The Can Am CONNECTION

WINDSOR-DETROIT

Vol. 24, No. 4 - Newsletter of the Windsor-Detroit MG Club May, 2004

Every Time it Rains it Rains……

Well, the un-forecasted rain drops that managed to get around my glasses and hit me in the eyes certainly felt as heavy as pennies from heaven, but nobody should have been surprised. Our Kimber Birthday Bash, the first club drive of the season, has a reputation for unpredictable weather. Two years ago, this April event encountered snow, so a little rain did not produce too much complaining; although at least two fair-weather wives, who will remain anonymous, left their husbands for shelter a GT and a roadster with the top up.

Ed Fleming lead 18 cars from Northville to the Delhi Café near Lansing for the traditional birthday celebration of MG's founder Cecil Kimber. At the restaurant other club members who lived nearer to Lansing, as well as Michigan Rowdies and Lansing Area MG Association members, met with us in a show of thanks to the man whose brainchild has brought so much fun and pleasure to us all.

This is an event steeped in tradition, the most important of which is the cutting of Cecil's birthday cake that is always lovingly made by Marcia Greiner and which is invariably superb (see picture page 6). I am sure our club does many things that make Cecil spin rapidly in his grave, but on this day he had every reason to rest in peace.

After a short speech and toast to Cecil by Lansing Area MG Association president Jai Deagan, we made our individual ways home in perfect spring weather.

Bargain Hunting in Ancaster

For those of us on the Canadian side, the Ancaster show is our biggest Jumble Sale in the Southern Ontario area and pretty well signifies the beginning of the driving season. Both the Austin Healy Club of Southern Ontario and the British Sports Car Club host this show.

Dawn had not yet broken on Sunday the 18th of April when Al Finch, my son Andrew and I arrived at our regular Tim Horton's meeting place just outside of Windsor where we met Jim George and Jeff Branch. Jim was the only one who was driving his MG. After our acquiring the customary supplies from Tim's, we set out for the 401.

The trip was reasonable uneventful, a straight run down the 401 to the service centre just west of Woodstock where we stopped to replenish supplies. Here we met the group from the Detroit Triumph Club who usually travel up to this event. From there it was on to Woodstock and the 403 for the last leg to Ancaster.

It seemed that the closer we got to Ancaster, the darker and more threatening the sky looked. As we pulled into the parking lot, it appeared to be darker than when we left home at 6:00 a.m. By the time we were half way to the entrance, it started to rain, and we made it inside just as the real storm hit. We didn't find out till later just how violent this storm was as it passed through the Niagara area just a few kilometres away.

Most of the commercial vendors have tables inside the building, and for a while it was so crowded that it was difficult to move very far let alone get to many of the tables. As usual at shows in Southern Ontario, MacGregor British Car Parts seems to be the busiest vendor, but many other parts suppliers both big and small participate. Many clubs also participate with information and parts sales.

Individuals who have cars and/or parts for sale are usually set up outside in the parking area, but they did not

(Continued on page 6)

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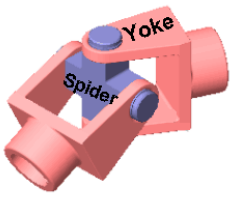
The Windsor-Detroit MG Club
The International Local Club

Rick Astley—Editor

From time to time I experience a situation where the name of someone or something that I have not thought of in decades comes up, out of the blue, twice in quick succession. That happened to me recently in regard to Robert Hooke. I haven't thought of Robert Hooke since 7th grade physics class where I learned Hooke's Law concerning coil springs. I can still recite it today, "Hooke's Law states that a spring will stretch to an amount proportional to the force causing the extension".

Just a few weeks ago, Hooke's name came up when a radio program reviewed a new biography of him. It turns out that the English physicist Hooke (1635 –1703) was a much underrated. Besides expounding on springs, he was one of the first to understand the value of the microscope, he redesigned metrological instruments such as the barometer, anemometer, and hygrometer, so that they are usefully accurate and he invented the camera iris, the anchor and balance wheel used in watches and the universal-joint (U-J), that we all have in our MGs, and which is sometimes called a Hooke's Joint.

A couple of weeks later I was reading the Chicagoland MG Club journal *Driveline* in which Tom Sotomayor had written an article about U or Hooke's joints, so there was Mr. Hooke's name coming up again. As it turned out, I was grateful to Tom for his article which reminded me that a single U-J is not the best transmission system for transmitting motion in a non-straight path.

