The Can Am CONNECTION

Vol. 35, No. 7 - Newsletter of the Windsor-Detroit MG Club August 2013

Photos from the Club Trip to Mad Dogs and Englishmen

See story by Matt Bade on pg. 7

Winners include (left to right) Andy Bashford, Russ LaFevre, and Fran Lewis with Matt Bade

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The Windsor-Detroit MG Club
The International Local Club

Dale Brown - Editor

I can't believe we're already approaching the end of summer. Where did it go? This month, like last month I've had lots of contributions to the newsletter. Thanks to Rick Astley, Marty and Sue Hunt, Ralph Poupard, Matt Bade and others for your submissions. I think you will especially enjoy Rick's article on knock offs including the humorous anecdotes. Ralphs report on NAMGAR GT-38 is equally entertaining. I'll save Marty's report on the London Car Show as well as club meeting photos till the September issue. Happy motoring!

All British Car Show at The Canadian Transportation Museum and Heritage Village

By Marty Hunt

The weather at this year's show was superb. With just under 100 British Cars this year, participants and spectators enjoyed looking at the cars, touring the museum, the grounds with all its Heritage buildings and of course the Diner and the Beer Tent. Susan Wallace was kind enough to provide the British music again. Thanks Sue!

There were a few out of the ordinary cars there this year including a rare V- 8 powered Anglia which had a great unaltered exterior. Another rare vehicle was a Ford Escort that was right hand drive powered by a Cosworth engine. The owner imported it from England and spent several years on the restoration. The museum displayed one of their older Rolls Royces for everyone to admire.

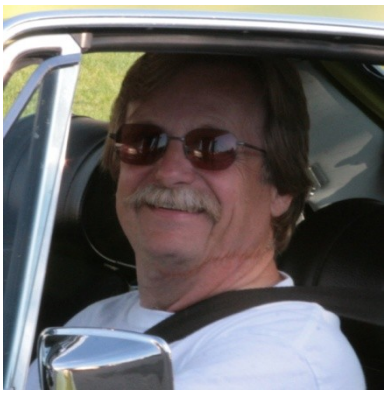
We had participation from The Detroit Triumph Club, the Sarnia and London British Car Clubs as well as our members from both sides of the borders.

Awards of merits were given out to our Fran Lewis with her 1968 Primrose MGC-GT, Dave Maxwell's 1962 Jaguar XKE Coupe and Doug Horton's 1934 Rover.

The WDMGC is looking forward to participating again next year. Thanks to all for your support and to members of the organizing committee.

Presidentially speaking

Steve Finch - Club President



"In the summer time when the weather is high, you can stretch right up and touch the sky."

Mungo Jerry, 1970

Have a drink, have a drive *[not concurrently]*. Go out and see what you can find. Speed along the lane. Life's for livin', yeah, that's our philosophy. Sing along with us, dee dee dee dee dee.

I do love the summer, driving along in my MG, top down, just bein' hap-pap-py.

The Mad Dogs show was a great show this year as usual. I didn't get the early start with Matt and the caravan but the drive across the state to Hickory Corners was wonderful just the same. It was the first time that I got to see Terry Frisch's MGA Twin Cam. Wow!, what a car! Guy St. John has been telling me about it for a while. That is a very significant MG and deserving of our Car of the Month.

The All British Car Show at the Canadian Transportation Museum & Heritage Village was another great show. My thanks go out to Marty Hunt, Dave Burstyn for organizing, and to all those who attended.

A highlight of the month for me was the Concours d'Elegance of America at St John's. This was my seventh year as a volunteer ringmaster in the Post-War Sports Cars ring. And the highlight of that was when Peter Klutt, owner of the 1966 GT-40, fired it up to clear its throat before going across the stage to receive its award. I now have a sense of what a GT-40 must have sounded like at full song on the Mulsanne straight in 1966, beating the pants off of Enzo Ferrari.

In August, I am looking forward to the Alden Car Show and Challenge Valve Cover Race on the weekend, August 10-11. I am taking my valve cover racer for its maiden event and hope to bring the trophy to WDMGC.

Then the next weekend, August 15th-18th, is the University Motors Summer Party, Vintage Au Grattan races, and the T-Club Frankenmuth event. Tough choices one and all.

