The Can Am CONNECTION

Vol. 37, No. 3 - Newsletter of the Windsor-Detroit MG Club April 2015

The Kimber Birthday Bash

Saturday April 11th

Time to get the MG out of hibernation and ready to roll.

As every MG Windsor-Detroit MG Club member should know by now, Cecil Kimber was the founder of MG and we can thank his mother for being prophetic and considerate enough to make sure he was born at the time of year when the weather in Michigan and S.W Ontario is just right for bringing our cars out of their winter hibernation.

Cecil Kimber in 'Old No. 1', the first MG sports car.

Of course, simply getting our cars running isn't enough. We need to drive them some distance to feel the magic again, to blow out the cobwebs, round out the tires, charge the battery and get the oil and fuel, as well as our blood, circulating properly again. And what better way to do that? By driving with our friends through the spring-popping countryside to the middle of Michigan and meeting up with other MG clubs to celebrate Cecil's birthday.

Over the years, we have told Cecil's story so often we're sure you're tired of reading it; so let's test your knowledge.

1. What is the actual date of Cecil's birthday?
   a. April 10th
   b. April 11th
   c. April 12th
   d. April 13th

2. Cecil Kimber died in an accident in/on a:
   a. Motorcycle
   b. Car
   c. Train
   d. Plane

3. Cecil would be celebrating what birthday this year?
   a. 123
   b. 125
   c. 127
   d. He is still alive and has changed his name to Larry King.

4. Cecil was born in which English city?
   a. London
   b. Coventry
   c. Abingdon
   d. Oxford

5. Last year we celebrated how many years of MG cars?
   a. 75
   b. 80
   c. 90
   d. 100

6. How would Cecil have pronounced his name?
   a. See-sill
   b. Sess-sill
   c. Siss-sull
   d. See-saw

Answers and event details are on page 9.

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The Windsor-Detroit MG Club
The International Local Club

I'm writing my last Editorial article from sunny Florida and will be doing the next one from warm Windsor, I hope. My thanks again this month to Rick, Steve and Philip for putting together the newsletter since my laptop broke down on me down here. I truly appreciate it..

During the past month down here, I've been able to do some other work on my '72 MGB. I'm halfway through repainting Rostyle wheels, and had the oil and filter changed. I've already driven over 3500 miles since the head rebuild. Wow! I bought the repair kit for the screw connection where the convertible top frame bolts up to the car body and I'd still like to install that before we head back home. Unfortunately, the audio on my car stereo quit last week, so I'll be checking that out too.

We were in Winter Park the other day and I spotted a beautiful Primrose MGCGT on the street in the historic district. I expect to see over a hundred more MG's this coming weekend as Lise and I are going down to the "Wheels Across the Pond" British Car Show in Jupiter, Florida with fellow club members Jeff and Jan Zorn. Should be fun.

I attended the 12 Hours of Sebring race again this year and although it was tremendously hot, I got to enjoy many different race series including Indy Lites, the Continental Tire Racing Series, an endurance vintage race that included the Bob Owens MG Midget, a TR3 and a Lotus Super 7 and of course the very exciting 12 hour Tudor Sports Car Race. I also got to test drive a 2015 Corvette Stingray on a short course set up on the fringe. That was especially fun.

Appropriate to highlight in this issue of the Can Am Connection honouring the 60th anniversary of the MGA, I was able to also tour the Hall of Legends at Sebring during the two days I was there.

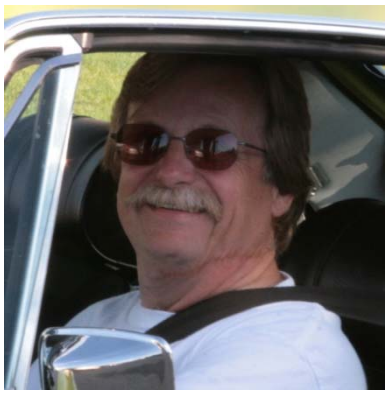
Inside included in the display were two of the three specially built Works factory edition 1962 MGA Sebring Coupes that raced in the 1962 12 Hours of Sebring. (See pictures page 7.)

