The Can Am CONNECTION

Vol. 29, No. 2 - Newsletter of the Windsor-Detroit MG Club March 2007

VALENTINE'S DAY MEETING

(A Kissing Good Time)

The Can-Am Connection
is published 10 times a year by the Windsor-Detroit MG Club, Inc.
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The Windsor-Detroit MG Club

Sandy Kuivenhoven / Shari Pelic— Editors

One could sum up the last month as the "**Great Bubble & Squeak Adventure**". It started out as a chilly visit to Plymouth Township for the annual ice sculpture display when hunger attacked. We headed to the Box Bar for food and refreshment, when to our surprise, we discovered Bubble & Squeak on the menu. We ordered it up, enjoyed the nice touch of bacon bits included in the dish and decided that this would be the recipe of the month for the newsletter.

Our adventure continued with research on the web for more information accompanying the recipe. We even attempted making it at home and enjoyed our own version with onion added. Then it was off to the Bubble & Squeak Pub in Commerce Township, for what we thought would be the best of the best. Shari even dressed in her "Little British" sweatshirt for the occasion, looking quite dapper indeed! To our dismay, we did not find Bubble & Squeak on the menu, and when we asked our wait staff person, we were informed that the dish had been removed just a week prior to our visit. She did indicate that they may bring it back from time to time, like St. Patrick's Day, but no Bubble & Squeak for us that evening. *Bloody Hell!*

We do have a picture of Shari's TC in front of the Bubble & Squeak Pub for your enjoyment below.

Shari (1949 TC) & Sandy (1951 TD)

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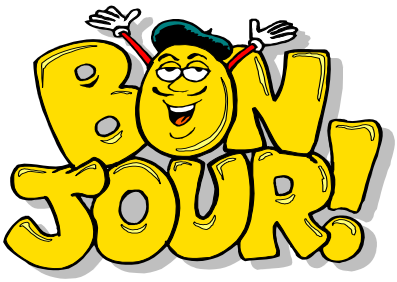
Can-Am Connection
Submissions must arrive by the 15th of the month to ensure publication in the next issue.

Presidentially Speaking



By Jeff Zorn — Club President

As I write this month's Presidentially Speaking it is Valentines Day and I hear it is snowing heavy in the Detroit and Windsor areas. Jan and I are in Paris, France enjoying our annual Adventure overseas, but today it is raining as it has off and on for the past several days. This year there were 53 people from all over the USA and Canada that have joined us. There were also a total of 8 members from our club, including Jan and I, Cathy and Steve Holliday, Joe and Ellen Stuban and Elvin Davis and Janet Anderson-Davis. Picture of us at the top of the Eiffel Tower.

It has been a grand trip with our first week spent in London. We did local sightseeing and several day trips, including one to the MG Owners Club. Some of us saw two plays, Spam-A Lot and Wicked among many other planned activities and there was plenty of free time too. Saturday we departed via coach to Bayeux, France and the Normandie Beaches. We had a great tour guide and thoroughly enjoyed the day learning about D-Day. The town of Bayeux was wonderful and we enjoyed two dinners in little French restaurants.

Monday we were off to Paris with a luncheon stop at a Ciderie. What fun that was and most of us left there quite full and a bit tipsy. Glad we had our trusty coach driver Mark to get us to Paris. The rest of the week was spent enjoying the sites with both planned activities and free time. I will have to go on a major diet when I get home!! If you would like to read more about our trip and see pictures of it please visit my website at www.LBCarCo.com and click on the link for Adventure 2007 for all the pictures and ready our past couple of newsletters for the stories.

Only a month or two ago it was the start of winter and a mild one at that other than the last couple of weeks of January and the first couple of February. Most of us were not even thinking about driving our MG's though some did during the mild weather. Now it is the first of March and time to start thinking about the upcoming driving season. Yeah!! Ellen Stuban has volunteered to be our Events Coordinator as mentioned before so please email her at estuban01@comcast.net, with your suggestions for events that you would like to host or that you would like to see happen.

