The Can Am CONNECTION

Vol. 34, No. 10 - Newsletter of the Windsor-Detroit MG Club November/December 2012

WDMGC Fall Colour Tour

Photos By Dale Brown

Cars lining up before the start of the tour

Ralleye master, Ed Fleming at the driver's meeting

Great colours along Hines Drive

More great colours along Hines Drive

The turn around point along the drive

On the way to the cider mill *(See story and photos on pg. 4)*

The Can-Am Connection
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The Windsor-Detroit MG Club
The International Local Club

Dale Brown - Editor

The editor...then

This edition covers the months of November and December. So keep it handy until the next edition that will be in January 2013. I've included a summary of the Fall Colour Tour that was written by the organizer, Ed Fleming. Thanks Ed, not only for the article, but your continuing support to the club.

Since the winter weather will be upon us soon, I've also included and article written by Rick Astley with the help of Harry MacLean about a common problem with our MG engines. Perhaps if any of you have the same issue, you can use the winter hibernation period to make similar repairs.

As the year ends, I would like to take the time to thank all those who contributed in making my first year as the Newsletter editor a very enjoyable and rewarding one. Take the winter to send me some more articles that I can start using in January.

The completed 1972 B with hard top installed

Now, as far as my continuing stories about the progress on my BRG 1969 B, unfortunately I was not able to do any more work during October . I did, however accomplish a lot on my Tarten Red, 1972 B. I got all the paint done and installed the hard top for the last remaining driving of this year and early spring driving for next year. For those of you with really sharp eyes, I used photo shop in a couple of meeting notice photos back in recent newsletters. But alas, the photo on page 9 publicizing the November meeting at Cramdon's is the real thing!

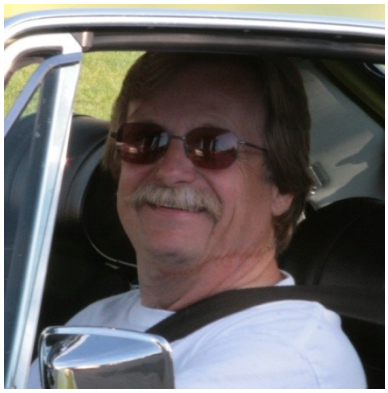
I was also able to complete some work that I was putting off. I cleared out space in my portable canopy style garage by purging and putting other things in the attic of my regular garage that houses my 1969 MGB and my 1973 MGB-GT V-6 project. Now I can safely tuck away the red one and continue driving it until the snow and salt flies. Have a great start to the winter season.

Dale

The B tucked away ready for winter along with the engine for the 1969 B and the V-6 for the GT.

Presidentially speaking

Steve Finch - Club President



All the leaves are brown. And the sky is grey. *- John and Michelle Phillips, 1966*

Actually, all the leaves are gone and hibernation is upon us.

When putting your cars away for the winter make sure that you change the oil (you don't want to store with dirty oil), check the antifreeze (to avoid freezing), top off the gas tank and add stabilizer (to avoid condensation), inflate the tires (to prevent flat spots), plug in the trickle charger (to keep the battery from freezing), put the hood (top) up and close the vents (to block access to critters), and add dryer sheets or mothballs to the boot, cabin and under bonnet (to further discourage critters). You may want to park the car on a large sheet of plastic (to prevent moisture from the floor) and use a quality car cover. I also use tennis balls with a hole cut in them to block off the exhaust outlet and air cleaner snorkels.

As Mr. Jinks the cat would say about the mice, Pixie and Dixie, *"I hate those meeces to pieces!"* Setting a bunch of traps adds a first line of defense and extra insurance.

The November monthly meeting is Wednesday, November 14 in Windsor at Cramdon's. I hope to see you all there.

The December meeting is Wednesday, December 12 in Farmington Hills at the Brass Pointe. The December meeting features our gift exchange and is always a fun event. If you want to participate in the gift exchange, bring a wrapped gift of modest value ($5—$15), disguising it if necessary. If the gift is gender specific, please clearly mark it as "his" or "hers". The December meeting is always one of the highest attendance.

We are beginning to plan the annual Hibernation Party to be on the US side this coming February. We are looking for comments and suggestions for venue, entertainment, menu, and agenda. If you have comments or suggestions or wish to help with the planning and organizing, please contact me or another board member.