Also, on my list for the past few years has been the Put-In-Bay Race Reunion, to be held this year Tuesday -Thursday, August 27-29. Maybe I will make it there this year.

In September is the return of the Battle of the Brits hosted by the Detroit Triumph Sportscar Club at Camp Dearborn on September 8. Then on September 15 is the British Car Day at Bronte Creek, celebrating 60 years of the MGTF.

Don't let the summer slip away without taking in some or all of these great MG events.

Finally, our hearts are heavy with the passing of Albert Finch. He indeed was one of the club's true gentlemen. Al and Judy have been members of WDMGC since December 1999. While not related, Donna and I felt a special kinship to Al and Judy. Our condolences go out to Judy and the family.

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

The foremost club for British car owners in southeast Michigan and southwest Ontario.

Safety MG Fast!

Steve

More on, "A Cautionary Tale" and Making Sure Your Nuts are on the Correct Side *by Rick Astley*

I had quite a response to the article published in July's *Can-Am Connection* titled *A Cautionary Tale* concerning over-tightened lug nuts.

The broken end of the stud

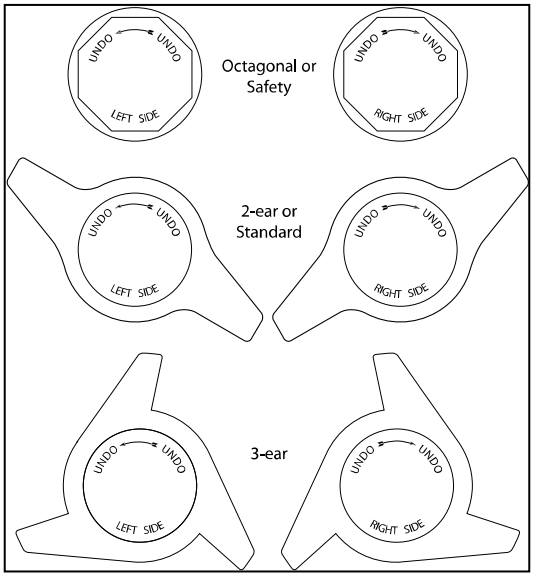
Harry Mac Lean annotated my picture of the broken stud, which I blamed on over-tightening, with arrows pointing to where he noted the thread is torn-up due to the lug-nut not being in proper contact with the wheel, which is the possible consequence of *under*-tightening. That thread damage could have occurred at any time during the life of the car and I was amiss in *only* discussing the perils of too much torque being applied during wheel installation. Of course, a loose wheel is equally dangerous. Harry, and others, also related stories concerning over and under-tire inflation by workshops; again something I should have warned against.

On the other hand, several members told or wrote me that they had every confidence in their tire shop, telling me that they had observed a double-check or similar process in which a Goldilocks mechanic makes doubly sure that the wheel nuts and tires are, like the baby bear's porridge, 'just right', in torque and pressure; neither over nor under done.

In so far as MGs are concerned, July's article was only relevant to cars having steel or aluminum-alloy wheels retained with lug nuts. Those members having cars with spoked wheels will know that their wheels have single center-fixing, or so -called 'knockoff', nuts. Although I could not resist the schoolboy humor in the second line of this story's title, the side of the car onto which these nuts and hubs are attached, is a very serious matter as Lee Jacobsen relates:

" ….. that reminds me of an adventure when I first bought my 45 TC back in 1979. I was cruising down I-275 at around sixty when I felt a thump. I looked to the left, and there was my left rear wire wheel, keeping pace with my car! I leaned over far to the right to balance the car on three wheels, and slowly stopped on the side of the freeway, perplexed and relieved to be in one piece. A Michigan State trooper saw the whole thing, said the knockoff fell off the rear wheel, just jumped off the axle, cleared the rear fender, and rolled on for another quarter mile. He retrieved the wheel, and, since I did not have a jack, the trooper manually lifted the TC while I reattached the wheel, and secured the knockoff. At that point I knew why it had failed. The previous owner had installed the rear axle backwards! The knockoffs on the rear wheels were reversed and were becoming loose, rather than tight, each time I took off from a standstill. Needless to say, I thanked the officer profusely, and very slowly made my way back home. No wheels have fallen off my cars since then…"