I hope to see many of you at our Hibernation Party on March 3rd, it promises to be a smashing success!

North American MGB Register

MG 2007

July 16-20

Sonoma Wine Country California

Tour through California exquisite wine country, experience Redwood Canyon, cruise Muir Woods, up the Pacific Coast, and down San Francisco hills to the Golden Gate Bridge. This is more than a MG car show, it is a destination for vistas, culture, MG touring, and making friends. ***Go! www.MG2007.org***

GT·32

July 23-27

The MG Drive With Altitude! British Columbia

75 miles north of Vancouver is MG God Country. Like no other place, you and your MG will never feel more alive. Twisty mountain roads with eye popping vistas that only the Canadian Rockies can deliver. The place you'll remember for the rest of your life. All British marques and non-NAMGAR members welcome! ***www.gt32.com***

BUBBLE AND SQUEAK

The term "Bubble and Squeak" is mostly used in the southern part of Britain, northern England and Wales refer to this dish as "fry-up" and in Scotland it is known as "stovies". History has it that this dish originated from leftovers of Sunday dinner, consisting of beef, cabbage and potatoes. The "bubble" comes from the first stage of cooking the cabbage and potatoes which are typically boiled, and the "squeak" comes from the noise of the leftovers as they are fried up. The traditional English dish is made with shallow-fried leftover vegetables; basic ingredients are potatoes and cabbage, but carrots, peas, brussels sprouts and also be added. Meat used to be added, but nowadays, the vegetarian version is more common. Bubble and Squeak is traditionally served with cold meat from Sunday's roast and pickles as an evening meal, but also with eggs, baked beans, fried tomatoes, sausage, and bacon replacing hash browns for breakfast.

RECIPE:

Approximately 1 lb. leftover boiled, mashed or roasted potatoes
Approximately ½ lb. leftover cabbage or brussels sprouts
A little butter, oil, or bacon fat
Salt and pepper to taste

1. Mix vegetable together, form into patties.
2. Place patties in frying pan with oil over medium heat.
3. Cook until golden brown, flip and continue cooking other side.
4. Serve warm.

Additional items that can be added: bacon bits and/or onion for more flavor.
Bubble and Squeak can also be used as a topping for Cottage/Shepherds Pie.

Bubble and Squeak is served proudly at the Box Bar in Plymouth (777 West Ann Arbor Trail 734-459-7390), but sadly, it is not served any longer at the "Bubble & Squeak Pub" in Commerce, Michigan.

Bubble & Squeak made into paddies

Bubble & Squeak fried like hash

Ford Mustang

Bite the Bullitt, buy the fantasy

By Jeremy Clarkson

Club members with access to BBC World may be acquainted with Jeremy Clarkson as presenter of the BBC TV program Top Gear. If so they will know he is a Euro-snob but nonethess funny writer. His look at the Ford Mustang, first published in the London Sunday Times, makes amusing and interesting reading. R.A.

The new Pontiac Solstice is America's first attempt at making a sports car in more than 50 years. And not since David Beckham's wayward penalty kick against Portugal have we seen anything go so wide of the mark. It is comically awful.

And that sets a question. How come America's massive car industry can't make what is basically beans on toast? A light, zesty, pine-fresh car with an engine at the front, a simple foldaway roof in the middle and rear-wheel drive at the back? Lotus can make a sports car using nothing but a melted-down bathtub and the engine from a Rover. Alfa Romeo can make a sports car using steel so thin you can read through it, and an engine that won't start. Then there was Triumph, which made a sports car even though its entire workforce was outside the factory warming its hands around a brazier and chanting.

So what's America's problem? Well, here in Europe early cars were expensive coach-built luxury goods for the tweedy and well-off. It wasn't until the 1940s that cars for the common man came to France, Germany and Britain, and it wasn't until the 1950s that they came to Italy. They haven't arrived in Spain even today.

