40th Year

Can Am CONNECTION

WINDSOR - DETROIT

Vol. 42, No. 6 - Newsletter of the Windsor- Detroit MG Club **July 2020**

July Car of the Month

This is a photo of Russ LaFevre's stunning 1980 Inca Yellow car now in restoration. While we usually have a Car of the Month that is complete and running it occurred to me that there is a lot of value in looking under the hood at the detail that goes into a restoration and while I am sure Russ's car will end up as a traditional Car of the Month sometime soon, seeing some of the work that goes into making such a car would be worthwhile now.

NORTH AMERICAN MG A REGISTER

MGB North American MGB Register

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

E-mail
WDMGC@WDMGC.com

Website
www.WDMGC.com

President
Vicki Bade
248-683-1210

Vice President
Kurt Ill
219-363-7170

Treasurer
Cathy Gurnee
313-300-7146

Secretary
Louise Beck
443-540-8962

Newsletter Editor
Dale Brown
519-560-7230
Can-Am@WDMGC.com

Webmaster
Chris Gurnee
Webmaster@WDMGC.com

Membership
Mick Gedeon
2094 Cliffside Dr.
Wixom, MI 48393
248-652-2544
Membership@wdmgc.com

Events Coordinator
Open
Looking for volunteer

Regalia
Canada: Roli Sylvestre
519-969-2739
U.S.A.: Cathy Gurnee
313-300-7146

Classified Ads:
$5.00 for 3 months
Free to members

Display Ads:
Bus' Card $5/issue, $30/year
¼ Page $8/issue, $50/year
½ Page. $16/issue, $100/year

Fine Print
All contents, except where noted otherwise, are copyrighted by the Windsor-Detroit MG Club, Inc. Any reproduction requires express permission, except for our sister clubs who participate in our newsletter exchange, who need only acknowledge the source.

The Windsor-Detroit MG Club
The International Local Club

I hope you enjoy this edition of The Can Am Connection.

Unfortunately, it will be short again since meetings and events have been cancelled. As I did last month, I have totally eliminated the usual calendar page normally found on the last page. There is a chance that there could be events in August but that will be broadcast in the August Newsletter, on Facebook, the website and by blast emails if necessary.

Check out Ralph's Part Three article of his original MGB rebuild on pages 6-8 and Rick Astley's informative article about electric fans.

Can Am Newsletter Editor, Dale Brown

Be sure to send me any stories, pictures or tech articles so that I can put them in a future newsletter. We have changed the contact to Can-Am@WDMGC.com

Table of Contents

President's Message	Page 3	Keeping Your Cool	Pages 7-9
Changing the Carpets...	Page 4-6	Club Classified Ads Commercial Ads	Pages 10-13

Congratulations!

On Recent Membership Anniversaries

10 years	Pierre and Kateri Leblanc of Saline, MI
10 years	Bob and Mary Elliott of Milan, MI
30 years	Ed Fleming of Farmington, MI
30 years	Tom and Marcia Greiner of Novi, MI

Presidentially speaking

Hello Everyone,

Vicki Bade - Club President

It is hard to believe we are in the month of July. This has certainly been a strange and scary time for all of us and making the adjustments have been challenging to say the least. Matt and I are trying our best to stay safe and have been very blessed that our friends and family have remained healthy. I hope that is true for all of you.

Driving around town it is sometimes hard to believe that we are in the middle of this pandemic, of course that is until you have to prepare yourself to just enter a building and worry if everyone is doing their part to stay safe. Both Matt and I are trying to just enjoy the drives as much as possible.

I know that we are all anxious to get back to some sense of normal, if there is such a thing and although we don't have any events on the schedule at this time I do want to let everyone know that the club will be working to have a get together towards the end of August. I am hoping to secure the spot at Camp Dearborn that we would have had for the Spring Gathering and we will make sure to keep it a safe event for those that would be interested in coming out and joining us. It would be casual and although we will probably have some bottled water supplied we would ask everyone to bring their own food and chairs. I do not know when the borders will be open again for the general public, but I would hope by then it could be possible to share the day with our fellow members in Canada.