Besides Lee's scary experience, I and at least two other members can report finding that a previous owner installed left and right hubs reversed, fortunately without loss of a wheel. We don't need to go deeply into Newtonian physics here, but as Lee says, every time the car moves from a standstill, there is a tendency for the knockoff (for the driven rear wheels) or hub (for the front wheels) to react in the opposite direction to the other to which it is screwed, and should that direction be one that undoes the nut, then it may eventually loosen to the point where the wheel falls off. The tendency is greater for eared wheel nuts that have a larger mass, much of which is further from the center than that for a 'safety' nut. It also seems logical that the rear wheels are more vulnerable because the un-driven front wheels only have to accelerate relatively lightweight hubs. So why doesn't hard braking cause the opposite effect? Mmm, good question, to which someone else out there can perhaps supply the answer. Whatever the physics, all wire wheel hubs and nuts are left or right sided, as the illustration shows. Note that the left side nuts attach with a standard right-hand thread, and those on the right side with a left-hand thread.



In my case, unlike the illustration, my original knockoffs were not marked 'Right Side' or 'Left Side' as most replacements seem to be. Mine simply had the word 'Undo' and the directional arrow. I did, however, notice that the arrows for the front and rear wheels on the same side pointed in different directions. On checking the correct knockoff direction, I found that it was the rear hubs that had been reversed.

Continued on page 5

As swapping them on my 1970 roadster required I purchase a $1^{15}/_{16}$" A/F wrench — an uncommon item in an amateur's toolbox — I'm guessing the hubs were incorrectly installed by a professional shop.

MG folklore says that if you tow your car, the gearbox's rear bearing will not receive the active lubrication it does when the engine, rather than the rear wheels, is doing the driving. If that persuades you to tow your MG backwards on a dolly behind your Winnebago, Steve Finch warns that the result might be that the knockoffs fall off, because in this situation, they are rotating the wrong way. That seems to me like a damned if you do, damned if you don't scenario.

Should you decide to check the orientation of your knockoffs, and find them wrong, remember, I have a $1^{15}/_{16}$". A/F socket wrench gathering dust.

NAMGAR GT-38 Asheville, North Carolina

by Ralph Poupard

Mr. Haynes Takes a Shower

As GT-38 approached it became clear that we were going to be getting a late start again.
This seems to be a common occurrence on our road trips, and I won't point the finger of blame at anyone, (but it is not me). We planned on leaving late Saturday afternoon, June 8, but as the day wore on, it became apparent that we would only drive a few hours before having to stop for the night. So we decided to leave early Sunday morning and drive the 625 miles, all freeways, in one day. It would be about a 10½ hour drive, which doesn't sound too bad, but looms very much larger in an MGA roadster that was built when Elvis Presley's "Don't be Cruel" topped the charts.

So we left about 7:15 AM Sunday morning, breezed through US Customs unmolested by
reversing pickup trucks, and were making good time on I-75. When we entered Kentucky we stopped for gas and noticed that some dark clouds were rolling in. Up went the top, but since it was quite hot we decided to leave the sidescreens in their pouch behind the seats. "It will likely just blow over" I theorized. A few miles later it began to rain lightly. I passed a rest area, where we could have put the sidescreens in, but most of the rain was blowing by the open windows, and besides it was going to blow over. Just after we passed the rest area it began raining harder, so now we were getting wet and looking for an exit. A few miles later we found an exit and the sidescreens went in. As I was finishing, the rain was almost stopped. "See, its blow…" Kathi cut me off with "Leave them in!"

That turned out to be excellent advice, since as soon as we pulled back on the freeway it began raining heavily, and standing water built up on the freeway. Visibility was very poor and the other vehicles were running with their 4 way flashers, but of course we had none, and had to hope that our small tail lights were visible. On an MGA, the sidescreens and top *slow* down the rain, but do not stop it entirely. We were soon wet, and in the 85°F heat the interior became steamy, requiring the demister to be used, with heat. It was surprisingly effective as were the tiny windshield wipers. The heavy rain continued for about 2 hours and would have to rank amongst the worst rainstorms I have ever driven through in any vehicle.