As a result we still have an innate sense that a car is something you save up for, something a bit decadent and exciting. Whereas in America the everyman Model T Ford came quickly after the introduction of internal combustion so there was never a chance for cars to earn that upmarket cachet. As a result, they've always seen the car as a tool: nothing more than an alternative to the horse.

In Europe we talk about style and how fast a car accelerates. In America they talk about how many horse boxes their trucks can pull and how much torque the engine produces.

If you do encounter someone over there who's fond of performance cars they're only really interested in how much g can be generated in the bends, whereas here those of a petrolhead disposition don't care at all about grip, only what happens when it's lost and the car is sliding. Then you are into the world of handling. A world where nothing but skill keeps you out of the hedge.

There's more, too. From day one American motor sport was all about sponsorship, which is why the oval raceway was developed. It meant the whole crowd could see all the sponsors' names all the time. The cars never zoomed off into a wood.

Here, they did. Motor racing was a rich man's game, held far from hoi polloi on airfield perimeter roads. And on twisty tracks like this, grip was nowhere near as important as decent handling.

Add all this together and you start to understand why we have Lotus, Ferrari, Maserati and Aston Martin. And they have the Ford F-150 Lightning pick-up truck: 0-60mph in a millionth of a second. Enough space in the back for a dead bear. And on a challenging road about as much fun as a wasabi enema

Add all this together and you start to understand why we have Lotus, Ferrari, Maserati and Aston Martin. And they have the Ford F-150 Lightning pick-up truck: 0-60mph in a millionth of a second. Enough space in the back for a dead bear. And on a challenging road about as much fun as a wasabi enema.

They also have the Ford Mustang and last week that's what I was using to cruise up the 101 from Monterey to San Francisco. The sun was shining, 104.3 the Hippo was massaging my ear bones with soothing West Coast sounds and, like everyone else, I was doing a steady 65mph, my heart beating in slow monotonous harmony with the big V8.

This new version has been styled to resemble the original from 1965, and that's a good thing. Less satisfactory is the news that it's also been engineered to resemble the original with all sorts of technology that in Europe would have been considered old fashioned by Edward Longshanks. *[English king born in 1272]*

There's no complex double-stage turbocharging here; no elegantly machined swirl chamber to extract the best possible power and economy from the smallest possible engine. It's a 4.6 litre V8 with just one camshaft, three valves per cylinder and the sort of power output the average European would expect from a juicer.

The platform for the new Mustang comes from a Jaguar S-type. But then the Americans take it back in time by fitting a solid rear axle such as you'd find on a Silver Cross pram, and a Panhard rod, dismissed by Newcomen *[The Newcomen Society the world's oldest learned society devoted to the study of the history of*

engineering and technology] as being “a bit too last year”.

So what’s it like to drive? Well, the previous day I’d taken it on a hard lap of the extraordinarily beautiful Laguna Seca raceway, which, because it’s the curliest track in North America, is regarded by racing drivers all over the world as one of the greats. Mansell. Villeneuve. Even Top Gear’s Stig go all misty eyed at the mention of it.

And frankly it was more than a match for Ford’s big daft horse. Its brakes were cooked by turn six; the final slow corner completely overwhelmed the live rear axle; and through the fearsome Corkscrew, which twists down a gradient so steep you can’t even walk up it, I’m afraid Mr Ed was about as pin sharp as a punt gun. I damn nearly soiled myself.

Is it fast? Well, you get 300bhp, which is about 200bhp less than BMW gets from a similarly sized engine. But nevertheless it will get from 0-60mph in 5sec and reach a top speed of 150. That’s not bad for an ox cart.

But by European standards this car is rubbish. Its engine has wasteful, unused capacity that turns fuel into nothing, it couldn’t get from one end of a country lane to the other without running out of brakes and it handles like a newborn donkey.

There’s more, too. It’s got a gruff engine note, its interior has the panache of an Afghan’s cave and . . . and . . . and I can’t go on. You see, I’m running through all this car’s bad points but I’m afraid my mind is consumed by the bit where I was doing 65mph on the 101, listening to some Eagles on 104.3.