We will keep everyone posted as it comes together and let's hope we can make it happen.

Please get out and enjoy yours cars as much as is possible, even if it is just short trips out and about.

Let's all do our part to not let this virus get the best of us. Stay safe, wear your masks, be respectful and careful by keeping your social distance and wash your hands. We will beat this and come out stronger!

Until we can get out and meet again-take care.

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

Safety MG Fast!

Vicki

Story submitted by member Ralph Poupard

Changing The Carpets In My MGB (The Hard Way) Part 3

I had cut out the rusted areas and made repairs necessary to the main structure. Now it was time to start replacing the parts that I had cut out. First I mounted the new castle rail. The back location was easy to locate, since I could see the outline where the old castle rail was mounted. On the front, I had made a wooden gauge for the side position of the castle rail and clamped it in place. To make sure it was right I trial fit the diaphragm and outer sill. It looked good, so I welded it in place. Next I drilled holes in the diaphragm and outer sill for the plug welds. The first of many hundreds of holes I drilled. The diaphragm was plug welded to the castle rail, front footwell, and rear bulkhead side after checking its height position with the outer sill. I ground down the welds on the diaphragm and then welded the outer sill into position along the castle rail / diaphragm at the bottom and the diaphragm at the top, grinding the welds down again. I then trimmed the crossmember to the correct length to weld the new outer repair section into place. After that I plug welded the new jacking point into place, which fit quite nicely. The reinforcement for the jacking point goes between the diaphragm and the inner sill (box section). So I welded that into place planning to drill plug weld holes in the inner sill to attach it there. I don't use the jacking points, I don't think they are a good design, but I assembled it correctly anyway.

Next I plug welded the inner sill into place, and through the plug weld holes to the jacking point reinforcement. Again, I ground down the plug welds. Now the floor pan was next to be installed.
I cut out the remainder of the old floor pan at this point. After drilling several hundred plug weld holes in the new floor pan I plug welded it into place. Welding down in the footwell was difficult since it created smoke and fumes. I wore an N-95 mask (that was when you could get them) and held my breath a lot while doing this, as well as using a fan to help pull the fumes away. It was also a tight area and difficult to get in a comfortable welding position. Next, I welded in the dogleg repair piece followed by the end filler piece. Through all of this the door fit remained OK.I then mounted the new front wing. It was a British Motor Heritage part, but still required several trial fits and mounting holes opened up until it fit well. I was concerned at first, as there was an excessive gap to the front of the door. But I found I had to use a hydraulic jack to raise the bottom edge behind the wheel to insert the screws at the bottom. When I did that, the wing edge moved towards the door into a nice gap position, so that was lucky.