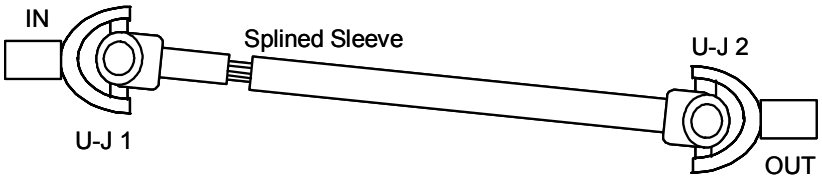


As you probably know, the drive shaft from the back of the gearbox makes the connection to the rear differential and onward to the back-axles and wheels. Because the back-axle is usually somewhat lower then the tail of the gearbox and moves up and down with the rear suspension, some means is needed to transmit the power along this constantly varying crooked path. The U-J provides the method, but it is not by any means a constant velocity joint. If its output shaft is at any angle other than straight, every half revolution its output will speed up and slow down relative to the input. In fact Tom's article includes a graph that shows that at a 30° angle, the input to output speed will be from 87% to 115%.

In practice, the situation is not nearly as bad as that. Two U-Js are invariably used and if the gearbox tail shaft and the differential input shaft are parallel, the varying speed of one U-J will cancel out that of the other. Moreover, on a vehicle like an MG sports car, with a low slung engine and relatively large wheels, the engine and differential are almost in-line and the angle of the driveshaft, on the MGB for example, is only about 4°. However, Tom Sotomayor reckons that about 75% of the vehicles he sees have the U-Js misaligned, so that instead of canceling the speed error, they add them together, with the result that that the car goes along the road pulsing or throbbing as the wheel speed constantly varies. Any apparent throb is mild with only a 4° offset. I calculated that traveling at a nominal speed of 60 mph with the U-Js 90° misaligned, the speed would vary from 59.7 to 60.3 mph. Even if this small variation, which occurs twice per shaft revolution, is imperceptible to you, the drive train components will be under duress as they experience constantly reversing impact loads.

The drive shaft needs another variable connection and that is a sliding splined sleeve that allows it to grow and contract as the distance between engine and back-axle varies under changing suspension height. Unfortunately, that spline can be easily reassembled at a number of angles and cause U-J misalignment. Tom Sotomayor's article prompted me to check the U-Js on my running MGB, especially since I had some problems with the tail end of my gearbox last year. Sure enough, they were exactly 90° wrong — as bad as you can get — although I knew I had thought about the alignment when I replaced the U-Js about 3 years ago. The problem occurred because I consulted an incorrect exploded view of the drive shaft in the Haynes Repair Manual; had I flipped the page I would have seen a correct alignment drawing. Those club members with Spridgets (other than the 1500 cc) need not bother to check the drive shaft because it is solid, the splines being on the back of the gearbox, not on the shaft, so the U-J yokes cannot be moved relative to one another.

Maybe it's my imagination, but I reckon my MGB runs much more smoothly now.



Time to check your driveshaft? The correct relative orientation of the yokes is shown here.

Presidentially Speaking

By Ralph Poupard — Club President

It's May and the 2004 driving season is upon us. We had a very good turnout for the April meeting at the Brass Pointe. This being April, we ran out of daylight during the tire kicking session, but there were a number of MGs in the lot when I arrived. The following Saturday was the Kimber run, and again we had a very good turnout for the club. It appears that a number of the members have been busy getting their cars ready and are primed for the coming season. I guess I spoke too soon at the meeting at the Brass Pointe as the weather forecasts were calling for a sunny day, and I went out on a limb predicting the same. As Saturday neared the forecast deteriorated and sure enough we ran into rain on the way to Lansing. A few of the members were more adventurous than I was and drove top-down through the rain. At one point we drove by an area where some building construction was taking place, and a dump truck coming in the other direction sprayed most of the cars with a nice layer of mud. The cars that had looked so good in the Meijers parking lot earlier now had mud splattered from end to end. The afternoon turned out to be sunny and warm, making for a nice top-down ride home in the dirty cars. I didn't have to worry about daydreaming on the freeway on the way home however, as the teeth chattering bumps along I-96 kept my attention focused.