And then by the subsequent memory of grumbling along the waterfront in San Francisco itself, the city setting for Bullitt, the film that etched the Mustang for all time on the petrolhead’s radar.

You see, I kept thinking I’m in a Mustang in San Francisco on a glorious September afternoon. And I liked that a lot. I liked it so much that I became consumed with the notion of maybe taking a small part of the experience home with me.

The numbers look good. Because the Mustang is made from pig iron and lava it is extraordinarily cheap: $25,000. And £13,800 for 300bhp is tempting. Even if you factor in the cost of shipping, changing the lights and paying Mr. Blair some tax, it’ll still only be £22,000.

For that you could have a Golf GTI, which, alongside Ford’s canoe looks like the Starship Enterprise. It’s more practical, easier to run, and around Laguna Seca undoubtedly it’d be a whole lot more competent. Whenever I drive a GTI I’m always full of admiration for its abilities, but when I was driving that Mustang I liked it. And that’s sort of more important.

Of course, the American way means they’ll never be able to build a sports car. It explains why the Pontiac Solstice is so dire. But the simplistic, covered wagon approach doesn’t really matter on a car like the Mustang, not when you’re doing 65mph in the sunshine and the Doobies are serenading you with Long Train Running. Not when it means you get a car this handsome for 13 grand.

The only worry is that if I did buy a Mustang, I’d get the car over here and on a wet November night realise that, actually, what I wanted to bring home was San Francisco.

The Mustang, then, is a great car in America. But here you’re better off with a olf.

2007 Stratford Festival
Friday/ Saturday/Sunday June 15th, 16th and 17th 2007
Gershwin's "My One and Only" musical
AND a tour of the Costume Warehouse

Friday June 15th We will be traveling to Stratford leaving the Detroit area mid-morning.

Saturday June 16th "My One and Only", 8.00 pm performance

Synopsis - Daredevil pilot Billy Buck Chandler is determined to woo bathing beauty Edythe Herbet, current star of a 1920's Hollywood-style swimming and dancing extravaganza. But Edythe's boss, the evil Prince Nikki, has other plans.

We have booked the whole Westover Inn Hotel once again (built 1867) at nearby St Mary's for the Friday and Saturday evenings.

If enough of our party decides to stay Friday night as well, l will arrange a group dinner in the Stratford area. We will also be dining as a group at the Westover Inn prior to the evening performance of "My One and Only" on Saturday evening.

Many of the rooms for Friday and Saturday are already booked by us, so please call them (or your favourite Bed and Breakfast) and make your reservation under "MG Tours". The Westover's phone number is (519) 284 2977. Rooms only held until December 31st !!!

For the first time, l have arranged for us to visit the Costume Warehouse on the Sunday morning. This is the third-largest costume warehouse in North America with thousands of costumes and props from the many years of Stratford Theatre.

I will also need a cheque for your tickets and warehouse tour (if you choose to tour with us), so please call me when you have made your reservations and send me a cheque (US funds, US cheques only please. …Or cash by hand) for $180 for each 2 tickets and tour or $166 for theater only. This price should reduce as I've allowed for the best seats in the house which normally are all sold early to theatre members.

If you have an e-mail address that you use regularly, then l would also like those details. Give me a call !!!!!

Philip Wiltshire,
3105 Exeter Drive, Milford, MI, 48380.
Home phone: 248 676 0986
Cell phones: 586 354 8855/586 864 7023
E-Mail: pwiltshire@comcast.net