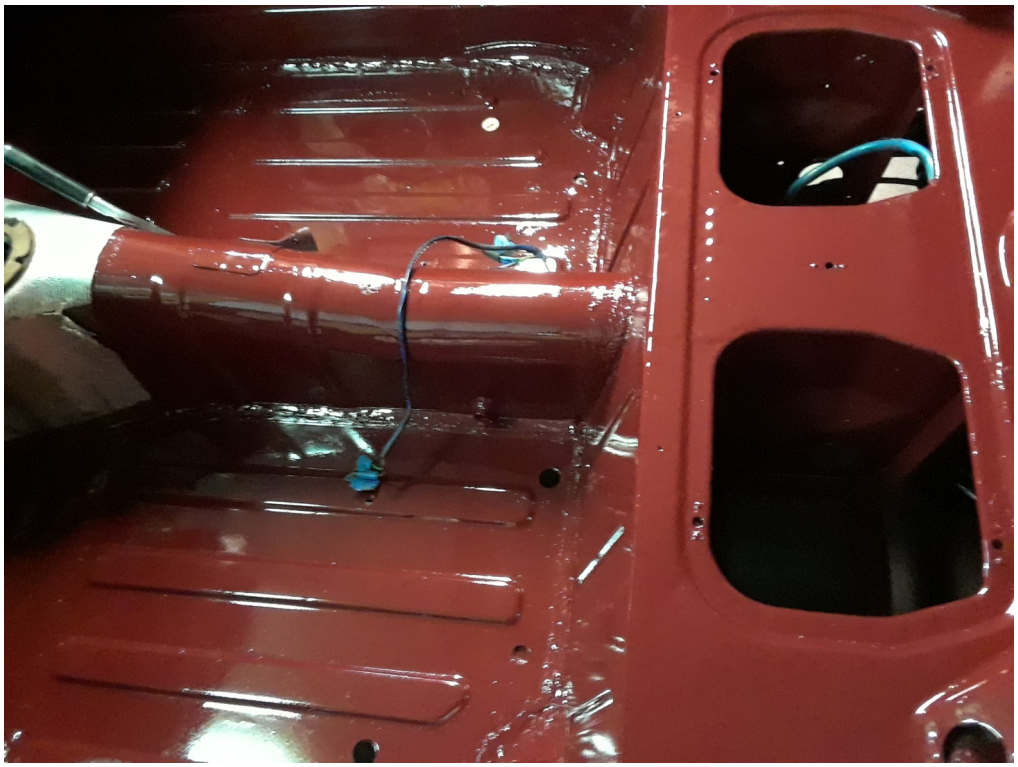
All of this may or may not sound like a lot of work, but believe me it took months! Checking and rechecking alignments, more than a dozen clamps, weights to hold the floor down for welding, grinding welds etc., it was quite a process. I also learned why welders quite often wear skull caps. You learn that very quickly when a piece of molten weld lands on your head! The left hand side of the car was pretty well a copy of this side, since it contained about the same amount of rust except the inner sill had a much larger rust hole near the front, but I was replacing that part anyway.

My next task was to finish cleaning the underside of the car to prepare to paint it. Pounds of dirt, old undercoating, grease and filth were removed from the bottom of the car and deposited on myself and a plastic sheet on the floor. I'm not sure if I have ever been as filthy as when I did this job. It ended up the cleanest it had been since the car was new. Painting the underside of the car demonstrated why I should have had the car raised higher when I set it up to work on it. I had to use a smaller spray gun that didn't hold much paint, since the larger capacity gun just wouldn't fit properly under there. So, I had to do a number of refills of the paint cup but it turned out nice. I researched it and the underbodies were body colour except for the suspension and axle. So I sprayed it Damask red using a polyurethane single stage enamel. I then painted the inner wheelwells, the insides of the front wings, the front splash shields, the inside of the front apron, the inside floor pans and inner structure of the car, and the inside of the boot lid. More pages came off the calendar as the months passed.

I refit the front wings for the last time, and also refit the front apron and boot lid. I then filled, guide coated, and block sanded the areas of the doglegs that I had replaced and some shipping dents that were in the front wings. I had the spots fairly decent, but I had decided that I would leave the final blocking and filling to the paint shop. My wife tells me I worry too much, but I have to admit that I was worried when starting this project that there would not be enough good steel left on the car to weld the repair sections to and my MGB would essentially become a parts car. Fortunately this was not the case, and it was solidly welded together again.

In June of 2019 it was ready to go out to the paint shop. It was supposed to take about 3 weeks,

Right hand side cockpit nearly finished being welded



Going out to the paint shop

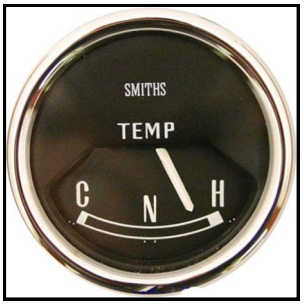
Next Time: Paint and reassembly

to be continued...

Keeping Your Cool

By Rick Astley

I'm often asked the question, "My car appears to be overheating, do I need an electric fan?" or, should the car be a late MGB, "Do I need to replace my existing fans with new aftermarket electric fans?" Just like that of a politician's, my response is usually a series of questions.



