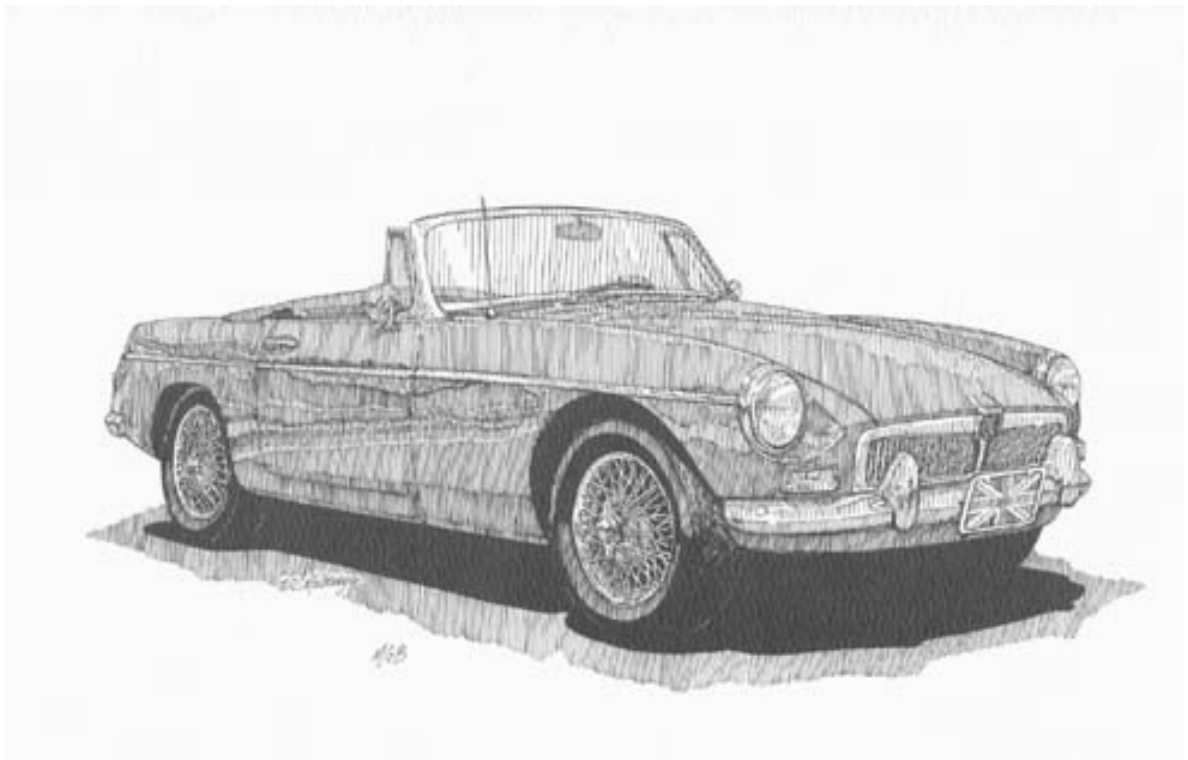




The Dashpot

November 2004



Ottawa MG Club

The Dashpot is the official publication of the Ottawa MG Club.
Submissions for consideration should be sent to: frizzuti@sympatico.ca.

www.omgc.info

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From The Editor's Desk

In this edition of the Dashpot we have another instalment from Graham Ayers and a few more tech articles.

I have just finished putting my B to sleep for the winter. Changed the oil, trying synthetic this year, and added a high performance K&N oil filter. Nothing is too good for my baby! I greased all the suspension, topped up the gas tank and gave it a nice coat of wax. I usually start my car about once a month during the winter, to get everything lubricated and charge up the battery. Can't wait till spring!

I would like to take this opportunity to solicit members to send me articles for the Dashpot. Anything you would like to see published please send it along.

Thanks,
Frank.