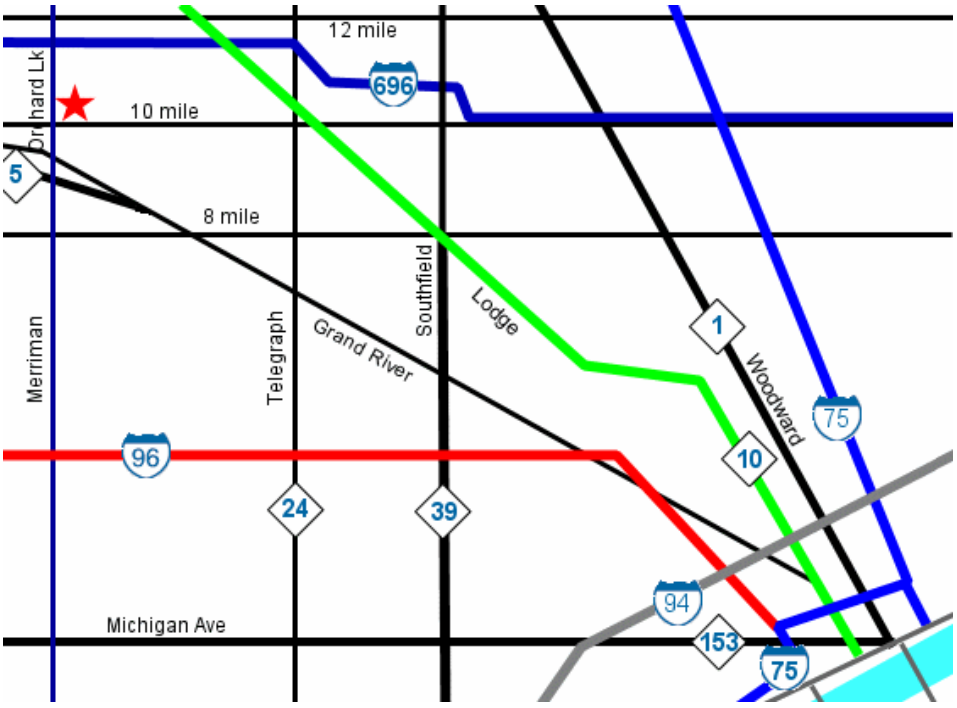
Dodge the Lodge in 2007

The Lodge freeway (M10) will be under construction from February to November this year (2007) and different parts of it will be either single lane or completely closed. We suggest these alternative routes to members coming form Canada to the bi-monthly meetings at the Brass Pointe in Farmington Hills.

Via the Bridge
After clearing customs on the US side, take I-96 to Merriman and go north. Above 8 mile, Merriman becomes Orchard Lake Road. The Brass Pointe will be found on the east side of Orchard Lake just a few yards north of 10 Mile.

Take a little care on the section of Orchard Lake just north of 8 mile because it jogs left and right for a short distance. After crossing M-5, the road will join old Grand River where it is necessary to turn left, travel to the next light and then turn right to rejoin Orchard Lake.

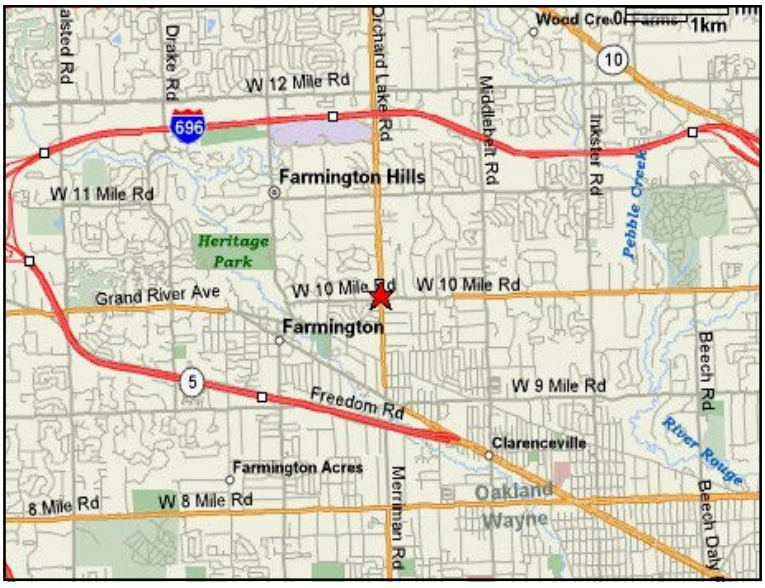
Via the Tunnel
From the tunnel exit, turn right onto Jefferson. Stay in the left lanes and connect to I-375 N, which becomes I-75 N within a few miles. Continue for about 10 miles and exit at I-696 W. From I-696 W exit at Orchard Lake Road, then keep left and turn left (at lights) onto Orchard Lake Rd southbound. Continue south about 2 miles; the Brass Pointe will be on your left just before 10 mile Rd.