The first question is: what makes you think your car is overheating? Our LBCs use a very non-linear sensor called an NTC thermistor to measure engine coolant temperature that feeds that data to a gauge which is also non-linear in its reading but in a way that makes it wholly incompatible with the sensor. Both also have wide tolerances variations, one to another, and so it's hardly surprising that for most cars, the temperature reading does not stabilize dutifully at 'N', 90°C, 200°F or whatever your gauge's scale has as its center reading. In fact, getting coolant temperature and oil pressure gauges that keep drivers happy by reading center scale (and keeping warranty claims low) is such a problem modern Fords cheat by using their electronic control modules to place the needle in the center, irrespective of the true reading.

Without an electronic Ford system, we need to establish the "normal" temperature gauge reading in each classic car we own. Once we know that for both cruising and stationary traffic, then any gauge deviation or other obvious signs of overheating warrant investigation. As a check, instead of relying wholly on the gauge for thermal data we can use (now very affordable) infrared thermometers, which measure the radiant heat from a surface. Simply pointing one at the radiator header tank can give an accurate reading. Some of the general symptoms of overheating are listed at the end of this article as well as possible causes that need investigating before resorting to installing an electric fan or changing your current one(s).

All that said, if you have a standard mechanical radiator fan then it is a truly antiquated design and, should you not mind your car deviating from being totally classic, it may well benefit from having an electric fan installed.

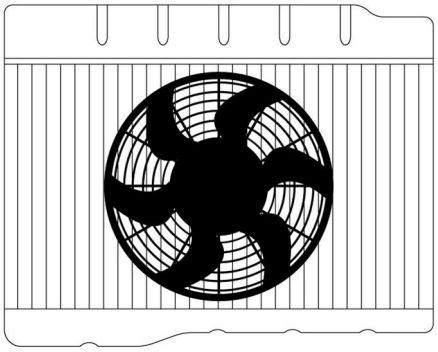
Most of the air flow that cools the radiator in a front engine car comes from the ram effect as the car pushes through the air at speed. That's when most cooling is needed too because the internal combustion engine is a notoriously inefficient machine and when it is producing most power, it is also producing most waste heat. When the car slows down, that ram effect is no longer there and, if the engine is still hot from producing lots of power, that's when the mechanical fan slows down too, just when it is most needed. Further, even a slow running engine in traffic and on a hot day can easily become overheated, again with little cooling effect coming from the now idling mechanical fan. That often near useless fan can also rob the engine of power to the order of about 3 bhp.

An electric fan makes far more sense. Engines run most efficiently at a particular temperature and while a mechanical fan can over-cool an engine in cold weather, an electric fan will only run when the optimum temperature is reached or exceeded, as dictated by a thermostatic electrical switch.

The electric fan comes into its own in slow traffic on hot days. If its thermostatic switch is properly set then it will operate before the engine overheats and replace some of the breeze that the ram effect the car produced when it was moving at speed. However, it doesn't produce a very fast moving air stream and it only produces it over a proportion of the radiator's area — sometimes a rather small portion — so it may not always be a substitute for addressing the problem of an engine that overheats for some other reason.

This table below shows the various sizes of some Hayden fans − a brand often retro-fitted to LBCs because Moss Motors sell them – with the fan diameters, claimed flow (CFM = cubic feet per minute) and the calculated air speed through the fan.

Dia (inch)	Air Flow (CFM)	Air Speed (calculated mph)
8	400	13
10	650	13.5
12	800	11.6
14	1,250	13.3



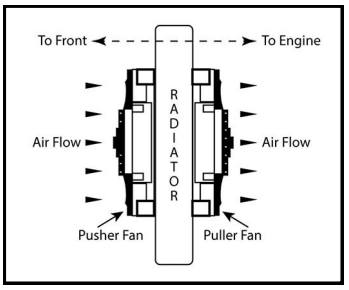
An aftermarket fan can block some air flow through the radiator

The picture to the right of the table shows how the fan itself covers a significant portion of the radiator, blocking some flow from ram effect. This could mean that if you have an overheating problem when the car is running at speed, the addition of a fan could actually make things worse. Also note the relatively small portion of the radiator the fan does cover and cool when powered. Two fans can sometimes be fitted to more oblong shaped radiators to increase the area through which the fans' air passes.