Eventually things dried out in Tennessee until we were about 30 minutes from Asheville, where heavy` rain started again. A little over 12 hours after we left home we checked in to the host hotel, the Crowne Plaza. Tired, wet and hungry, we unpacked the car in the rain. We cleaned up and had a nice dinner at the restaurant, and soon we were feeling much better.

Monday morning as we were driving out of the parking lot, Larry Pittman, a friend in the Michigan Rowdies flagged us down asking if I knew how to polarize the new generator that he had just installed in his A. I knew there was a way to do it from the control box, but I hadn't done it in so long I wasn't 100% sure, so went to pull my trusty Haynes manual from the boot, and found that it was soaking wet. The boot seal could be leaking, and every time I opened the boot the previous evening I saw water from the top of the lid run into the boot and likely had soaked it. The pages were tearing if you tried to turn them, so we were no help to Larry. He found someone who knew, so we drove the steep curved road up Mount Pisgah and had a wonderful lunch at the Mount Pisgah Inn, on the Blue Ridge Parkway, along with a large group of other people from the GT. After lunch and photos we took a different route back to the resort, and I paid a visit to the vendor area. Jeff and Jan Zorn were there with Little British, as was Scarborough Faire and several others. Kathi decided to go to the room and try to dry the soaked manual with a hairdryer. That evening there was a BBQ dinner complete with a live bluegrass group, and a hospitality suite opening on to a canvas covered area outside. One thing I have noticed on our various trips to the Appalachian Mountains is that there are virtually no mosquitoes or bugs. That is certainly not the case in Ontario.

Tuesday was MGA day at the Biltmore Estate. At 7:00 AM we lined the cars up in the lot in front of the mansion for a professional photo. We were fortunate as not many groups are allowed to do this. We then had to move the cars to another lot and had a fabulous breakfast at the Biltmore Carriage House, followed by a self guided tour of the mansion. Built by George Vanderbilt, opening in 1895, it remains the largest private home in America. No expense was spared, and among its approximately 250 rooms it contained a large indoor swimming pool with fitness and changing rooms, a massive 2 story library, and over 40 indoor washrooms at a period of time when few homes even had one. Hand carved stone (patterned after master models) lined every single window and door inside and out, and stone carved gargoyles guard from on high. Even if you had the money today to build such a structure, you would not likely be able to find the artisans to complete the stone and wood carving. You really have to see it to grasp the magnificence of it. Later in the day Kathi and I toured the beautiful gardens and lake. While crossing a bridge a **large** snake stuck its tongue out at us as it crossed the bridge from side to side. We decided we would wait (we were not going near it) as it passed over the edge, and it had to be about 5 ft. long! We had a fine dinner at a pub on the estate, and returned to the hotel in time for the hospitality suite. Meanwhile the Haynes manual was pretty well dried out, but due to the wavy pages it was now about 3 times as thick as it was originally!

Wednesday there was the car show lasting from 9 till 12, which was perfect since it was getting very hot. We toured the vendor area, made a few purchases, and Kathi retired to the room while I went to a tech session on polishing and waxing. Later that afternoon we took the shuttle to downtown Asheville to tour the micro breweries. We had a pizza dinner at "The Thirsty Monk" washed down with locally brewed beer. We toured the downtown area, had a sinful dessert at a café that specialized in all manners of chocolate. Another hospitality suite followed.

Thursday we went to the Asheville Arboretum, and hiked the trails and toured the gardens. In the afternoon I attended a NAMGAR Chapter Contact meeting subbing for Jeff Zorn, followed by the Awards Banquet. The site for GT-39 was announced, and it is Ottawa, Ontario, Canada. There are plans for a cross country drive along the lines of the Rallye to Reno starting in Victoria, British Columbia. Cars will join in all along the way, and the "Cruise to the Capital" will cross into the US at Portal between Saskatchewan and North Dakota. The good news is that it will pass through Michigan and into Ontario at Sarnia, so anyone in the WDMGC wanting to join can do so easily. Watch for more information on this event, which Kathi and I for sure won't be missing. You don't have to be a member of NAMGAR to attend a GT.