For those coming from the US, here are directions on how to get there via the Ambassador Bridge:
- When approaching customs and immigration, try to get to one of the booths on the far right; you will be making a quick right turn afterwards.
- Immediately after passing through customs (labeled Toll Booth on the map), proceed to the far right and take the first exit, which is a sharp right-hand U-turn onto Huron Church Rd. (this exit is not evident on the map but is within 50 ft of the customs booths). You're now heading north toward the river.
- Continue through to the 2nd set of lights and turn left onto University Ave. (This will be about ½ mile from where you turned onto Huron Church from the bridge).
- Proceed to the stop sign and turn left onto Sandwich St., heading west.
- Just after a long s-curve you'll see a white house on your right with a large painted sign that reads Bake Shoppe; the DH is the very next building, with the parking lot entrance on the far side or west side of the tavern. (The DH is less that a mile from the where you exited the bridge.)

☘March Meeting☘

Wednesday, March 11
The Dominion House Tavern
3140 Sandwich Street
Windsor, Ontario



April Meeting

Wednesday, April 11th
Brass Pointe Restaurant
24234 Orchard Lake Road
Farmington Hills, Michigan

CALENDAR NOTES.. . CALENDAR

WELCOME NEW MEMBERS

Ken & Stacey Butler
35828 Koenig Street
New Baltimore, Michigan 48047-2465
Phone: 586-725-9085
1947 Bentley 4 door Black
1977 MGB Red

Derek & Claire Copp
170 Elsworth Avenue
La Salle, Ontario N9KJ 1E5
Phone: 519-978-9434
1971 MGB Silver

CARS WANTED

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Triumph, TR-2-3-4-250
Mercedes 190-220-230-250-280 SL
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Calendar of Events

MARCH 2007

- Sat 3 **HIBERNATION PARTY & General Meeting**
  Dearborn Hills Golf Course
  Dearborn, Michigan
- Wed 14 **Monthly Meeting**
  Dominion House
  Windsor, Ontario
- Sat 31 **Obsolete Automotive Spring Garage Sale**
  Edward, Ontario

APRIL 2007

- Wed 11 **Monthly Meeting**
  Brass Pointe
  Farmington Hills, Michigan
- Sun 22 **Ancaster All-British Flea Market**
  Ancaster, Ontario
- Sat 14 **Kimber Birthday Bash**
  Lansing, Michigan

MAY 2007

- Wed 9 **Monthly Meeting**
  Dominion House
  Windsor, Ontario

JUNE 2007

- Sat 2 **London Classic British Car Show**
  London, Ontario
- Sun 3 **The British Return to Fort Meigs**
  Perrysburg, Ohio
- Sun 3 **Orphan Car Show**
  Ypsilanti, Michigan
- Sun 10 **14th Annual Spring Fun on Wheels & Auto Flea Market**
  Essex, Ontario
- Wed 13 **Monthly Meeting**
  Brass Pointe
  Farmington Hills, Michigan
- Fri 15 to Sun 17 **Stratford Festival Tour**
  Stratford, Ontario

JULY 2007

- Sun 8 **Mad Dogs & Englishmen Car Show**
  Gilmore Car Museum
  Hickory Corners, Michigan
- Wed 11 **Monthly Meeting**
  Dominion House
  Windsor, Ontario

EnjoyClassicCars.com

A Regional Website for the Classic Car Enthusiast

If you have access to the Internet, check out this web site and become part of the circle. The site is run by MG and Italian car enthusiast Peter Pleitner who is a professor in the vehicle restoration portion of Washtenaw Community College and who facilitates our annual trip to Rivertech.