We are looking for nominations for annual awards and for election of officers. Our club secretary, Rick Astley has provided information on awards and nominations in this edition. I would highly encourage you to get involved at the board level by volunteering your nomination to be an officer. It really is not all that much work and your participation is its own reward, in addition to the gratitude of all the club's members.

We will also be planning the 2013 calendar of events and are looking for suggestions and volunteers to host an event, rallymaster a drive, or conduct a tech session or day in the garage. Please forward suggestions to me or another board member.

This is our last newsletter for 2012. As the year comes to a close I want to thank the members of the board for helping to make this past year a success. My thanks go to Dale Brown (vice president and newsletter editor), Rick Astley (secretary and membership coordinator), Matt Bade (treasurer), and Donna Finch and Roli Sylvestre (regalia coordinators). In addition, I want to thank Sue Hunt and Anne Astley (2012 Hibernation Party & AGM), Ed Fleming (Kimber Run & Fall Color Tour), Philip Wiltshire (Stratford Festival Tour), Heide Bassinger (The Great Race event), and Dave Burstyn and Marty Hunt (Heritage Village Car Show) for volunteering to organize and host an event. I also want to thank all the club's members for making Windsor-Detroit MG Club *the foremost club for British car owners in southeast Michigan and southwest Ontario*.

This being the last newsletter before the holiday season, let me take this opportunity to wish you and yours a wonderful holiday season and a very happy new year.

I hope you will join us at meetings, events, and next spring for a drive in our MGs.

Celebrating 50 Years of the MGB.

Safety MG Fast!

Steve

WDMGC Fall Colour Tour

We didn't paint with water colours this year.

By Ed Fleming.
Photos by Dale Brown

Last summer the weathermen kept telling us how we were way behind on the rain gauges. This Fall we seem to be making up for the shortfall. It threatened to rain all week before the Tour. In fact, on the original date of the tour it rained all day long. Luckily the day of the tour it was cloudy with a high temperature late in the day of 75 degrees, but no rain.

At the cider mill

We met at the church on Six Mile Rd. and headed to the start of Edward Hines Drive in Northville.

Hines Drive runs from Seven Mile in Northville to Ford Rd. in Dearborn. There's a driving distance of about 20-25 miles, all while driving through Hines Park in the middle of several suburban cities west of Detroit. It's a beautiful sports car road with many turns and not much traffic. There are only 6-8 traffic lights and a lot of trees that turn red, gold and orange in the fall.

The trees were doing their best to display vibrant fall colors but the cloudy sky held back the colors that needed the sun to really shine. The drivers enjoyed the turns, the navigators enjoyed the scenery.

After Hines Drive we headed out to Obstbaum's Cider Mill, winner of our best Cider Award the last 4 or 5 years where snacks of cider and donuts were purchased.

Then we headed back to Northville for dinner at TheDeadwood Bar and Grill, a log cabin with a large moose trophy above the fireplace. While there, the sun made it's apperance to end the day.

Attending the tour were Russ and Marlis LaFerre in their Jeep, Matt and Vicki Bade, Lynne and Dave Hornby, Dale Brown, Chuck and Karen Fehl, Tony Kaluzny, Bob and Mary Elliott, John and Monique Magee, Tim and Sandra McCottor (all in their MGBs), Bill and Mary Ellen Weakley, in their Midget and me in my Volkswagen. Almost all convertibles had their tops in the up position.

Dinner at the Deadwood Bar & Grill

Richard McClure December 21, 1946 - August 4, 2011

By Beth McLure

Dick began his love affair with MGs when he was a teenager. He tried to talk his mother into letting him buy a TR3 with no such luck. After we were married he had a Ford Galaxie, but drooled on the MGs. In 1971, he purchased a red MGB from Bob Owens; and it didn't stop. A harvest gold MGB-GT followed and several others came and went, including a half interest in a MGTD. He raced with John Coleman at Waterford and on the circuit in G production, helping John set a course record before crashing the car. When we had a son, he gave the MGs up for a family. He wasn't happy with that.

He was never able to decide which MG he liked better so in 2001, he purchased a 1971 BRG Midget for me. Then he bought a white 1971 MGB for restoration and then a 1972 red MGB. The red MGB restoration was done by Derek Knezevich (incredible work), and finished a month before Dick's death. He saw it, but never was able to drive it. It was what he really wanted.