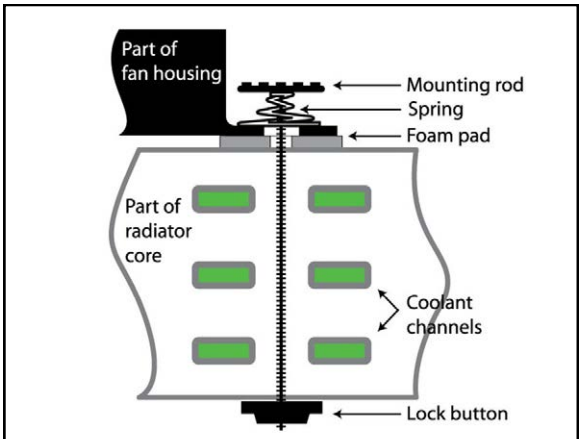
This picture is from Russ LaFevre, showing the fans in his beautiful 1980 MGB, currently in restoration.

The fans fitted to 1977 and later MGBs were actually well thought out, being of a design that did not impede flow much at speed but allowing the use of two fans for greater effect when needed when the car is stationary or at low speed. It seems incredible that the engineers in Abingdon simply thought "America: hot. Canada: cold", and decided to fit a single fan to cars exported to Canada and two to those exported to the USA. We border dwellers should have been consulted!

One question to consider when installing an aftermarket fan is whether it should be a puller – behind the radiator, or a pusher – in front. The decision is largely one of space behind or in front of the radiator, but if there is room for either, then a puller is usually preferred because a pusher is more exposed to the elements. Once you have decided whether to use a pusher or a puller, read the manufacturer's description of the fan carefully because the air -flow direction has to be different. Although all dc motors can be reversed in direction by swapping the polarity of the input wires, not all fans can be reversed because of mechanical reasons. These include the design of the fan blades and the internal brushes.

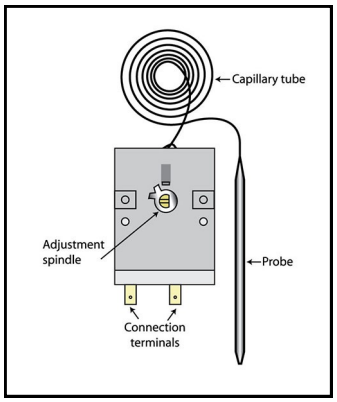


Although I know of no actual failures, I have fitted a number of aftermarket fans to MGs and have always been concerned about the usual method of attachment. A special nylon tie with a ratchet system, not unlike that of a zip-tie, is used to clamp the fan to the radiator surface. The tie passes through the radiator in the air-flow gaps between the fins and coolant tubes. It seems possible to me that a tie can rub on a tube and cause a leak.

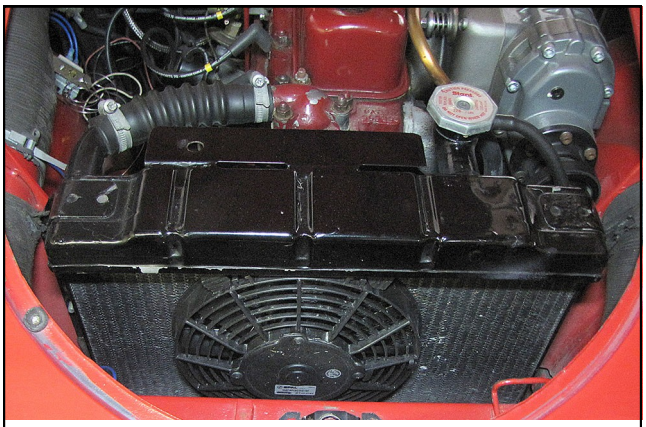


The usual method of mounting an aftermarket fan is using a nylon rod and lock button that resemble a zip-tie in operation. Could a non-central rod damage a coolant tube when under vibration?

The fan(s) need some kind of thermostatic switch to turn them on and the sensor for that is usually a probe that is pushed between the fins near the top edge of the radiator and secured by a clip attached to its frame. I don't think if it is necessary or desirable to swap out original MG fans (see below) for an aftermarket type but if you decide to do so you could continue to use the original thermostat that is integrated into the radiator header. Whatever thermostat you use, please run it through an automotive relay, which will have more robust electrical contacts. On closing, the contacts have to sustain a starting current about 3 times that of the running current and when opening, the internal electrical coils of the fan, like an ignition coil, will produce an arc across the contacts, which a relay can best handle due to an internal snubber component.