Jeff Branch in front of the WDMGCC cars at the start of the Cecil Kimber run

After crossing the border on the way home from the Kimber run my daughter Jen, and I decided to stop for an ice cream in Tecumseh. On our way out of the lot there was a red MGA 1500 pulling out of a lot across the street. I don't recall a red 1500 in the club on the Canadian side, which caused me to wonder out loud when the last time I had seen an MGA on the road when not at a show or club event. We were waving our arms over the top of the windshield trying to catch the owner's attention. What he may have been wondering was "who are the people in the dirty MGB?". A week later I took the MGA out for the first time this year driving to Essex. On my way home a beautiful BRG MGBGT passed by me going the other direction. It appeared to be a '72 or '73 complete with the slim line whitewall tires that were standard on the cars in that era, and again I don't recall this car being in the club. This time it was them who were waving wildly and probably wondering when was the last time they had seen an MGA on the road. Again it was too bad I couldn't talk to them about the club. A few minutes later as I was slowing to make a left turn I heard what sounded like a stone hit the bottom of the car. I glanced to my left just as I was turning and saw something bouncing that didn't look like a stone. I pulled over and went back to see what it was. It was a 5/16" fine thread bolt and the head was painted black. Oh, not good I thought. Fine threads not being very common, either this bolt was on the road after falling off another British car, or it just fell off my car. The first option being unlikely, I went with the second and drove carefully the rest of the way home. To date I haven't been able to find any missing bolts on the front end of the car, so maybe it was an "extra one" that had fallen into some inaccessible area as I was assembling the car. At least that's what I'm hoping.

As I am writing this, some of the club events in the near future are: the Rivertech tour on May 1st, Fun on Wheels at Heritage Village on May 23rd, and the Essex County Winery Tour, a new event this year, on May 29th. In June we have the London BCC Classic Car Show on Saturday, the 5th and the Fort Meigs British Car and Motorcycle Show on the 6th. The annual trip to the Stratford Festival rounds off the month on the 19th and 20th.

As a final note, we should give consideration to participating in the 2nd Annual Michigan British Reliability Run on September 25th and 26th. I was looking at their website, which is loaded with information and pictures, and answers just about any question you could have about this charity run. It sounds like a great adventure and is for a worthy cause - the Canadian and American Diabetes Associations. My intention is to try this one, which means I will really be putting the miles on in September. The website address is www.mibrr.com/.

So it's time to fill your gas tank, pack the sunscreen, put your sunglasses on, and get ready to hit the starter.

Safety MG Fast

Ralph

Classic Chrome

MGs are meant to be driven but if you drive them in winter, you will need to clean the road salt off the bodywork and in particular from the chrome and bright work. Chromium plating provides an attractive and durable finish to mild steel and plays a vital part in the visual appeal of a classic MG. In the 1950s and 60s most cars were embellished with more than their fair share of chrome. Many a Sunday morning was spent creating and buffing up bumpers, hub caps, window frames, wing mirrors, door handles, side strips, fuel caps and in the case of an MG even carefully cleaning every slat of the chrome grille. In the 70s chrome started to disappear as an embellishment and was replaced shiny plastic, stainless steel, or even by black paint on the cheaper cars. While the 80s saw the introduction of color-coded plastic bumpers and the disappearance of bright work on car exteriors except perhaps for their badges.

Over the years all chrome plated surfaces will deteriorate and all chrome is vulnerable to surface rust discoloration but it is amazing how with just a little effort even a quite rusty chrome part can be cleaned and restored back to its original gleaming condition. Chrome can be cleaned with ordinary car shampoo and then wax polished but when rust discoloration has taken hold or the surface is badly corroded then a specialist chrome cleaner will be necessary. One of the best chrome cleaners on the market is 'Solvol Autochrome' which is mildly abrasive and is capable of removing layers of corrosion that appear to be quite extensive and permanent. Serious damage has only been done when the chrome surface has actually broken through or become so severely pitted by rust that the finish is beyond saving Nowadays, few modern cars have any chrome work at all and as a result many younger owners have little experience of the extra level of care necessary to keep their bright work looking bright. Chrome needs regular cleaning and also the protection of polishing with a quality wax polish. Some people even apply Waxoyl to their chrome work, bumpers and hubcaps. Applied sparingly and then carefully polished Waxoyl can form a protective on the bright work.

All that Glisters– *Needs Cleaning*

Bumpers

The Midget, MGA/B/C and the MG saloons of the 50s and 60s from the Magnette to the MG 1100/1300 series all had handsome chrome bumpers. Rust will form on these bumpers especially after driving the car on our salt strewn winter roads. A wash with warm water and car shampoo will usually get rid of surface rust but the more persistent corrosion will need the application of chrome cleaner and some hard rubbing to restore the shine. Once chrome is restored it is a good idea to wax polish it just as frequently as you would the rest of the body

Chrome Wire Wheels

Wire wheels can be painted silver or chrome plated. Chrome wires are an absolute pain to keep in tip top condition but they look so stunning that most owners believe that it's well worth the extra effort to preserve them at their best. The combination of the delicate chrome surface and hot highly corrosive brake dust can rapidly bring on the need to clean wire wheels. It is always best to wash the wires first with a warm car shampoo solution using a specifically designed soft bristle brush which can be bought for the purpose. This can be done with the wheels on the car but to make a really effective job it is better to remove them. Taking wires off to clean them is well worth the extra trouble, especially with the front wheels because they get so much exposure to brake dust on the inside of the rims. The new 'Greenstuff' brake pads are dust-free and as a consequence these are real God send to the owners of cars with chrome wire wheels.