His plan was to come to the meetings and meet fellow lovers of the MGB, but never had that luck. He went to the Battle of the Brits and talked all day. He loved it.
Once an MGB gets into you blood, you never really lose your love for them. That I can say for sure about Dick's love of the MGB. He is missed and thought of every time I drive the Midget and the MGB. And yes I drive his Volvo P1500, but it doesn't have the moxie of an MGB.

December Meeting Is Gift Exchange Night

As usual, the December monthly meeting will be a little special in that we will be exchanging gifts, but having plenty of fun doing it.
Members wishing to participate should bring a gift of value between about $8 and $10 and wrap it, disguising if necessary, so that its contents are not obvious. Only if the gift is gender specific should it be marked "His" or "Hers" as appropriate. Gifts tend to be car related, but do not have to be. Those bringing gifts will be given a raffle ticket, the other half of which goes into a hat.
A number is drawn from the hat and the person having the matching ticket gets to choose a gift from under the tree. What they get is pot luck, bigger not necessarily meaning better. Now here's the fun part.
All subsequent members whose numbers are drawn can take their chances and get a gift from the tree, or they can "steal" any one of the gifts already selected and **unwrapped** by another member. The member who lost the gift must then take another gift from the tree. Just because a gift was "stolen" from another member does not insure that it is kept, a person whose number is called later may steal it again.
Obviously, in this raffle, it is better to have the last number drawn - and the last laugh too.

Sometimes It Does Take A Rocket Scientist!

Scientists at NASA built a gun specifically to launch standard 4 pound dead chickens at the windshields of airliners, military jets and the space shuttle, all traveling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

British engineers heard about the gun and were eager to test it on the windshields of their new high speed trains. Arrangements were made, and a gun was sent to the British engineers. When the gun was fired, the engineers stood shocked as the chicken hurled out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two, and embedded itself in the back wall of the cabin, like an arrow shot from a bow.

The horrified Brits sent NASA the disastrous results of the experiment, along with the designs of the windshield and begged the U.S. scientists for suggestions.

NASA responded with a one-line memo -- *"Defrost the chicken."*

Fresh donuts being made at the Cider Mill

Dinner after the Fall Colour Tour

Elections 2013

By Rick Astley - Club Secretary

A reminder to all that in accordance with article 16 of the WDMGC by-laws, elections must be held every year for the following elected positions: President, Vice-President, Secretary and Treasurer.

"The term of office for any elected position shall be one year. The maximum number of consecutive terms a member may hold in an office effective January 1, 1995 is three (3). A member who has served three consecutive one-year terms in an office may run again for the same office after a one-year term break. That member may run immediately for a different elected office."

The elections will take place at our Annual General Meeting, planned for February or March 2013.
If you would like to participate in some other capacity, remember that volunteers are always needed for existing committees, offices or duties. Let any board member know if you are available; any help will be welcome and much appreciated. Please forward nominations as soon as possible to a board member by e-mail, phone, or post (refer to club directory for details), or submit them by hand at the next club or at election time.

Office	**Incumbent** ***(terms served)***	**Running for another term?**
President	Steve Finch *(2 years)*	Yes
Vice-President	Dale Brown *(1 year)*	Yes
Treasurer	Matt Bade *(2 years)*	Yes
Secretary	Rick Astley *(2 years)*	Yes

Nominations should be formulated as follows:
I nominate:_____ for the office of:_____

Nominated by: _____

Seconded by: _____

Club Awards

By Rick Astley - Club Secretary

All right folks, the time has come for you to help determine this year's recipients of our coveted club awards. Please review the awards criteria at right and nominate the member or members you believe are most deserving of an award and why - just a few words are fine, but a funny or compelling anecdote would be even better.

You can submit your nominations to any club board member by phone, email, post or in person at the next club meeting. Board member names and contact details can be found on page 2. **The deadline for submissions is February 1, 2013.**

As always, the awards will be presented at the Hibernation Party, which will be held in the US in February or March 2013. Details will be published on the website as soon as they become available and in the January/February edition of the newsletter.

We sincerely hope you have enjoyed the numerous events that were on our calendar in 2012, and that you kept your eyes and ears open for possible candidates for this year's awards.