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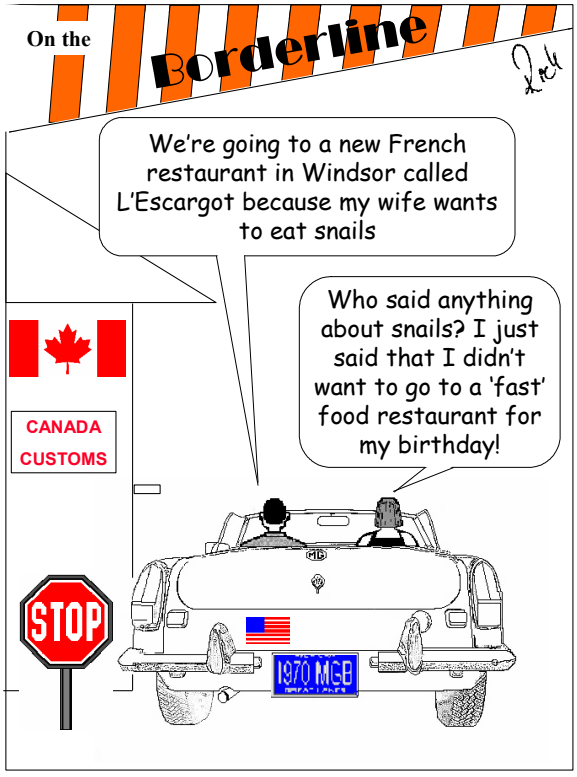

Classified Advertisements

1966 Midget. Black/white. Good condition. Moving to Florida. Must sell. Car located in S.E. Michigan. $4,000 obo.
Mike Sowards 313-383-8156 or 313-715-0817

1966 MGB parts. Black vinyl tonneau cover - never used - no fasteners. Fits roadster with no roll bar and no headrests. - cost: buy me a beer at the next meeting
Set of MG mud flaps - still in the dusty packaging - cost : buy me a second beer. Hardtop - needs paint and hardware (possibly seals too) Fair condition, no cracks or delamination - $100 Pictures available.
e-mail Paul on pgl@dcx.com

1969 MGB-GT. Red California car, has never been driven in salt or snow. No frame or body rust; no leaks; clean interior, no rips; retractable belts; new headliner; new radiator core. Need to sell because of limited space at new Detroit home. $5,000.
Bill Sycalik. 571-216-6147

1969 MGB Rds. Originally British Racing Green / black interior, Wire wheels about 65,000 org miles. In storage since 1986. Some reparable floor rust rest of the car is excellent. Very complete car missing no parts. Also over $1000 worth of new parts included, carbs, brakes, radiator, shocks, and Lucas Hi performance ignition system, shocks Price for all $1,500 USD-------Also rubber nose for late MGB Great condition bought back in 1988 to use but never did (is used) $200 I can be reached at 586-506-1732

1970 MGB. White, for sale in Detroit area. Mechanically in excellent condition and body and interior in good to very good condition. Dayton wheels. Relatively new top and tonneau. Approximately 5,000 miles on "completely" rebuilt engine. Pictures available on request.
Email John at jdhertz@hertzbergpc.com, or call my office at 248-540-3200 if you are interested.

1971 MG Midget. Red -New convertible top. Interior is in good condition. Has extra doors and windshield. Starts, Runs, Drives Great! Can email pictures on request. $2,000 obo.
Call Brian at 586-665-1417

1972 MGB. 28,000 Miles since engine rebuild, Engine bored 0.030â€▮ over, Hi-comp. Pistons, Tuned exhaust header, Weber DGV Carb., Kent Cam Street Grind, Tube Shock conversion, Red, Black interior, Rostyles, Air Dam, Mechanically excellent, No rust, paint showing it's age.
See picture in Gallery under Steve Swarin, $5995 US, sswarin@aol.com or 248-682-9545