The #52 car, powered by a 1588 cc engine was driven by Jack Sears and Andrew Hedges. It finished 4th in class and 16th overall. The car has been regularly vintage raced since 2002 at Sebring, Watkins Glen and other tracks by Bob Vitrikas, Bob Watkin and Larry Smith. Owners are Hugh and Liz Burruss of Midlothian, Virginia.

Dale - Newsletter Editor

Presidentially speaking

Steve Finch - Club President



"Don't it always seem to go …" *Joni Mitchell, 1970*

(Click the title to hear the song)

Light a candle and sing a song for Joni Mitchell. I had friends who knew her when Joni hung around Wayne State and University of Windsor. What a lady.

Spring is here. Got a bit of rain to wash off the salt. My busy season ended today at 5pm and done. It's time to take off the car covers and fire 'em up.

Both cars have to get ready. The BGT for the Kimber Run (since it's been known to have snowed on us with the top down in the MGA). Then the day after tax day, the MGA goes for another epic journey to visit my other favorite club, the Key West British Car Club for the Conch Independence Festival. Austin is staying home this time. *It's not the destination; it's the journey! It's the adventure.*

Celebrating 60 Years of the MGA

In this issue we begin our *"Celebration of 60 Years of the MGA."* You may have noticed the new logo bugs in the bottom banner of this newsletter. We are also Celebrating 50 Years of the MG GTs and 35 years of WDMGC and will have features of those in coming newsletter editions.

Dale has vintage MGA race car sightings in his piece and Philip Wiltshire was good enough to write a piece about the racing heritage of the MGA at LeMans, Sebring and other venues.

I was hoping to get to Sebring this year but that just wouldn't happen. I was going down to crew for Bob Owens who ran the HSR vintage support races. Dale saw him on track. Bob lost a coil wire out on track.

At least he got to the track with the new v3 of the car. He wrote off the tub going head first into the pit straight wall after getting checked up then tagged from behind going for the checkered flag. He found a new tub and put the car back together again over the winter to make the Sebring race.

Bob just told me last week that he will be dragging up to Michigan to race at the Waterford Hills Vintage Races July 25-26. It will be the first time that the Bob Owens Sports and Imports MG Midget will be on track at Waterford since it was a lap record holder back in the mid-70s. I can't wait to be in the pits for that one.

I think that might be a very good reason have a party on the hill to watch the racing.

So get your cars ready for Saturday April 11 and the first driving event of the season - The Kimber Run and Birthday Party. We will be traveling together from the Meijer's parking lot in Novi to the Delhi Café in Holt to join with other MG Clubs and celebrate Cecil Kimber's 127th birthday. Come join us for lunch, a toast to Cecil and a bit of birthday cake (baked as for many years by Marcia Greiner, thanks again Marcia).

We are also again planning to host *The Spring Gathering and Picnic* at Camp Dearborn. The planned date is Sunday May 17 so mark your calendars. Event details will be published soon.

I hope that everybody has had a restful hibernation season, but now its time get the cars out and ready to go. I hope you join us at meetings, events, and for a drive in our MGs this next driving season.

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

Safety MG Fast!

Steve

Jaguar Affiliates Group of Michigan - Field Trip to The Village Workshop

455 E. Cady St. Northville, MI 48167
Saturday, April 18th 10 am

The JAGM Club have kindly invited us to join them for their field trip, but you need to contact them ahead of time if you wish to attend. See the note below from JAGM president, and WDMGC member, Mike Bailey.

Dedicated to creativity, learning, entrepreneurship, and prototype services, The Village Workshop has the tools, the equipment, the staff and the software you need to make your ideas come to life.

It's the place that has everything you could ever think of to make anything you could ever think of! Check out www.thevillageworkshop.com for more information. The Shop has something for everyone from wood working to machining, welding, laser engraving, quilting, embroidery, computer aided design, cooking, baking, and on and on.

We have scheduled a 10:00 AM tour of the facility. Lunch to follow at one of Northville's fine eateries.

If you plan to attend, give me a call at 734-416-3839 or e-mail at jaguarinterests00@yahoo.com. I will need a head count for the tour and lunch.