When calibrating the thermostat, turn the adjustment screw to the minimum setting (oddly, fully clockwise on the most common form of thermostat illustrated left) run the car in open air until either the gauge reaches your "normal" reading or an infrared thermostat reads 200°F or 95°C, then slowly turn the adjustment screw higher until the fan just starts.



An LBCar Co 9" fan kit fitted to an MGA as a pusher

As mentioned earlier, the original MGB fans fitted from 1977 are of good design and did their job well. They do however get tired, become noisy and slow down or fail as the bearings age. If you can get replacement motors, then it is certainly well worth doing so.

In conclusion, if you have problems of overheating at speed, look elsewhere other than an electric fan for a solution; fitting one could make the situation worse. If the overheating is confined to slow or stopped traffic conditions, then an electric fan should help, but again, if the car used to operate well under these conditions, it's worth investigating other causes of overheating first. Finally, if you have a 1977 or later MGB, cherish the electric fans, they work well when in good condition.

Some symptoms of overheating to consider before installing an electric fan

- Steam coming from under the bonnet or coolant on the ground
- Strange smells as oil and rubber parts heat above normal
- Thumping sounds as water boils, especially if the thermostat fails
- Reduced power caused by pistons becoming over expanded
- A bonnet that feels hotter than normal
- Unusual engine rattles and ticking as the superheated oil thins and has less lubricating effect
- And of course a temperature gauge reading deviating from the "normal" for that car

---

Some causes of overheating

- Low coolant due to loss from anywhere in the system such as hoses, the radiator, radiator cap overflow pipe, water pump or its gasket, heater or, possibly worst of all, the head gasket
- A stuck or out of calibration radiator cap
- A stuck or out of calibration thermostat
- No thermostat at all, the coolant pumping through the system so quickly that it doesn't have time to cool
- Radiator air flow blocked by debris
- Radiator core blocked by corrosion or debris in the coolant channels
- Broken or slipping fan belt, which should also be evidenced by an illuminated charge light
- Bad water pump
- A collapsed bottom hose. An old and soft hose can collapse under the suction of the water pump and so restrict coolant flow
- An air lock in the system. This can easily occur in later cars with expansion tanks and for which a careful procedure is required when filling the system with coolant
- An incorrect water to coolant fluid/antifreeze mixture
- Retarded ignition timing causing even more of the fuel you're burning to turn into heat and not engine power

If you wish to learn more about what is involved in installing an electrical fan, see the LBCarCo instruction document for the fan illustrated above.

Member Classified Ads

Classified Advertising

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

Midget Mk I parts for sale from '64 donor car. Seats (for refurb), dash, 1098 engine w/trans (working condition unknown), radiator, wire wheels (for refurb), suspension, windshield, bumpers, steering column and more!. Call/text Scott 513-240-3221 or scottolman@gmail.com"

1970 MGBGT I have owned this car since about 1977. No rust, rockers have been replaced. Needs paint, Tires. Engine has totally been rebuilt, touring cam, 10 over pistons, New fuel tank, needs some work to complete. Extra engine, Transmission, overdrive unit, Heated back-light. $4000.00 art.krygowski@gmail.com

Phone or text: 58 six-2 nine 8-8 three 98.