Safety  *Fast*

President's Message

In all of the previous "Messages From The President" in the Newsletters this year, I have focused on "Adventure" and "Participation". The turnout at our monthly meetings and our various events confirms that the "Participation" part is alive and well. And I'm sure you will agree with me on the quality and fun of the "Adventure" part, each and every time we get together.

So, can I count on some of you to step forward and help encourage "Participation" and "Adventure" into next year?

The November monthly meeting is typically our Annual General Meeting. But it is NOT one of those boring, number-crunching business situations. We simply try to figure out "who" can do "what" through the next driving season. It's my job to try and encourage people to help out. Now, if you don't already know, I dislike business meetings. And I'd like to continue the "Adventure" and "Participation" theme through next year. Therefore my plan is to continue to use our regular monthly club meetings and our planned events as the times and places for OMGC Executives to meet. The newsletter, internet e-mail and the telephone are the tools I want to continue to use to get news and information spread amongst our members. I want to be sure there is "Fun" in the "Participation" and "Adventure", and I don't find business meetings any fun at all. And I think, generally, people who do have a desire to help, would find time to do so if they didn't have to add another meeting to their schedule.

My term as President has another year to go, and I'm having fun so I'd like to continue. Mike Daniels has confirmed he will continue as Treasurer, but has some good ideas about separating the "Money Matters" from the "Membership Matters". Frank Rizzuti will continue the Newsletter - in a 4 times a year format with the possibility of one edition in full colour. Doug McClure has not yet confirmed if he is able to continue to bring you Regalia. Rob Grapes has confirmed he will continue as Webmaster.

Some positions on the club executive need to be re-thought (Vice-President & Technical Director & Events Coordinator) but I'm thinking about doing things a bit different. Perhaps instead of a Vice-President and a Technical Director and an Events Coordinator we might consider one or two "Directors At Large" - club members to help generate ideas and make suggestions. Perhaps Past Presidents could manage meetings when the President is unable to attend. As many of our driving events are already managed by OMGC members or by other clubs, there are only a few events that need an OMGCer to coordinate. The Christmas Party is one of those events. The Spring Tune-Up is another. And the Monte Carleton Rally is another. So instead of an Events Coordinator, I'd like to pursue having a club member or two tackle one of these remaining events. For our technical get-togethers, I'd like to rework them, as the generic monthly sessions have lost their appeal - in favour of periodic, very specific work sessions. Three or four real hands on sessions per year are the approach to take. Folks have confirmed that driving and show events are really the place they want to be, with tech sessions that have "hands on spirit" to fill in, one per season.

Don't let the winter snow and cold dampen your spirit to help for even one minute. Participation! Adventure! Fun! Safety Fast!

Len Fortin

Me Humble Bea

Part Four
by Graham Ayers

With the arrival of Spring all thoughts turn to the sunny days of top-down motoring ~ along with leftover leaf raking, gardening, lawn mowing, and the myriad of other jobs that accompany the end of hibernation. I'd spent the winter trying to get caught up on the seemingly endless list of jobs that needed doing around the house, including (on *my* time) an extensive clean-up of the garage. One of life's truisms: The bigger it is, the fuller it gets. Especially garages!

With the sports-car season here so short every day counts and knowing that there would be a steady stream of people wanting their cars NOW, I waited until all snow had disappeared before venturing out to the Sportscar Factory again.

When I got there I found John lying on his back, head firmly up under the dash working on the wiring. Now there's a position some of us can relate to! We talked about Bea, the progress, and how soon she would be ready. The middle of the month, two weeks hence, was agreed upon. John promised to try his best and I silently pleaded to Mother Nature not to rain on that particular day.

THE DAY finally arrived, warm and sunny without a cloud to be seen. (duly noted and thanks given to Mother Nature). The support vehicle was loaded with emergency supplies, including toolbox, extra fluids, tow rope (Oh the ignominy of having to be towed!) and the roof rack to carry the hard top. Under no circumstance was going to drive home with that on!