Founders Award: Given to the member who has contributed the most to the club over the past year. This person or persons are the most valuable members of the club. They have contributed above and beyond anyone else in the club.

Rookie of the Year: Given to the new member who has contributed the most to the club over the past year. "New member" shall be defined as having joined the club since September 1 of the previous year.
Navigator of the Year: Given to the "Travelling Companion" or "Navigator" who has contributed the most to the club over the past year.

Hard Luck Award: Given to the member who has had the most problems with his/her British car during the past year (or suffered a notable loss or hardship in that regard.)

Lucky Lucas Award: Given to the member who has had the most electrical problems with his/her British car during the past year (or a combination of electrical and general malfunction.)

My MGB Finally Gives-up Smoking at the age of 42

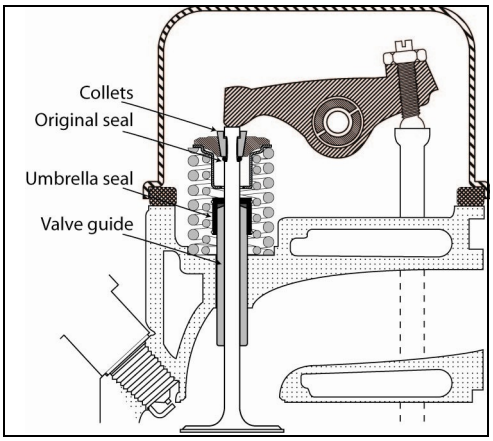
by Rick Astley with a lot of help from Harry Mac Lean

A few years ago, I was on a club tour and stopped at a junction in my MGB roadster when Steve and Ruth Swarin pulled up beside me and asked if they might go in front of me. That seemed strange, but later, when we stopped for coffee, Steve explained that every time I pulled away after a stop, he and Ruth had been choking on the blue smoke coming from my tail pipe. One of the great things about being in a friendly club like ours is first that Steve didn't hit me (but he was still coughing after all) and second, I had good advice on hand from Guy St. John. Guy said that blowing blue smoke like this was typical of worn valve guides and that the valve stem seals may be shot too. Guy also reminded me that oil is cheap and so, other than making a mental note to check the dip-stick more often, I ignored the problem.

It turns out that when at idle, the carburetor butterfly is nearly closed so that the cylinder gets very little air and the vacuum in it is correspondingly very high. The engine thus tries to suck air from wherever it can get it, including through the valve guides from where it also draws in oil. The oil is not very combustible but once the throttle is opened wide again, when for example pulling away from a light, far more oxygen becomes available and the built up oil burns and produces its characteristic blue smoke.

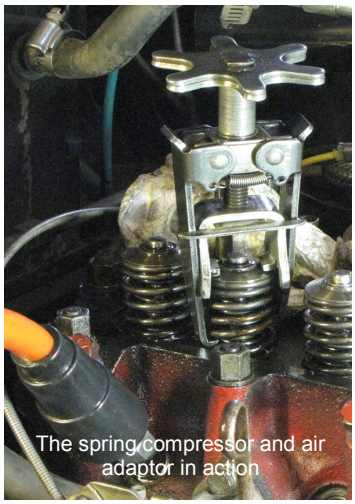
Perhaps my environmental consciousness finally got the better of me but I recently decided to look into a remedy. I consulted fellow member Harry Mac Lean, who pointed me toward a solution that was inexpensive and not very time consuming. Harry was a mechanic at GM for decades and he is very familiar with an effective type of valve stem seal often referred to as an 'umbrella' seal. In fact, the one developed for the GM Dura-built 140 engine and known as SS70373 also fits the BMC 'B' engine in and is available from almost any auto parts store for a few dollars. The GM 140 engine was, like the BMC engine, a 4-cylinder, 2 valve per cylinder unit, so the seals come in sets of 8, together with a handy plastic sleeve that aids installation.

I'm no mechanic, so won't try to describe the whole process, but with the right tools, even I was able to install the umbrella seals in a couple of hours. Those tools were a special spring compressor that can grab the valve springs without removal of the cylinder head, an air-compressor and an adaptor that allows the application of compressed air to the cylinder via the spark plug holes and which prevents the valves falling into the cylinder. I was able to borrow the spring-compressor, already have the air-compressor and I found I had the adaptor in a cylinder compression test kit I'd owned some time and often wondered what it was for.