Welcome!

To our Newest Members

Steve Tupper and Mary Buday	1977 Damask Red Midget
Rob & Susan Moroz	1979 Black MGB-LE
Michael & Allyssyn Lippmann	1968 Blue MGC-GT 1969 Red MGC-GT 1972 White MGB 1973 Blue MGB-GT 1976 Orange MGB 1980 Green Rover3500SDI
Ross Brunetti & Nici Warczak	1979 Black MGB

Congratulations!

On Recent Membership Anniversaries

25 years	Paul and Beverly Thomas
10 years	Darrell and Jayne Sampson
10 years	John and Liz McDonald
5 years	Lynn and Patricia Richardson
5 years	Lee and Nancy Farrell
5 years	Bob Hauser
5 years	Tony and Danielle Marra

The Sound of Music

Festival Theatre — Stratford Ontario
Friday June 19th - Sunday June 21st

- Friday June 19th - We will be traveling to Stratford leaving the Detroit area mid-morning, or
- Saturday June 20th - A second convoy will be leaving in the morning from the M59 and I94 area and arriving at St Mary's early afternoon. It's your choice, as we normally have 2 convoys heading for Stratford that weekend.

Our band of WDMGC theater goers last enjoyed The Sound of Music at Stratford in 2001!

Saturday June 20th – "The Sound of Music"- 8.00 pm performance at the Festival Theatre.

We have booked the Westover Inn Hotel once again (built 1867) at nearby St Mary's for the Friday and Saturday evenings.
We will also be dining as a group at the Westover Inn prior to the evening performance of "The Sound of Music" on the Saturday.

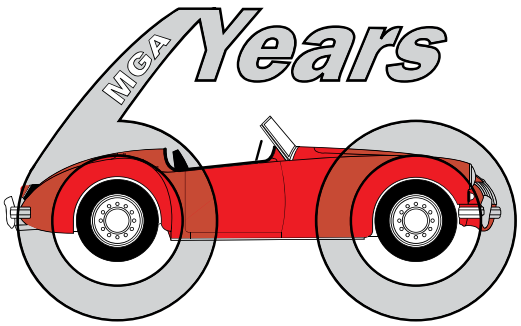
Many of the rooms for Friday and Saturday are already booked by us, so please call them (or your favourite Stratford / St. Mary's Bed and Breakfast) and make your reservation under "MG Tours". The Westover's phone number is (519) 284 2977.

Please call me when you have made your hotel reservations. The costs are $91 US dollars each for the theatre tickets. If you have an e-mail address that you use regularly, then I would also like those details.
Philip Wiltshire, 3105 Exeter Drive, Milford, MI, 48380.

My cell phone: 706 988 6206 E-Mail: pwiltshire@comcast.net

The MGA is 60 this year…..!

By Philip Wiltshire



The "A" came to life all those years ago in 1955, so our club has decided to honour it with some tribute articles. Although I've been an MG enthusiast and driver since my twenties, it took me emigrating to the USA to finally achieve my dream of owning one. We purchased it from Flat Rock MI in 1991 and it shocks me to realize we've owned it for over 24 years!

Once you get snug inside an MGA you realize how close you are to the ground, each other and other motorists; although the standard 4 cylinder car could make 100 MPH and the Twin Cam 125 MPH, I believe that all the wins at circuit racing and cross-country rallies was a mixture of driving skill, perseverance and then the car. The MGA needs driving well to coax every last drop of performance out of it. Back in the day, the cars were not that modified when racing; there were many privateers and dealership sponsored cars and not just Works entries. Definitely a car for keen enthusiasts to have fun in at the weekend and then go back to work in on the Monday.

"Sports Car of the Year 1955"

It all began at LeMans in France in 1955. MGs were always race-proven before they become street cars due to the "nature of the beast" So 3 unproven 4 cylinder prototypes code named EX182 were entered for the 24 hour race. Dick Jacob's flipped his car and was ejected suffering major injuries which took months to heal. The other 2 cars carried on to finish 230 odd laps averaging 82 and 86 MPH!