Chrome Wheel Nuts

Where the wheel brace makes contact with chrome wheel nuts it is inevitable that some damage will occur, even though the greatest possible care is taken when tightening or loosening the nuts. Despite this, chrome nuts will clean up quite well with just a little attention. The only way to completely avoid this problem of edge damage is to fit stainless steel wheel nuts, these will still need to be cleaned but they will not betray corner damage in the same way as a chrome plated nut. Similarly the winged and hexagonal centre lock wire wheel spinners are chrome plated and these too can be easily damaged on their edges by over-enthusiastic hammering, always use a suitable soft wire wheel hammer and avoid unnecessary force.

Chrome Wheel Trims

These need to be kept clean and polished just as frequently as

the car. Occasionally it is worth removing wheel trim completely to thoroughly clean the underside, as salt and brake dust will get behind the rim and corrode it on the inside. If you have these trims fitted to your MG and drive it throughout the extremes of winter it would be seriously worth considering the removal of the trims while the roads are being regualrly salted.

Replacement

When the chrome plating finally loses its battle with rust then you can decide to either replace the component or have it re-chromed. Re-chroming is much more expensive than replacement but if originality is important you may consider the additional cost to be worthwhile.

Prevention

Prevention is better than cure and the best approach to preserve the chrome on your MG is to keep the plated components clean, dry and in particular to avoid any exposure to corrosive road salt. Never leave your classic car dirty and unwashed for weeks at a time in a poorly ventilated garage, especially if it has been used on winter roads. Such treatment is a sure way to bring about rapid deterioration of bodywork and all the shiny bits. Always be prepared to spend some time cleaning your MG regularly and then apply some wax polish before you put it away and your classic will continue to sparkle and shine for many years to come.

Do You Have a Chrome Cleaning Tip?

The text of the articles on Page 4 & 5 originally appeared in the UK magazine *Enjoying MG* - May 2001 and is used with permission. Photos were borrowed from Moss Motors' web site www.mossmotors.com.

Solvo Autochrome is available in North America.

Maybe you have a tip for cleaning chrome. In researching this subject I found ideas as diverse as the scouring with 0000 gauge wire wool to polishing with crumpled aluminum foil lubricated with Coca-Cola. I have also been told that the spoke holes in the hubs of new or thoroughly cleaned wheels can be sealed with silicone bathroom caulk in order to prevent wheel bearing grease from oozing through them.

Perhaps a club member can recommend a re-chroming company; environmental regulations have greatly increased the cost of handling and disposing of plating chemicals and re-chroming facilities are now fewer and harder to find.

Editor

A Long Cool One

Whether your summer drink is lemonade, lager or London Pride, you'll enjoy it all the more in one of these long tall glasses now available as club regalia. Each heavy-base 8½" (210mm) tall pilsner glass has a capacity of 16 oz or ½-liter and carries the club logo.

Each glass costs US$4/CA$5 or US$20/CA$25 for six. See Elvin Davis or Roli Silvestre at the next meeting.

Coming soon. New grille badges, key fobs and lapel pins are scheduled to be delivered toward the end of May and so should be available at the June club meeting.

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(Continued from page 1)

have much business until the storm had passed. Once it did, however, things rapidly turned back to normal with the crowd enjoying both the display of British cars in the parking lot and the quantity of treasures (junk?) available for purchase.

Eventually, Dale & Lise Brown arrived in their MG after travelling up from St. Thomas, and later Roli Sylvester and Paula arrived in the TR7 from London. Other club members that we met were Brian & Steve Brown, Marty Hunt, and Sue & Dave Snyder (who came with the DTSC group). My apologies to any members I missed!

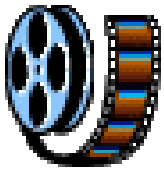
Although it appeared the attendance was down a bit from previous years (probably due to the weather) the day turned out warm and pleasant.

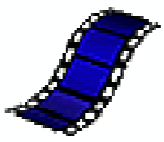
Our trip home was not with the rest of the group, since we had arranged to travel on to Burlington to the Ikea store just a few kilometres down the road. But it appeared that everyone had an enjoyable outing for the day.