During the drive, my navigator Lynne remarked that I seemed "somewhat distracted". I must admit that our usual easy conversation just wasn't there. After so long I was finally going to drive Bea and the anticipation was making me more than a little 'distracted'.

When we arrived I was surprised to see Bea sporting a pair of Rostyle wheels on the rear. John explained that she had, in fact, come from the factory with steel wheels. The previous owner, it seems, had changed the hubs but not the axle, and since the axles are different lengths the inner wheel arch lips had been bent up to permit clearance for the wire wheels (subsequently repaired). I was disappointed. Bea looked absolutely horrid with different wheels front and back, but there was no way we were going to change them now!

At first turn of the key, (now mounted on the dash instead of the steering column) she came to life. What a wonderful sound! John had taken the liberty of fitting a custom-made exhaust system that terminated in a Stebro muffler. Exactly the same as on my first 'B.

She was backed very gingerly out of the Sportscar Factory and into the bright sunlight. How ironic that her first movement under her own power was in reverse!

Contrary to the idiom ~ the sow's ear had been made into a silk purse.

The photographs Lynne took showed John and his boys standing beside Bea and yours truly, sitting behind the wheel, wearing a grin wide enough to shame any Cheshire cat.

The wire wheels, hubs and several boxes of leftover spares were loaded into the Honda and the hardtop strapped onto the roof. We said our "Thank-you and "Goodbye's and set off for home.

Since Bea was still fresh and untried, we set a leisurely pace, but for the odd squirt for the pure joy of the feeling and the sound. The speedometer I swapped indicated only MPH and for the life of me I could not remember the conversion! "Somewhat distracted" again!

One watchful eye on the gauges for the first sign of trouble, one ear on the engine for the same reason and the other on the marvellous sound emanating from the tailpipe, we headed eastward. Three decades disappeared into flashbacks, audio and physical. I had forgotten the sensory pleasure of driving a 'B ~ perhaps nothing spectacular by the standard of many of today's vehicles, just the feeling of open-air motoring in a truly wonderful little sports car on a perfect spring day.

Our route took us cross-country, past farms and endless fields of corn, on a little-traveled two-lane road. Imagine my delight in seeing two other British sportscars, in the opposite lane, a TR6 and a newer MGB (could that have been some of you folks?), and being able to wave above the windscreen, returning theirs, just like the good old days.

We stopped in Finch, a small village, halfway home, to make sure all was copasetic. A small leak from a not-quite-tight hose clamp on the bottom radiator hose was rectified with a tweak of a screwdriver. All other systems seemed to be fine.

Lynne, much to my amazement, said that she had never ridden in a convertible.

Well now. The solution for that was a 50 kilometre detour through the countryside, me hoping that A: we wouldn't breakdown (though I had the forethought to bring the tool-box) and B: that we wouldn't get lost - it has happened before and I had left the maps in the other car. Our rural roads do tend to wander a bit.

Several hours later we all arrived home safe and sound, without incident, other than an erratic tachometer that reacted to every bump in the road, (suspect a loose wire). I must admit, I did spend a few minutes sitting in Bea after turning off the ignition and several more walking slowly around her. Lynne, ever cognitive, quietly went and put the kettle on. Sitting on the porch, she asked what I thought. My previous Cheshire cat impression was the only reply she needed.

We opened a bottle of wine and barbecued something to celebrate. Later Bea was driven into the garage under her own power. Home again

I consider myself extremely fortunate that, not only do I have the Love of my Life, but that she understand and supports me with my second love. Ladies and Gentlemen, it really doesn't matter how much time and/or money you have/do spend on your second love, if you don't have the support of your first the latter will never be all that it should be.

Think about it.



The Hugo Leech Award (and other assorted club history)

by Mark Evenchick

As most of you know, The Ottawa M.G. Club is not renowned for it's record keeping, and so it is that the creation of the club is recalled only through legend. This is my version of the legend as I recall having heard it from the original perpetrators.