The drawing at right shows how the umbrella seal fits over the valve guide and stops oil from going down the valve stem and entering the cylinder. It also shows the original seals, which don't seem well positioned to do very much at all. In order to fit the new seals, the rocker arm assembly has to be removed, the valve spring compressed and the collets withdrawn, all of which then allows the springs to be removed and the valve guides to be accessed.

If you're considering doing this job, there are a few things I learned that are worth passing on. The piece of kitchen towel behind the spring compressor in the picture wasn't there by accident. The collets have a mind of their own when they are released and paper or rag helps prevent them from falling down the valve push-rod holes. Reinstalling the collets can be frustrating, and to save work, you may wish to only fit the new seals to the inlet valves that do all the sucking, oil leakage through the exhaust valve guides being much less severe. Take Harry's advice and remove the original seals because once the umbrella seals are in place the almost ineffectual old seals become totally useless and refitting the collets without them is much easier. Be prepared to have to use a little muscle to compress the inner valve spring since the compressor only grabs the stronger outer one. Don't take any notice of anyone who says that the new seals will starve the valve guides of oil; as Harry points out, these are not very sophisticated seals and leak just sufficient oil to do the job. Lastly, you'll be working from the right side of the engine bay and although I used a broomstick to prop the bonnet up, my head found the sharp cornered bonnet-stay bracket on a couple of occasions and I wished I'd taken the time to either tape a pad over it or wear a hat, so making the job that much less bloody.


The spring compressor and air adaptor in action

Do the seals work? Absolutely. In fact, after initial testing I forgot about them but was reminded of them every time I looked in the rear view mirror. Obviously I'd unconsciously become used to a blue tinge to the view from there, so the crystal clear sight I now see instead, is still a surprise to me!

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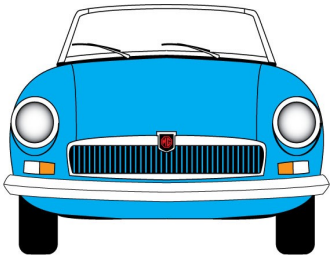

MGB is 50

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Club Calendar

■ - WDMGC event
☐ - Organized participation by WDMGC members

November 2012

■ Wed 14 **Monthly meeting, Cramdons** - Windsor, ON

December 2012

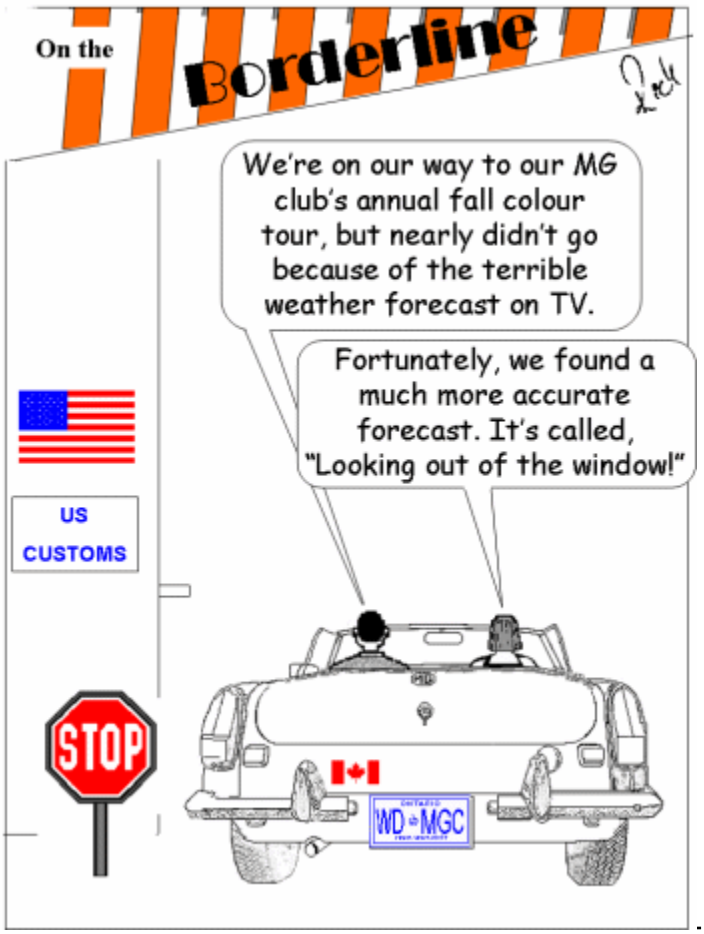
■ Wed. 12 **Monthly meeting, Brass Pointe -** Farmington Hills, MI (Gift Exchange night. See details on Page 5)