1953 MG TD with a Volvo B18D Engine and 4 Speed Trans w/MGA Rear Axle. Comes with New Moss Motors seat reupholstery kit and panel kit in Biscuit. Needs Carb work, ran when parked. Not a show car but a solid car. Asking $8200 obo
Contact: Bruce Kurth @ 248-685-1236 or brkklk@comcast.net

1976 MGB Peacock Blue with the tan interior and black top. Approximately 76, 000 miles. Good condition. Paperwork for most repairs. 7,000.00. Give a call, we'll talk, you'll look, we'll see. I'm also thinking of selling my '72 'westie'. Launey at 1.313.345.6435 or lapyke3@ gmail .com

1972 MGB Roadster. Runs, But Needs Work, $1,500
Runs and drives, but will need substantial rust repair. This will be a project car before it's a good driver again and the low price of $1,500 firm reflects that.
One owner since 1995. Mileage unknown, but only 5,000 miles since engine rebuild in 1997. Four-speed transmission. Needs wiring work and rust replacement of rockers, frame rails, plus some repair in fenders and floor panels. Improvements in last 20 years include new front bumper, distributor, starter, radiator rebuild, Delco alternator, ignition switch, new gas tank, convertible top. (See website for photos) john_a_magee@yahoo.com
248-234-3789

Brand new rubber sill covers (Moss price $189 U.S.) and two brand new side marker lights (Moss price $59 U.S.) for MGB. Items are in Canada. Make any reasonable offer. Email Dave Hornby: mgdave@sympatico.ca

1974 MG Midget. 30,134 original miles. Covered storage inside garage. Red exterior, tan interior, excellent condition. Original black roof and tonneau cover, both excellent condition. Blaupunkt AM/FM cassette radio. Clean engine and engine compartment. Original carburetors. Michelin tires less than 500 miles stored in basement. Extra parts.

Contact: Jim Carr @ 248-547-9050.

1972 MG Midget for sale

99% renovated. My dad was restoring the car when he passed away. $3,900 or best offer. The car is stored near Clarkston, Michigan.

Lane Rupright
248.660.2134
lanerup@aol.com

MGB. Rebuilt motor and trans approx 10 years ago, minor wiring issues, complete car, needs restoration. Does run and drive. Looking for about $3500 CDN. Located in Windsor

Jessie Darmon
519-737-0680
Cell: 519-816-0719

MGB Four speed transmission. Sell for any reasonable offer. Prefer Canadian side sale. dale@wdmgc.com

1979 MGB. Body is in excellent condition, paint has one small blister on the bonnet. One of the nicest driving B's I have driven. Interior is in very good condition. Top has one small repair. Price is $10,000.00 Canadian. More pictures are available on request. Mbeale1@cogeco.ca

1976 MGB
Car is located in Harrison Township Michigan.Asking **$3,500** or best offer.

Contact: Kathy Pierce
jtcorriveau43@gmail.com
586-791-2058 or 586-489-9249

"**WANT" MGA / MG / MGB**
Oil System Pipe-Filter/Block
Cooler By-Pass Tube
Looking for this hard line tube to install in my 1973 MGB.

Jean-Paul McGraw

1979 MGB
Good restoration project. Original owner with 130,000 miles. Was a daily driver for 11 years then garaged all year with no winter driving. Rust on lower rocker panels, otherwise pretty solid. Fairly new top, gas tank and hood (tree branch came down on original). $1500. Photos in the WDMGC web page classified ads. Contact Bob (Ypsilanti area) at 734-218-3307 or wolverbob@gmail.com.

New Ad

FOR SALE - 1973 MGB Roadster $4,700

- Well sorted, starts easy, runs good, quite reliable
- Four speed, with Overdrive
- Fully restored about 12 years ago
- Engine, body, paint, clutch, brakes, electronic ignition, carpets, hoses, etc.
- Not concours, but nice. Full file of receipts
- 12,362 miles since restoration
- Wire wheels, including spare
- New Top at restoration
- Full tonneau cover
- Last full year with chrome bumpers
- Basically all original, except a Weber carburetor in place of finicky SU carbs.
- Brighter halogen headlights for safety.
- Damask Red, Black interior