VIDEO LIBRARY

A number of videos are available for club members to borrow, just a sample of which are listed below. See Tom Newton at the next meeting both to borrow and, by the way, to return all those that are well overdue.

Inside the Octagon	SU Carb' rebuild
Engine Rebuild MGB 1800cc	BRM Story
Italian Job - Michael Caine	MGB Film Library
Rendezvous - Race in Paris	MG RV8
Guide to MG Maintenance	Battle of the B's
Winning - Paul Newman	World of Collector Cars
Drive to Win - Mario Andretti	Mini - The Legend
Behind the Wheel - Jackie Stewart	Romance of Restoration





A W-DMGC PRODUCTION

LET THEM EAT CAKE!

It wasn't Marie Antoinette who is quoted in the headline but Marcia Greiner (pictured below) as she invited all who attended to share this wonderful cake that she baked to celebrate Cecil Kimber's 116th birthday.

Thanks Marcia!

Wanted

Dead or Driveable

Your Car Picture

Let us have a picture of your car and some anecdotal information so that we can feature it in *Can-Am Connection* and the club web-site gallery.

Also Wanted

Pictures of members in their childhood or as young adults for our The Young and the Reckless feature

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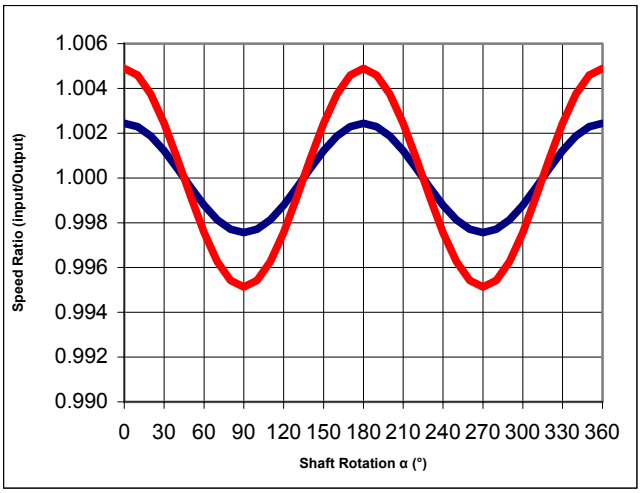
U-J Error Chart Available

For the purposes of producing the editorial on page 2 concerning Universal Joints, I created a spreadsheet to calculate the error as the shaft rotates both for different shaft angles and relative positions of the front and back U-Js. It produces tabular and graphical representation sof the error for the first U-J and the final effect of both U-Js in combination.

Although I did this for my own interest, I have made it user friendly. If you are interested you can download it from www.mgcars.org.uk/wdmgcc/U-J.xls *Rick Astley*



Lug-Nuts Needed

Mike Carpenter is looking for some lug nuts for the deep dish mag wheels on his Morris Minor special. If you know where he can get some please contact him at slotcarman1@juno.

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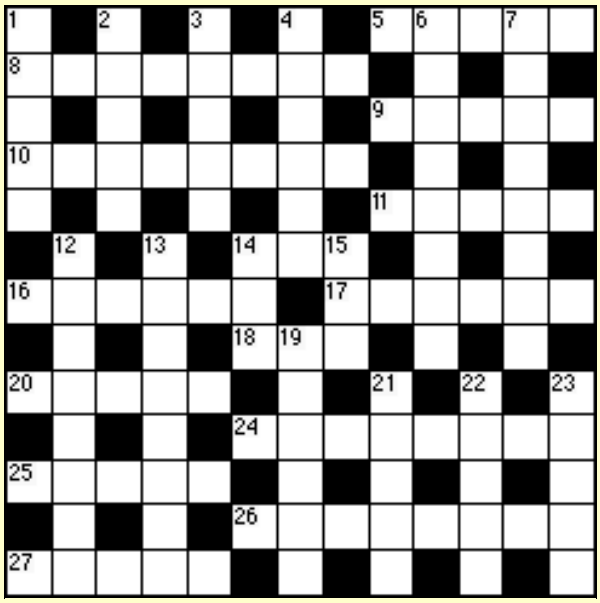