December Meeting at the Brass Pointe

The December club meeting will be Wednesday December 12th. at the Brass Pointe in Farmington Hills, Michigan. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving at around 6:00 pm. **Don't forget about the annual gift exchange night.**

November Meeting at Cramdon's

The November club meeting will be Wednesday November 14th. at Cramdon's in Windsor. The meeting starts at around 7:30 pm but join us earlier if you plan on having dinner. Most people start arriving at around 6:00 pm.



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 with their "ride" in their childhood or as young adults for our **The Young and the Reckless** feature.

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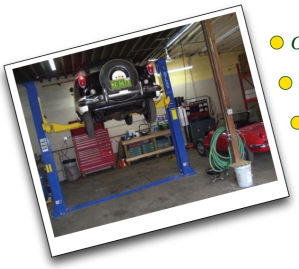

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For Sale

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1980 MGB. North Carolina car, green with tan top and interior. Fully running regularly operated vehicle. Polished head, pre-1975 exhaust, Weber down-draft carb. No rust. $4,000 Call Doug 248-514-8200 or email daseymour1 (at) comcast.net *2012-05*

1980 MGB V8 conversion. Partially completed but all parts included. Bead blasted and primed body. Bright silver engine bay matches aluminum V8 motor. Muncie 4-speed trans. New fuel tank. Anodized aluminum windshield frame with clear coat looks like chrome. New interior carpet and seat covers. $6,000 Call Doug 248-514-8200 or email daseymour1 (at) comcast.net *2012-05*

1958 MG ZB Magnette - Seen at Battle of the Brits and NAMGAR GT 30. Black/Maroon. Time for Maggie to move on. Drive her home. $6,000 (us) OBO. If interested, email me. Will send pictures and detailed description. Ted Hight at thightjr (at) aol.com or call 248-682-8408 *2012-05*

1969 MGC - Good condition, needs carb tweaking (dual Bosch), dash work, rag top. Rust free. Asking $6,000.00, need the space, and, frankly, the money. Mother-in-law moved in, can no longer live alone, and house modifications are needed! Can send pictures if interested. Car is located in Wyandotte, MI. Call Jon at 734-281-2582 or email at jonsally (at) sbcglobal.net. *2012-05*

1972 MGB - Red with Chrome wire wheels, non OEM hard top (also torn rag top and frame included). Mikuni side draft carb. Interior is tired, but there are no tears in the upholstery. This car is from North Carolina, and I bought it on Ebay about 7-8 years ago. There is no rust on the car. It appears there was some at one time, and it was all cut out and repaired with patch panels and new rockers. The body work is obviously not a professional job, but it's a good 20 footer. With very little work, could be a looker. It runs good and starts right up. I love this car, but I also have a 74.5 B, and I just don't have the room and just haven't had the time to give her the attention she needs. $3,250. Call me at 313 319 2687, or email s10man32 (at) yahoo.com. *2012-04*

MGB Parts for Sale. New Classic Model One Black Radio, Faceplate, Knobs $150; New 70-80 Tonneau Cover $125; New Deluxe Windblocker $175; Used Moto-Lita 14" 3-Spoke Wood Rimmed Steering Wheel w/ Adaptor Hub $100; New Side Draft Mikuni PHH Induction Carburetor System w/Installation Kit $200. Call Terry Schultz 248-935-2569 or email: teschultz@comcast.net *2012-04*

1968 Morris Minor 1000, Almond Green four door coupe. Car is in excellent original condition inside and out, runs perfect, $7500. Call Richard Hensley at (734) 262-5590. *2012-01*