We attended one final hospitality suite Thursday night, and GT-38 was finished. There were so many things to do that there was just no way that you could do everything. The people in NAMGAR are so friendly and helpful, exactly like the motto of the GTs "It's the cars that get you there, but the people that bring you back."

Friday morning we said our goodbyes and started the drive home, this time taking US23. This was a very nice drive through the mountains traveling through five states. The MGA was running fine, and despite being fully loaded its 1500 cc engine was taking the climbs in stride, only requiring a downshift to 3rd on one occasion. We stopped in Delaware, OH for the night and made it home to Gesto by about noon on Saturday. There was a major lineup at Canada Customs, backing traffic up to almost the top of the Ambassador Bridge, resulting in some anxious moments watching the engine temperature gauge in the heat, but it ended up being OK. Now, some of you may be wondering "Did they have any trouble this time?" No problems this time! The MGA ran perfectly. No adjustments or repairs, only requiring gas and a litre of oil. The only casualty was the Haynes Manual, which is now sitting under a board weighed down with 2 starter motors, a generator and a water pump in an attempt to flatten the now wavy pages. Hmm, maybe I should use my spare MGA engine block….

Mad Dogs & Englishmen XXIII

By Matt Bade

This year's show was the 23rd consecutive year and, once again, there were more than 300 British cars registered. The quality of the cars is always very high and this year was no exception. New this year to the collection of buildings is the Ford Model A showroom. The opening is in conjunction with the 150th anniversary of Henry Ford's birthday. Included in the showroom is the first Model A off of the assembly line that was given by Mr. Ford to his good friend, Thomas Edison.

The caravan this year had 12 cars including 2 Triumph's, 2 Jag's and 8 MG Club members. The members included Fran Lewis, Russ & Marlis LaFevre, Tim McCotter and his daughter Shelby, Tony Kaluzny, Mick Gedeon, and new members Robert Turrall and Jana & Andy Bashford.

The preceding week was hot and humid but the weather was far more comfortable on Sunday morning. The drive proceeded across the state on nice 2 lane roads, going through little towns like Leslie, Olivet, and Belleville. The group arrived at the Gilmore Museum without a hitch around 10:30 a.m.

The Featured Marque this year was the Classic Mini and the Rare Gem was the English Ford. There were several of each of these to view and enjoy.

I may have mentioned last year that the museum grounds now has a new Automotive Heritage Center that allows for year-round viewing. The center is a $5 million, 32,000 sq. ft. facility that features a large exhibit gallery, a multimedia theater, a research library as well as the museum store. In addition to the new Ford Model A showroom that I spoke of earlier, the grounds include a miniature museum, and a 1948 Tucker, number 47 of 50, with 53 actual miles on it.

Now, for the awarding of the hardware. Per usual, around 3:30 , as all of us were cooked to a golden medium to medium-well, the awards got underway.

Lee Jacobson took 1st place in the Pre-1956 category with his 1938 Tickford Coupe.
Terry Frisch took 2nd place with his MGA.
One of our newest members, Andy Bashford, took 3rd place with his Chrome – Bumpered Midget.
Fran Lewis and I took 2nd & 3rd place respectively in the category of 1962 to '72 MGB's & C's.
And, Russ LaFevre won 1st place again in the '79 to '80 Rubber-Bumpered B category with his 1980 Yellow B. My apologies to any fellow Club member that I may have missed.

After a few handshakes and well wishes, the group reformed and headed back to the east side of the state. It was another great day and an event that I look forward to as soon as it's over.

It is with great sadness that we report the passing July 29th of one of the club's true gentlemen, Albert Finch. Al was a familiar figure at Windsor meetings and at almost every Hibernation Party, which he attended with his wife Judy, with whom he is pictured here. Al is also remembered by the club for his valuable contribution to our Noise, Vibration and Harshness seminar a few years back.
Our thoughts and condolences go to Judy and family.

BORDER CITY MINI CLUB
WINDSOR, ONTARIO

THE BORDER CITY Mini CLUB and ROUTE 42 DINER present *British Only* cruise nights .

We would like to invite all British car or motorcycle owners for our 2013 British only cruise in nights at our new location, ROUTE 42 DINER 2825 County Rd 42 (across from Windsor airport) in Windsor on Monday May 27th, July 22nd and September 23rd 2013 from 5:30 until 8pm.