Across

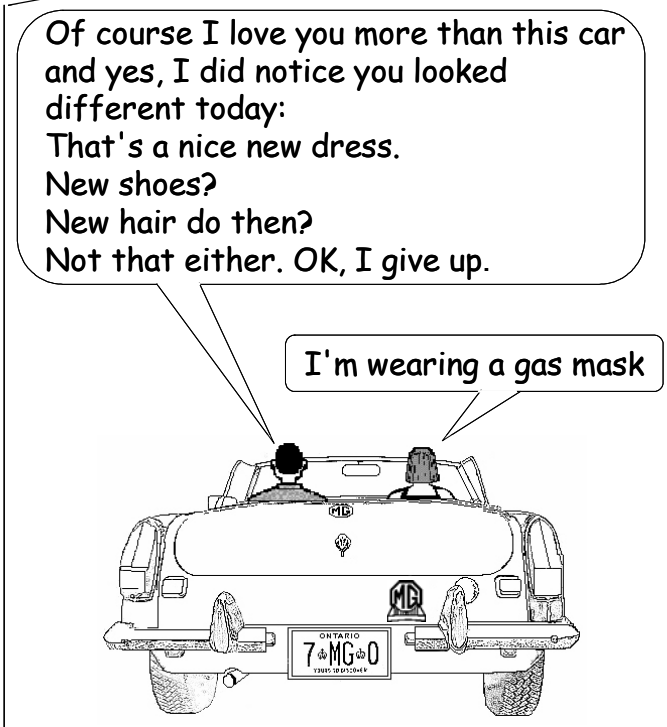
5 Hot metal worker
8 British Highway
9 Trap
10 Investigation
11 Turn the car key
14 Taxi —
16 Brief swimwear instrument?
17 Remove the screw
18 North American petrol, in short
20 Joins metal with heat
24 Toronto diamond players
25 Make small adjustments
26 Piston chamber
27 Chrysalis

Down

1 Kind of abrasive cloth
2 Squirrel away
3 Tire pattern
4 Dashboard (British)
6 Ontario neighbor
7 Accelerator
12 Motor racing course
13 Front light
14 Gear tooth
15 Long passenger vehicle
19 Metal mixtures
21 Screw thread form
22 Fiat model
23 Commandeer

Solution page 11

On the Borderline



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What's Your Car Called?

While in discussion with club members, I have learned that some have pet names for their cars. Just in case it embarrasses those who have accidentally or otherwise divulged these names to me, I won't repeat them here without first getting their permission, especially since I've been confused and may have even blushed a little when someone has started talking affectionately about their Mary's performance or rear end wiggle. We have often been minutes into the conversation before I have realized it's their car and not their wife that they are discussing.

While French and other languages that have genders for every noun universally refer to cars as feminine, that is not always the rule in our club, some members naming their cars with distinctly masculine names.

So let us know your cars' names, British or whatever and better still let us know a little background too. For example, what made you chose that name, or did you have a baptism ceremony?

We will publish the stories here. Just send a note or e-mail to me, Rick Astley, at the address shown in the sidebar on page 2.

Make Someone's Day

Everyone hates driving around Chicago because of the toll plazas every few miles that demand you stop to pay a measly 40¢. Why don't they charge $2 once and leave you alone for the rest of the day?

Just to cheer yourself up, next time you are there, pay the toll for the car behind. You will have done a charitable deed, it will have cost you peanuts and you can enjoy the sight in the rear-view mirror as the toll-collector tries to explain it to the next driver!

Classified Advertisements

1978 MG Midget. 31,000 miles; no rust, new paint/carpet, long time owner, many updates. $4,200 or best.
734-522-7336 after 6 anytime weekends. Or email 58beau@comcast.net. Garden City, MI.

British Car Repair and Maintenance. North Oakland County area. Complete service available. Very reasonable.
Also available for computer repairs and virus scans.
Gordon Bird 248-391-2395. Email. gobird@comcast.net

1978 MGB moved here with me from BC in 2003. Kept inside over winter. Brand new paint job and brand new Pirelli tires. I would like $6,500 Cdn.
Evenings at 613-544-8449 or via e-mail, alexander.mitchell@sympatico.ca (Kingston, Ontario).

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

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

1975 MGB, Tahiti Blue/Black interior; engine rebuilt by John Twist. $7,500.
Rich Wagner 248 624-9573

1976 MG Midget. Less than 1,000 miles on rebuilt motor; restorable condition or use for parts; top; tonneau cover included. $900 or best.
248-366-1092 for details. (Commerce, MI)

Parts For Sale. Used Radiator for 77-80 MGB-$50, 1 Oil cooler-13 row-$40, Emission Bracket w/canisters-$15, 1 Fuel filler neck-$5, 2 Wheel trim rings- best offer, 1 License plate bracket w/ chrome lights-best offer.
Harry Mac Lean 248-641-5011 or HMac483017@aol.com

MG Automobilia for sale. I have a selection of items for sale including many books and framed art. I can email a list and pictures of any items of interest. markmason7@hotmail.com

For sale '57 MGA project car. Open to any reasonable offer. Call Don Shearer 252-5108 any time after 4:00 pm or email, m1kk1d66@mnsi.net

1979 MGB. excellent condition, 7,000 ORIGINAL miles; garaged, summer-driven only; all original (excepting replacement parts). Asking $15,000. Only serious buyers please.
Contact shauna_matthews@msn.com. (Lansing, MI).