EX182-40 at LeMans in 1955. Ted Lund and Hans Waeffler drove it to 17th

MGA's had arrived!!

The Twin Cam version was being developed in parallel with the standard 4 cylinder model. A supercharged twin cam powered World Speed record attempts on the Bonneville Salt Flats in 1955.
So both versions were launched in 1955; the standard MGA costing £1,000 and the Twin Cam £1,250.

Sebring

The MGA's first appeared at Sebring in 1956. Three cars were entered. It is said they came from dealer stock with little time for modification. This was not a Works entry. The cars had aero screens and arrays of extra driving lights; all were white in colour. They finished 23rd, 27th and 36th and snagged the class win.

1965 MGA Team celebrate all finishing in the Sebring 12-Hour Grand Prix of Endurance. See more Sebring cars on page 7.

1959 was the first Works entry and was a big one with 3 Twin Cams and a number of AH Sprites. Although a Works entry, the drivers were all from the US and BMC (MG) tried to select them so that they represented dealerships from across the nation.

The Twin Cams finished the race , 2nd and 3rd in class. The third car's engine blew up, but Sherm Decker pushed the car for part of a lap and crossed the line in 45th place!

On a personal note, I was able to ship the record breaker EX181 to the USA from the UK Motor Industry Heritage Museum at Gaydon (complete with a Curator / Minder) and showed the car at Meadowbrook when MG was the featured marque some years ago. This car achieved over 245 MPH at Bonneville on the salt flats. When you look at the tiny engine and cockpit, you can see why drivers like Sterling Moss are such heroes….

Philip Wiltshire's 1958 MGA

Telegraph Road — for me it's nearly 4,000 mile long

By Rick Astley

Telegraph Road is certainly known to every member on the US side of the border and probably also by most who live in Canada . Although I didn't know it at the time, long before I could reliably point to Detroit on a map, I was somewhat familiar with the road too.

Back in the mid-80s, like most parents of teenagers, I would often have to ferry my eldest son to and from some activity or other, in our case, from our home in a small English village to the nearest town about 14 minutes away. Those 14 minutes are significant because it happened to be the same length as a track my son and I would love to play on the car's cassette player, he on air guitar, me on dashboard drums, at a volume his mother wouldn't have approved of. The track was called *Telegraph Road* and it was written and played by Dire Straits. The song's length meant that it was never heard on the radio and the fact that it would often change mood, volume and tempo, made it impossible to dance to, so it was never played in clubs, or rather, discotheques as they were then known.

The track, and Dire Straits' music in general, became part of our father-son bonding. In fact years later, when my son was in college in Montreal, he bought tickets for my birthday to see the group at the Forum (at that time the Canadiens' hockey arena). On the day of the concert, I finagled a business trip there from my home in Toronto and once I had been to my hotel and changed out of my business suit, I treated him to dinner and we went to the concert together. As a student, he could only afford the cheapest seats but they happened to be great, being to the side and slightly to the back of the band, but quite close to the stage. There were "No Smoking" signs everywhere, which were totally ignored by the largely student audience and we both felt a little dizzy from the fog of smoke — which wasn't from burned tobacco!

Fast forward again and I was transferred to my company's Detroit office, which was, you guessed it, on Telegraph Road. Of course, I saw the significance of the road's name but I thought it an unremarkable coincidence as, although I knew that the song was about a road somewhere in America, I imagined that lots of US cities had a Telegraph Road, and so I thought little more about it.

It wasn't until very recently that I learned that the Telegraph Road I was introduced to in a song 30 years before, is the same road I worked on in Southfield nearly 4,000 miles away, and decades later. Mark Knopfler, the singer, lead guitarist and song writer for Dire Straits, like other great rockers including the Beatles and Springsteen, was from a gritty part of the world, in his case from a ship-building region in the north-east England. It turns out that Knopfler went on a bus trip around the States in the late 70s and it took him on "our" Telegraph Road. I can well understand how, like me on my first visit to the US, also in the 70s, he would have been awed by the wide streets and bright advertising signs, as he traveled through the unfamiliar scenery. In fact, he saw Telegraph Road as going on-and-on forever and, inspired by a book he was reading at the time, he started to think how the road might have evolved, and those thoughts became the genesis for the lyrics of the song. He didn't get it all right, and it's not sugarcoated, but if you're familiar with Telegraph Road, you might be interested in how it was seen through a stranger's eyes.