1972 MG Midget used for autocross by the previous owner. Body is in very good condition with little, if any, rust. Paint needs some help. Engine and transmission included, but currently not in the car (will probably need rebuild). Comes with 6" wide Chevy Vega wheels with wide tires. Seats will need to be re-covered. Top in fair condition. Interior in average condition (needs to be cleaned, probably needs new carpet). Top dash cover is not cracked or broken. This is a nice car and good candidate for restoration. $1,500 or best offer. Also have other items for this car: set of 5 Rostyle wheels sandblasted and painted, $150; set of 6 Rostyle wheels that need to be painted, $50; set of reconditioned rear springs in good condition, $75. Car is located in Ann Arbor, MI. Contact Rick at (734) 761-1877 or email to RichardE50 (at) Yahoo.com. *2012-01*

For sale. Windshield from MGB, good condition, $25. Four (4) painted knock off wire wheels for MGB fitted with Firestone tires, 175/70R14 $120 for all four. Contact Doug at (248) 685 8610. *2012-01*

For Sale. Complete Official MGB 1962-1974 Handbook by Robert Bentley. Manual includes the complete coverage of models sold in the UK and North America and provides authentic maintenance and repair information including The Driver's Handbook and the official Workshop Manual. This manual is in very good condition and sells for $150 new. Price: $60. Call Mike at 248-789-0004 or email leadfoot (at) wideopenwest.com *2012-01*

1980 MGB with factory hardtop and overdrive. This car has only 10,175 miles on it. In storage for 15 years. Rust free, fresh Pageant Blue paint, tan interior. Datsun 280Z wheels. New fuel tank, fuel pump, brake and fuel lines. Runs great. Car runs, stops, and handles like car with 10,000 miles on it. Featured in the September Newsletter *"B in the Woods"*. Asking $11,000. Contact Rick at 734-223-0955 or email to han5l778 (at) comcast.net. *2011-10-01*

1974 1/2 MGBGT Last year for the GT in the US; rare Rubber Bumper GT. Teal blue with autumn leaf interior. Interior excellent; paint a little thin (no rust). Wood dash and steering wheel. Dual SU as original with all factory running gear; including overdrive. 170,000! miles completely restored/rebuilt in 1993 at 110k; paperwork back to 80k miles. One MG enthusiast owner since '93. Spares, some books; great road car and shows well (some trophies included too). Detroit garage too small. $5,500 obo. Contact Jim Demerath at (608) 335-7304 or email at demerathtax (at) yahoo.com *2011-10-01*

MGB GT 1966 Great car for restoration, wire wheels, black/white leather seats, stored for 25 years. Daily driver before being stored. Non OD, extra body parts. Can send photos. Local sale (Royal Oak/Ferndale), no shipping. $1100 OBO. Call 248 219 3705 or 248 890 5452, or email dmiller (at) us.stabilus.com *2011-10-22*

1974 MGB Asking $5500. Call Ray at 519-776-7621

Engine Crane—The WDMGC is selling its used engine crane for $125. Contact Tom Newton at 313-562-2377 or email twonewts@wowway.com

1970 MGB - Bronze yellow, black interior, chrome wires, overdrive. Car is excellent from top to bottom. Runs great. Restored cosmetically and mechanically several years ago and driven only a few hundred miles per year since. Asking $8500. Pictures available upon request. If interested, contact Mike Grimm @ mwg1950@aol.com or 734.502.0811. *2011-08*

1979 MG B Roadster with a 215 C.I. Buick engine and auto transmission. The engine has less than 2K miles on it. Metallic green. Rust - free body. The trans. is a 700R4 auto trans with a 8 " Ford rear end.
$16K in to it but is asking $9K

WDMGC welcomes New Members

Tim and Sandra McCotter from Brighton, Michigan who own a 1977 Burgundy MGB

Windsor-Detroit MG Club
28404 South Harwich Drive
Farmington Hills, MI 48334 USA

FIRST CLASS MAIL

Car of the month, December 2012

Gary and Roberta have made a few changes to their 1973 MGB since acquiring it. They went for a "retro" look with the old style wheels and hubcaps. They also changed the air-dam back to stock and reverted back to dual carbs from the Weber set up. These cars are more than just fun to drive!

Is your car in the club's Gallery on our web site? If not, send one to our webmaster (see page 2) with a little anecdotal information, and not only will we feature it there, you never know, it may become a Car of the Month in the Newsletter too. If your car has already been in the Gallery a while, take a look at it and please check the picture. Some photos are not good enough for printing in the newsletter, but we're betting that you've upgraded your camera since and now have better pictures to send us. Check the story with it too, and update it if necessary.