1974 MGB. Arizona car, complete restoration, rare Black Tulip color, tan interior. Beautiful wood steering wheel, wood dash overlay. Chrome bumper car with stock. Jayne Mansfield, bumperettes available. Great condition - $6,500.
Call 248-417-1149 or email DaveBartilson@comcast.net

1974 1/2 MG roadster. White, Mini Lite wheels, new carpet, good driver. $4500.
Contact Elvin.at ejdavis2@peoplepc.com.
Home: 248-960-2296 cell phone: 248-613-5939

1975 MGB 50th Anniversary edition for parts, Damask Red, 72,000 miles, not running. Pictures available. $500 obo.
Jeff Branch 586-779-0663, MGBranch@wowway.com

1975 Midget. 88,000 miles, overall in very good condition. Appraised at $8,200. This is a solid car with no rust, the frame is straight, and paint original (olive) with dealer sticker intact. Includes a tonneau cover. Beauty rings, luggage rack, and new tires added by the current owner. Top needs to be stitched. Asking $6500, make an offer on this original vintage vehicle.
Call Greg (905) 573-3572 (Hamilton, Ontario).

1977 MGB looking for front right and left lower fender section and a gas tank to fit this year.
Contact Bob Fouger 248-478-6191 home or cell 248-872-6677

1978 MGB. 78,000 miles very nice - new fenders, rockers, black Deltron paint, leather interior, cloth top, Moss lowering kit, downdraft weber carb, stainless exhaust, alloy wheels, [over $8000 in parts], $7,500.
Dave Reed 586-781-2716

1978 MGB. Excellent shape. Has had complete block-up engine rebuild. Rebuilt transmission and front end. Several new components and extras.
For pictures go to www.cblonde.dyndns.org/mgb Tel. 519-735-0005

1979 MGB roadster V8 conversion. California base car. 215 Buick engine, 4 speed GM 700R4 auto-transmission. Metallic dark green. All conversion parts new from D&D. An opportunity to get into a great V8 for less than you could do it yourself. Located in Oxford, MI. $10,000.
Call Earl Caron 248-628-2002 (evenings).

MGB front fenders. 1-RH, 1-LH, early roadster, good condition $125/ea; also many other MG-B parts.
Dave 734-434-5990

Parts for sale: 2 midget seats, good = $100, 1 midget radio console, good, and AM radio, not working = $50, 3 midget or MGB glove box doors and shelves = $25 ea., 1 set of 1974 Midget SUs = $50, 1 set of 1972 MGB SUs = $50, 1 set of "Marilyn Monroe" front bumpers for 1974 Midget = $25, 1 heater core for 1974 Midget, new = $75, 1 speedometer cable, 54" long, new = $10, 2 midget sun visors for >1975 cars, new = $40, 1 midget luggage rack, good = $25, 1 set of interior panels for 1974 Midget, gray vinyl with blue-gray carpet trim, new = $150, 1 aluminum "surround" set (3 pieces) for Bugeye cockpit, good = $50.
Steve Swarin 248-682-9545 or sswarin@aol.com

Trailer, flat bed with ramps, 6.8 wide X 15 8 inches off ground, ideal for MG or Midget. New tires came with a car and I don't need it anymore .$500.00 Call for details or pictures.
Ron Pruette 248-821-8670 email: rpsurfr@flash.net

WANTED: Laycock LH Overdrive. Either full transmission or O/D unit alone. For 1980 MGB.
Perry Burford 519-737-6424 pburford@sympatico.ca

WANTED: I want to be an MBG owner! Looking for a 73-74 MBG Roadster in the Midwest area- will drive for the right car. Must be red color, drivable, and body in good condition. Flexible on interior and drive train. Will give it TLC and a good home.
Finders Fee of $100 paid to first referral that result in a successful purchase.
Ed Boyer, Mattawan, MI 269-668-7612, Email: edmaddog3@gmail.com

WANTED: Lock assembly and keys for MGB with locking steering wheel on the column.
Contact Mike Derderian at 586-731-4434, or email leadfoot(at) wideopenwest.com

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

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