For space and copyright reasons, we can't print the whole lyric here but it starts off, "*A long time ago came a man on a track, walking thirty miles with a pack on his back and he put down his load where he thought it was the best. Made a home in the wilderness"*

It then goes on to describe how others came by and how a community grew up, "*Then came the churches then came the schools. Then came the lawyers and then came the rules*" and eventually, *"Telegraph road got so deep and so wide. Like a rolling river. . ."*

The full lyrics can be found on-line as well as the 14 minute studio recording from the *Love Over Gold* album and a slightly shorter live version from the *Alchemy* album. And make sure you wind the volume up; it starts very quietly.

If you like your rock music less profound, rawer and shorter, check out Dire Strait's Solid Rock too.

Why Americans Drive on the wrong side

By Rick Astley

While it may seem strange to most North Americans, the Brits are not that peculiar in driving on the left, about a quarter of the world drives on that side of the road too, and the countries that do are mostly old British colonies. Japan also drives on the left, largely because its transportation system was set up by the British.

Until the late 1700's, before the birth of the automobile, there were few rules across the world for passing, but what there were favored traveling on the left. The reasons are wholly connected with the fact that the majority of the population was then, as now, right handed.

If in those lawless times you were approaching a stranger on the road it made sense, even on foot, to pass him by moving to the left so that your protective sword, dagger or lance arm was between yourself and him. Moreover, pedestrians were not amused when a horseman's whip hand was too close them in the narrow streets of cities, so it was in them that the first pass-to-the-left rules were first applied.

A sign near one of the English Channel ports

Revolutionary France wanted to change everything and it was left handed Napoleon who switched the system so that approaching people passed him on his left so that he could keep his sword arm between himself and any potential assassin. From then on, any part of the world which was at some time part of the British Empire passed one another by moving to the to the left and any part colonized by the French, to the right. France and other right passing countries such as The Netherlands were very influential in new America. The drive-on-the-right policy specifically being adopted by the USA as an obvious measure to cast off all remaining links with its British colonial past and to be more like its War of Independence ally France.

Today, the European Community would like Britain to fall into line with the rest of Europe, but this is no longer possible. It would cost billions of pounds to change everything round.

A version of this story was first published in the Can-AM Connection of September 2003

Hall of Legends at Sebring

Works factory edition 1962 MGA Sebring Coupes that raced in the 1962 12 Hours of Sebring. *Pictures by Dale Brown.*

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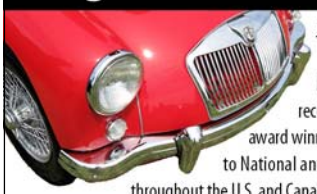

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Club Calendar

■ - WDMGC event.
To be sure you are up-to-date with all events, times and meeting places, visit www.WDMGC.com

April 2015		
■	Wed. 8	**Monthly meeting, Brass Pointe** Farmington Hills, Michigan
■	Sat. 11	Kimber Run & Birthday Bash 2015
	Sat. 18	Jaguar Affiliates Group of Michigan Field Trip. The Village Workshop Northville, Michigan. See page 4.
May 2015		
■	Wed. 13	**Monthly Meeting** **Leaf Neighbourhood Grill, Windsor**
■	Sun. 17	**The Spring Gathering and Picnic** Camp Dearborn, Milford
June 2015		
	Sun. 7	**The British Return to Ft Meigs** Perrysburg, Ohio
	Mon. 8 Fri. 12	NAMGBR Convention 2015 Niagara Falls, Ontario
■	Wed. 10	**Monthly meeting, Brass Pointe** Farmington Hills, Michigan
	Mon. 15 Fri. 19	**GT-40 MGA Convention** Frankenmuth, Michigan
■	Fri. 19 Sun. 21	**Stratford Trip** Stratford, Ontario (See page 4.)