1975 Midget. White with red interior and black top. Runs well. Sound car. $2,400
Phil 734-498-3506 (Gregory, MI)

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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Essex County Wine Tour — May 29th

Come join us for a fun filled day touring some of the wineries of Essex County.

We will meet at a great new contemporary style restaurant for breakfast or coffee in Windsor on Saturday, May 29. The restaurant is called "The Meeting Place / Walkerville Deli" (1580 Wyandotte Street East) and is located just east of the Tunnel exit on Wyandotte Street East, a few blocks west the Kildare House. There is metered parking on Wyandotte Street and free parking on the side streets. Let's start arriving around 10:00 am. and plan on departing by 11:15 or so.

We will then take a leisurely tour around the county and stop in at several of the Wineries near the south end of the county. Some will have a small fee for tours if you are interested, and a small fee for wine tasting. Or just enjoy the ride and the scenery.

We will establish a nice place to end the tour for any of you that wish to partake in dinner before heading home.

Mark your calendars. Saturday, May 29.

Fun on Wheels ~ Sunday May 23rd

Starting at about 9 AM we'll meet at a new Tim Hortons in the 5200 block of Walker Rd., at the corner of Walker and North Talbot Rd.in Windsor. From the Tunnel turn right on Park, right on Goyeau and left on Wyandotte St. Continue on Wyandotte until a few blocks past the Kildare House and turn right on Walker. From the Bridge continue down Huron Church Road which turns into Hwy 3. until you hit Walker Road Turn left on Walker and the Tim Hortons is several blocks down on the right. We'll try to leave the Tim Hortons before 10 AM and caravan out to Heritage Village, a turn of the century village just outside Essex, Ontario.

We are usually the only British cars there making us unique among the hot rods and antique cars that have numbered as high as 500 in the past. The cars are parked among the historic buildings of the village. If you wish bring some lawn chairs, and a picnic lunch or you can purchase food at the pavilion. There is a flea market also, although it is mostly for American vehicles.

After several hours, when most people want to leave, we will caravan to Essex to a pub/restaurant with a British atmosphere called Quigbee's. They have a great menu and a number of English beers on tap that we can enjoy on the licensed patio. We can stay until later in the afternoon and leave at our leisure. It is not far from the highway that leads back to the Bridge and Tunnel.

The British Return to Fort Meigs — June 6th, Perrysburg, Ohio

The show takes place on very pleasant setting of the grounds of Ft. Meigs, which will be open for viewing. As in previous years, a contingent of Windsor-Detroit members will be making the tip, so why not join them for a fun day out?

The meeting point will be the Pilot Truck Stop on I-75 at Nedeau Rd. This exit is the first one south of the I-75/ I-275 interchange in Monroe. The truck stop is on the west side of the freeway. Please be there by 9 a.m. for a timely departure.

The drive down to the fort takes just less than an hour and, unfortunately, is mostly freeway. However, once we get off of the freeway, the remaining 10 miles or so, follow along the banks of the Maumee river. There are some quaint small towns and beautiful houses to take in.

At the fort, in past years, there has been a large, high crane that folks have been invited to go up and take pictures of the show grounds. Yours truly has not yet gone up but the courageous Dale Brown has. There are various contests to participate in as well as the usual opportunity to cast your vote. Come 3 pm or so, I'll lead the group back to I-75 and back towards the truck stop after which everyone can go their own way.

Registration forms can be found at http://lakeeriebritishnews.home.att.net , or I can forward one to a club member at my e-mail address of mgbade@core.com.

Matt Bade

Empire Asparagus Festival and Car Show

The township of Empire, Michigan, 24 miles from Traverse City and 280 miles from Detroit invited us to take part in their 1st Asparagus Festival and Car Show the weekend of May 22nd. We had hoped to make it a club event but we do not have an event leader.

If anybody is planning to make the run north, then please contact Rick Astley (address page 2) and he will put participants in touch with one another. For further information the contact in Empire is: ashlea@thirdcoastdesign.net

Summer British Knights. Our good friends at the Detroit Triumph Sports Car Club have once again invited us to join them the 3rd Wednesday of each month. This year, Summer British Knight will be at Gatsby's, 45701 Grand River, Novi. May 19th is the next date.