Hop in your British car, cruise on down and enjoy an evening of fun with awesome food, great cars, make some new friends, door prizes and 50-50 draw with proceeds to Transition 2 Betterness cancer research.

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Hope to see you all there.

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Club Calendar

***	WDMGC Event	
*	Organized participation by WDMGC members	
August 2013		
*	Sat. 10	**Colchester Festival Car Show** - Colchester, Ontario
*	Sun. 11	**Alden Classic Sports Car Show** - Alden, MI
***	Wed. 14	**Monthly meeting, Brass Pointe** - Farmington Hills, MI
*	Thu. 15 - Sun. 18	**University Motors Summer Party Reunion** - Grand Rapids, MI
*	Fri. 16 - Sun. 18	**All British Car Frankenmuth Weekend** - Frankenmuth, MI
September 2013		
*	Sun. 8	**Battle of the Brits, Camp Dearborn** - Milford, MI
***	Wed. 11	**Monthly meeting, The Leaf** - Windsor ON
*	Sun. 15	**British Car Day at Bronte Creek Provincial Park** - Oakville, ON
*	Tues.27-Thurs.29	**Put-in-Bay Road Races Reunion** - Put-in-Bay, OH
*	Sun. 22	**Orphan Car Show, Ypsilanti Automotive Heritage Museum, Riverside Park** - Ypsilanti, MI
*	Mon. 23	**Mini Club Cruise Night** - Route 42 & Dairy Bar 2825 County Rd 42 Windsor, ON

NEW REGALIA ITEMS NOW AVAILABLE

The WDMGC regalia vendor has economical capability to do small and special orders of WDMGC logo apparel and other products. There is an extensive catalog of items available, in many colors and in men, women and children sizes. If you have an idea for a regalia item or want something in particular for yourself, please send us an email request for information to Regalia@wdmgc.com.

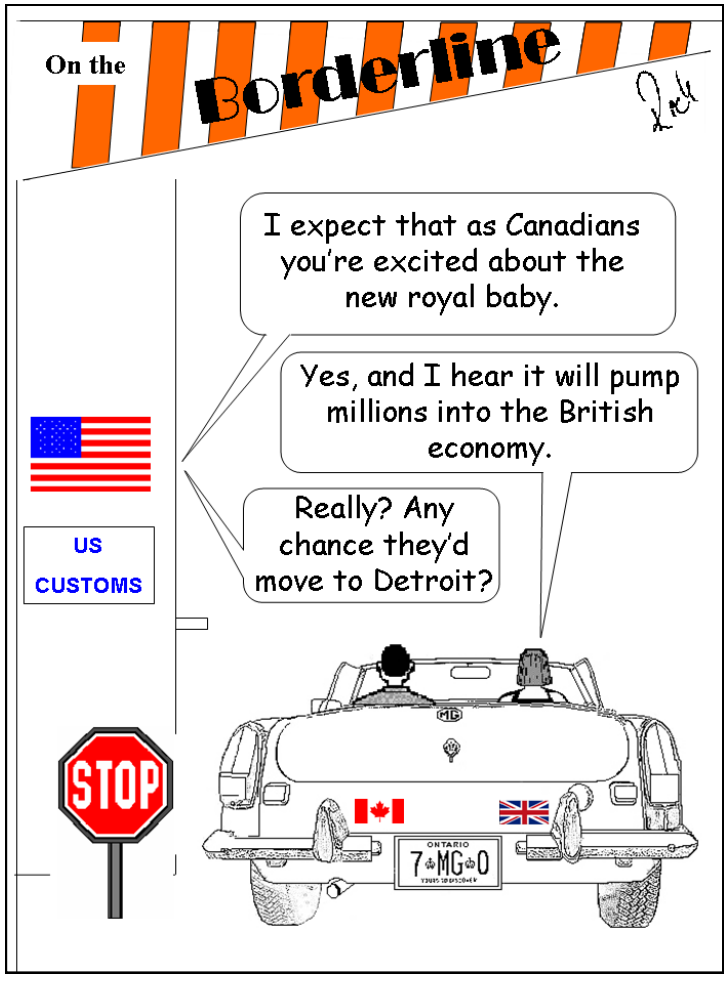
New Member

WDMGC welcomes new member Jeanne Katz from Brighton, MI who owns a Red 1964 MGB.