To find your way to all the club's events and meeting places, make sure you visit our **Maps** page under the WDMGC Events/Activities tab at WDMGC.com

Kimber Birthday Bash

Each year the WDMGC joins other area British car clubs to celebrate the birthday of MG's founding father, Cecil Kimber. This year's celebration will take place on Saturday April 11, 2007.

Ed Fleming will once again lead the convoy on a scenic drive towards the Delhi Cafe in Holt Michigan where we will toast Cecil, enjoy the company of fellow enthusiasts, and treat ourselves to a bit of lunch and birthday cake. The journey is expected to take about 2 hours, so those who wish to participate, but cannot join the convoy, can meet us at the Delhi around noon. Meeting place: Meijer's parking lot at 8 Mile and Haggerty at 9:30.

Cecil enjoys a "cuppa" (British-speak for a cup of tea) by what appears to be a 1930 four-door tourer.

Answers to the quiz on page 1.
1c, 2c, 3c, 4a, 5c, 6b

April Meeting at Brass Pointe

Our next club meeting will be Wednesday April 8th 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.

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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

Your contributuion's for this newsletter,.

You will be Well Rewarded

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Please contact the editor if you no longer want your ad to run. Ads will run in the newsletter for three months and then may be removed to make room for newer entries. Ads will run for six months on our website. The date following the ad is date of placement. See the Classified page at our website for more ads. www.wdmgc.com

For Sale

MG Parts 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. Reduced to $150. Also Midget luggage rack. $25. Several MGB doors and vent windows, MGB trunk lid. Make an offer or could give free for some items. 71 MGB or GT seats in excellent condition including rear bench. $200. Dale at 519-258-5987 or dbrownmg @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@uwindsor.ca
and photos call, Mark and Elaine at 248-255-2798

1980 MGB Pageant 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.

1980 Triumph TR7 Engine and Transmission
Engine Heads professionally redone, new values and springs, new water pump, new timing chain. Starter rebuilt, carbu-retor rebuilt with new TR7 needles, steel headers. $500.00 or OBO
5 Speed Transmission Low mileage 45,000 miles $500.00 or OBO
Both items sitting on trailer ready to go. Contact Bryan at: xpertsystems@cogeco.ca

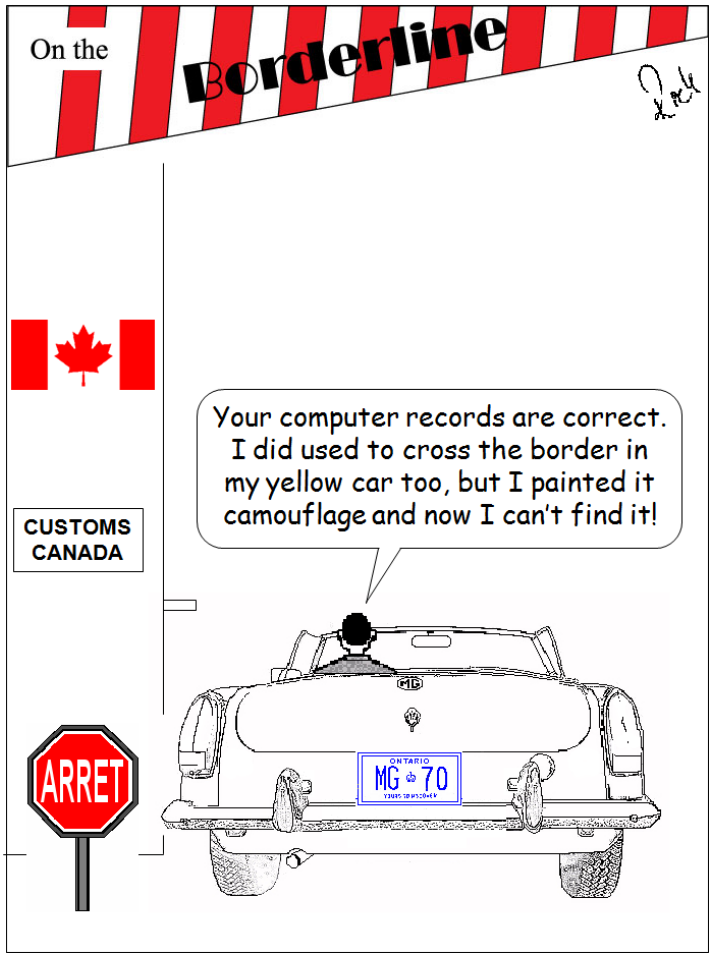
1977 MGB roadster. ***New Low Price!*** BRG. 55,000 miles on chassis, 15,000 miles on rebuilt engine. Recent full body restora-tion plus lots of upgrades in last 4 years. Excellent top and interior. Garaged year round. $16K invested. Asking $8,000 or best offer. Bob Hauser 248-701-6227 (Waterford)
For pictures see www.wdmgc.com/hauser.pdf