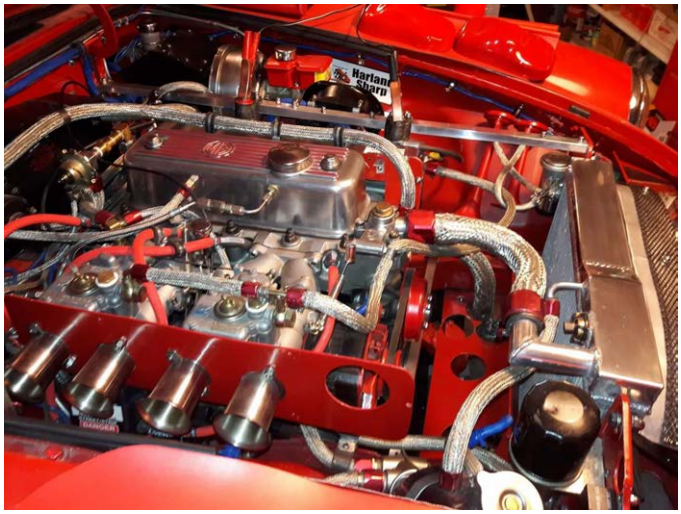
248-535-1901

New Ad

1966 MGB-GT, 1.8 L Engine bored 0.020" over,
Twin SU HIF4 Carbs, Mild Street Cam
Pertronix Ignition, 4-speed with Overdrive
Guard's Red, Black interior, Minators, Air Dam,
Mechanically excellent, No rust, paint showing it's age,
See ad on WDMGC website, $9,500USD,
sswarin@aol.com

New Ad

Many used MGB parts for sale by Dale Brown. Please check the Windsor Detroit Facebook page for several posts listing and showing the parts. Pick up in Windsor only, so interest right now from Canadian members with the border currently closed. Contact through Facebook messenger or email.



How's this for an MGB engine?

Register Your MGA With NAMGAR!

Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just $37.50 per year (North America), or $52.50 (International). **Get more information at http://www.namgar.com, or contact registrar@namgar.com.**

NORTH AMERICAN MG REGISTER

Guy's Garage, Inc.

Service & Repair for the Vintage British Motor Car

Guy St. John
Phone: 248..349..3649
email: guystjohn@comcast.net

Hours: M – F 8:30 – 5:30
Saturday By Appointment

1520 Scio Church Road
Ann Arbor, Michigan, 48103

LITTLE BRITISH CAR COMPANY • WWW.LBCARCO.COM •

Little British Car Co, Ltd.
Vintage Motors, Ltd.

Visit us at LBCarCo.com for more information.

29311 Aranel, Farmington Hills, MI 48334
We sell ALL parts for your MG or other British car at discount prices.
LBCarCo@LBCarCo.com • 248-489-0022 • Call Jeff Zorn

New British Leather Style Driving Gloves
String back, full or half finger styles.
Half finger $30 per pair
Full finger $35 per pair

LED Headlight Bulbs & Kits
JUST $90.36! LED BULBS START AT $4.25
Large selection of LED bulbs for your Classic Cars in 6 and 12 volt negative and positive ground at affordable prices. For Instruments, Brake/Tail, Indicator lights and more. Longer life, lower power draw and lower temperature than incandescent or halogen bulbs.

Bonnet (Hood) Liners
Personalize your LBC. Available for MGB, MGA, Midget, Sprite, TR3, TR6, TR7/8, Triumph Stag and Lotus Elan.
Prices from $85 with logo.

Moto-Lita Steering Wheels | *Petronix Ignition Systems* | *Moss Distributor for your LBC parts needs at DISCOUNT prices.* | *Gunson Tools* | *Tops & Tonneaus Made in UK*

hold your horsepower

Clean, Spacious, Secure

Hold Your Horsepower's clean, spacious, climate controlled alternative garage is monitored 24 hours a day, 365 days a year.

Take advantage of
on-site trim shop HöF Designs.

www.holdyourhorsepower.com

Don Rennie
(313) 300-5837
info@holdyourhorsepower.com

image cc flickr user biTurbo288

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
Austin Healey, Riley, Alpha-Romeo, Singer
1964-67 Ford Mustang, Models T & A

Entire collections possible

ANY CONDITION - ANY LOCATION

Generous finders fee. WILL PAY THE MOST!
1930's - 1960's
Buying restored gas pumps
Also other interesting cars
European and American made

STEVE'S BRITISH CONNECTION USA

Tel: 630-553-9023 email: SBCinc@aol.com

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

Your contributuion's for this newsletter,.

You will be Well Rewarded