1958 Ford Cortina, Best of the featured Marque, English Fords (at Mad Dogs and Englishmen)

August Meeting at The Brass Pointe

The August club meeting will be Wednesday August 14 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.



The Windsor-Detroit MG Club is a chapter of
The North American MGA Register & The North American MGB Register

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.

You will be Well Rewarded

CARS WANTED

Very serious *buyer* for:
Jaguar XK-XKE, MG T series, MGA
Triumph TR 2-3-4-250
Mercedes 190-220-230-250-280 SL
All open cars Porsche 356-911-914
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Wanted

Looking for a MG LE wheel used and in good condition. Also looking for a set of the black lug nuts (for all 4 wheels)
Please contact Bob Fougere at 248-872-6677 or e-mail me at fougerebob at hotmail.com

For Sale

Early MGB Disc Wheels with chrome half moon caps. Wheels recently painted silver and in great condition. (5 wheels and 4 caps). Wheel nuts included. Asking $250. Dale at 519-258-5987 or dbrownmg at mnsi.net.

1973 MG Midget parts "free to a good home":
two rear springs (rusty); wind shield frame (includes glass which has delaminated); passenger side door (incomplete; quarter window missing).
Any one interested can e-mail at : vdhoven at uwindsor.ca

Tom Parent's 1954 TF A pristine red 1954 MG TF Roadster, appraised at being in perfect condition with all categories in the exterior and interior receiving excellent scores. It has been driven on a very limited basis and has been maintained in storage. The exterior is complete and includes taillights, bumpers, and trim moldings that are in excellent condition and the engine compartment shows virtually no wear. The interior has been completely restored with less than minimal wear and the interior glass is complete, clean and has no cracks. Overall, this MG is a top-notch restored vehicle.
Vehicle Specs:
Color: Red
Interior: Tan
Transmission: 4- Speed Manual
Engine: 4 - Cylinder with dual carburetors
Odometer: 58,567
Body: 2 Door - 2 Passenger
VIN: XPAGTF31302
The price is set at $39,900 and there is not much room for negotiation, however you are free to make a serious offer if desired. Please call 248-361-6908 if interested/need more information- serious interest only.

1970 MGB Roadster, Bronze Yellow, excellent overall condition, restored several years ago and driven only a few hundred miles a year. Chrome wires, overdrive, very nice vehicle. Pictures available. Asking $7500. Mike Grimm, 734.502.0811, mwg1950@aol.com.

1973 MG Midget, Red, 47K original miles, 2nd owner, AM factory radio, wire wheels. Great shape, appraised in 2011 for $6,500 – 7,500. Call Mick at 586-709-4184 anytime.

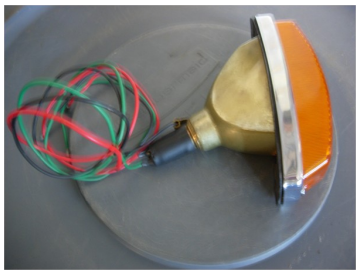
1980 MGB Paegent blue. 75, 200 miles, good clutch, brakes & transmission. Original interior in good shape. New top, starter & battery. An inexpensive rolling restoration. A few small issues, $3600.00. Car is located in Cheboygan. Call Rob at 248-877-6116.

MG / Triumph Auto Parts
These are new parts unused in my project cars.

MGB Bonnet Insulation Pads - $25
These are Moss #409-008, as original equipment, $33.95 plus shipping

MGB Fender Inner Liners, pair - $60
These are Moss #457-419, $94.95 plus shipping

Triumph Spitfire, Front Turn Signal / Parking Light - $25
This is a complete fixture, bulb, lens assembly in as new and working condition. This fits Spitfire 1971-80 and appears to be an NLA part from the usual suppliers.



Please contact Steve Finch at sfinch3114@comcast.net or (248) 343-1614.

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1958 MGA Twin Cam belonging to Terry Frisch

Car of the Month, August 2013

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.