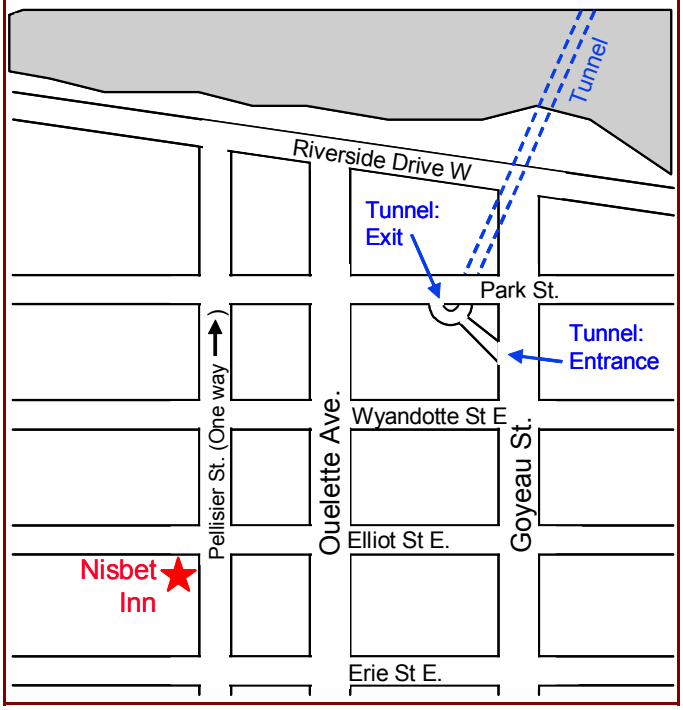
Calendar of Events

Bold Text Indicates Windsor-Detroit MG Club Events.

May	
Sat. 1st	**Rivertech, R&M Auctions / Hudson Museum - Ypsilanti, MI**
Wed. 12th	**Monthly Meeting — Nisbet Inn**
Sun. 16th	British Car Day XX - Easton Town Center, Columbus, OH.
Sat. 22nd	Empire Asparagus Festival and Car Show Traverse City, MI. See opposite page. www.empirechamber.com
Sun. 23rd	**Fun on Wheels, Heritage Village Essex, ON. See opposite page.**
Fri. 28th - Sun. 30th	Champagne British Car Festival, Champagne, IL. Contact Jeff Zorn
Sat. 29th	**Essex County Winery Tour, Essex, ON See opposite page.**
June	
Sat. 5th	**London BCC Classic Car Show London, ON. Details next month.**
Sun. 6th	**6th Annual British Car and Motorcycle Show, Fort Meigs, Perrysburg. Details next month.**
Wed. 9th	**Monthly Meeting — Brass Pointe**
Sat. 19th - Sun. 20th	**Stratford Festival, Stratford, ON Contact Philip Wiltshire for details.**
July	
Sat. 10th	**Mad Dogs and Englishmen XIV Gilmore Car Museum, MI**
Wed. 14th	**Monthly Meeting — Nisbet Inn**
Fri. 16th - Sun. 18th	**RM Classic Car Show, Chatham, ON**
August	
Fri. 6th - Sat. 7th	**American Lemans Racing Series Mosport, ON**
Wed. 11th	**Monthly Meeting — Brass Pointe**
Thur. 12th - Sun. 15th	University Motors Summer Party Reunion - Grand Rapids. MI
Sat. 21st	**Alternative dream Cruise**

May Meeting

May 12th — The Nisbet Inn,



The Nisbet Inn

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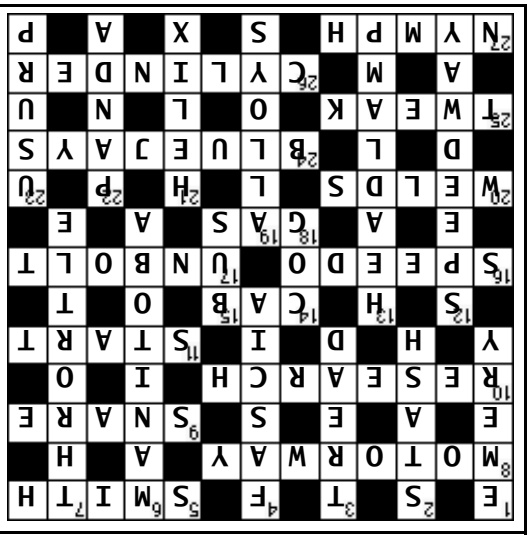
Solution to Crossword Page 8



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