1969 MGC-GT, BRG; overdrive; mini-lites; red leather seats & door skins on front seats; original black cloth upholstery on shelf seat. Car was purchased in California in 1989 & restoration completed 1990. Body and paint in good condition after 24 years of driving & enjoying it. 73,600 (173,600) on odometer. Repair records available. Asking $14,000. Call Fran at 248-681-8420 or, email govlewis@hotmail to view.

1978 MGB Roadster. Good clean condition, needs some tender loving care. No rust, red (recent paint). Road style wheels, luggage rack. Recent engine rebuild with dual SU carbs. Car is located at Commerce Lake. Asking $4500 OBO. Can e-mail photos Call Jim at 248-705-8585.
New MGB camshaft and other MG and Triumph parts. Andy Noestheden 519-980-1946

1962 MGA 1600 MkII for Sale DTSC member Jim Kozlowicz has decided it is time to reluctantly part with his very nice 1962 MGA. It is a very late build car and has been completely restored. The car is painted Porsche Cherry Red and has tan soft top and tan leather interior and panels. Side curtains and all body panels are in good order. The car has 71,000 miles, and underneath inspections are welcomed. He is asking $33,000. If you are interested, please contact Jim for further information , or to look at the MGA. Jim is not online! Jim Kozlowicz: 248-546-5076 2018 Mortenson Blvd.Berkley, MI 48072

1996 Miata - Red over tan leather. 5 speed, 60K miles. BBS 15" wheels (+1), Yokahama S-Drives (UHP Summer tires), KYB shocks, and timing belt replaced at 50K miles. No dings/dents. Extras (wind blocker, car cover, tonneau cover, books, etc). Stock 7 spoke alloy wheels/tires go with. $ 8700.
810-334-4421 or 419-490-4719 Leave message.



Windsor-Detroit MG Club
4058 Twin Lakes Ct.
Shelby Township, MI 48316

FIRST CLASS MAIL

Car of the Month, April 2015
Ralph & Kathi Poupard's 1957 MGA

Ralph bought his MGA way back in 1992 as a rolling tub with the drive train mounted. The rest of it was in boxes, plastic dish pans, coffee cans, and assorted piles. Fred Flintstone would have loved the floor because there wasn't one!

Restoration took years with Ralph working on it sporadically between health scares, work, a house to keep going and just spending time with family. In 2002, it was time to paint it but Ralph chose not to go with the original Tyrolite Green, instead choosing Old English White with a red interior; a decision that anyone who sees this beautiful car would agree with. During the remainder of 2002 and early 2003 he finished putting it back together.

Ralph & Kathi's MGA at Grand Forks, BC

On a Friday in mid April of 2003, he started the engine. After a few adjustments to the sticking chokes and cleaning the voltage regulator contacts it sounded OK. The next morning he started it, put it in reverse let out the clutch and all of a sudden it moved, the first time under its own power since 1972 as far as he could tell by the license plate that had still been attached to the original rusted, bent rear bumper. He took it for a short drive and what a thrill it was. In June the same year it passed the Ontario Safety Check. Ralph must have done a meticulous job on his MGA, because he and Kathi have since made a number of very long reliable trips, including to Whistler, British Columbia and Gatlinburg, Tennessee.