacht Club. See page 4**
March	
Wed 10th	**Monthly Meeting — Nisbet Inn**
April	
Wed 14th	**Monthly Meeting — Brass Pointe**
Sat. 11th	**Kimber Birthday Bash**

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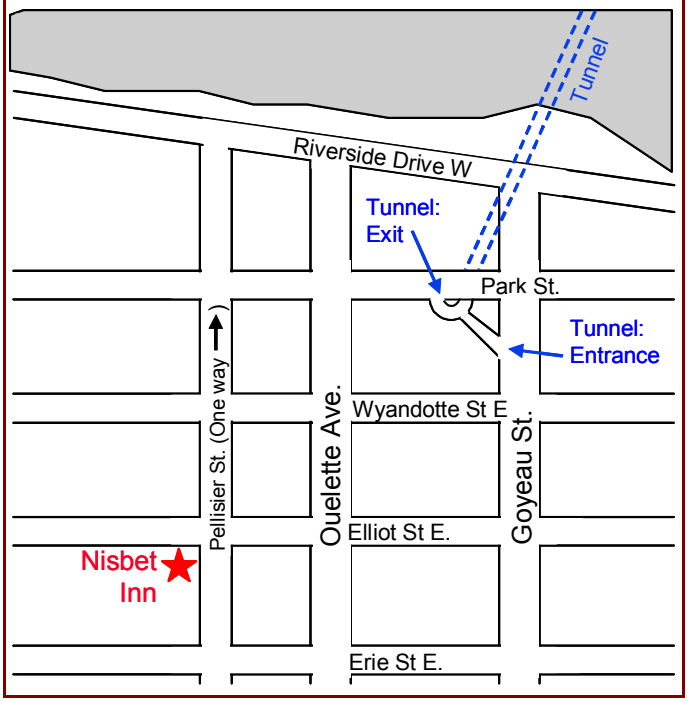
Monthly Meetings

Meetings usually start around 7:00 pm

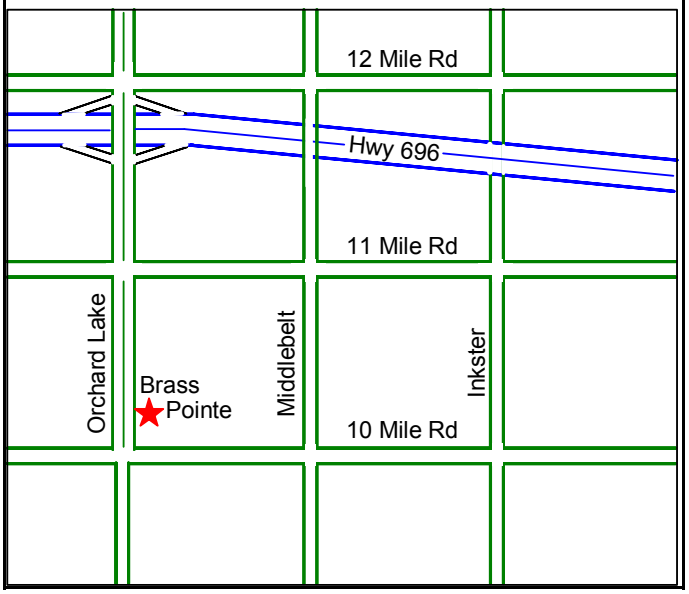
January Meeting

January 14th — Nisbet Inn,
131 Elliott Street West, Windsor, Ontario



February Meeting

February 11th — Brass Pointe Restaurant
24234 Orchard Lake Road, Farmington Hills, Michigan



Barry Tippett's 1952 MGTD Mk II

Here's a lesson to all of us with a car in our garage "we are going to get around to restoring". Barry took this picture on Labor day yet he only brought the car home in August after it had been parked in an open sided shed, partially disassembled for 33 years. A number of furry critters had been camping out in it. We look forward to more updates.

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