I believe that the year would have been about 1989. Hugo Leech and Jim Nunn met as each was taking a leisurely cruise along Col. By. Drive near Dows Lake. Hugo was driving his red 60's B, and Jim had a later B, also red, that had been restored to look like an early B. A bit of a dice ensued, which ended with both of them being stopped by the police in front of Carleton University. After explanations and apologies and promises to be good boys were made, the officer noted that Jim's car had seat belts, and Hugo's didn't. This was followed by more explanations as to how the two cars looked almost identical, but one didn't require seat belts. After the dust had settled, Hugo and Jim got to talking about the need for a local club for M.G. enthusiasts.

Originally the purpose of the club was simply to provide an opportunity for M.G. owners to meet and go on drives together. Hugo was President, while Jim took the position of Secretary. Jim may read this and have some other explanation, but it appears that the Secretary's job was to be available, and drink copious amounts of beer. From what I can tell, no club minutes have ever been taken. Jim was the only Secretary that the club has ever had, although looking back we have had many members who would have been qualified!

In building the club, Hugo had a unique method of recruiting members. If a person owned an M.G. and Hugo found out about it, then that person was automatically made a member. There was a membership fee, I think ten or fifteen dollars, but no one ever made much of an effort to collect it.

Originally we met very third Thursday at the Swan on the Rideau. Those of us who attended those early meetings were immediately captivated by Hugo's charm and quick wry humour. The meetings were always entertaining, especially when Terry Dale came along to give his tech sessions. Compared to the number of events that the club puts on today, our event's calendar was pretty lean. At that time, the local clubs took turns organizing events, usually rallies or car shows. There was also the Triumph Club dart meet, the John Carr corn roast, and of course the Fortin's croquet match. As I recall, Hugo's original idea of having a time and place for members to meet for weekly runs was not really too successful, and eventually petered out.

Hugo's original approach in chairing the club meetings has been followed by all of us who have held the position of President since. The Club was simply a meeting place for M.G. enthusiasts. He had no time for minutes, or rules of order, or any of the other diversions that the executives of some clubs seem to use too make themselves seem important, while boring their members to tears. This made the club enjoyable for members, but also created some problems. At that time, we did not have an AGM, or any elections to replace executive members. If a position was open, and a volunteer was available, then he or she was accepted. After Hugo had been president for four or five years, he began looking for a replacement. We all knew that he would be an impossible act to follow and he was unable to find a successor for some time. Eventually he was able to talk Nick Roberts into taking the job in 1995.

Hugo Leech passed away in the fall of 1998. At one of our executive meetings shortly after, it was suggested that we create an award in his memory. We all felt that it would be a good thing to do, but we were unable to come up with a set of parameters for which the award would be given. We finally decided that we would leave it up to the president's discretion.

The award itself, is made of an M.G. crested Brooklands steering wheel hub, mounted on a beautiful base of Ice Storm walnut made by member Dave Gregory. It is presented annually by the President of the Ottawa M.G. Club to a member, who has contributed to the club based on the President's own criteria.

Each year when the award is presented, it gives those of us who were lucky enough to have known Hugo a chance to remember him, and also recall some of the wonderful memories that we have of the early years of the club.

Past Recipients of the Hugo Leech Award

■ Len Fortin	1998
Heather and Jordan Jones	2000
Eric Smith	2001
Mary Attwell	2002
Frank Rizzuti	2003

Balanced and Blueprinted

by Les Bengtson

A number of people are confused by the terms "balanced" and "blueprinted" when referring to engine rebuilding. What does it mean when someone says they have a balanced and blueprinted engine?

All parts are made to certain tolerances, meaning that there are variations on size and weight. In addition, parts that rotate will not rotate truly if one side of that part is slightly heavier than the other. It will produce runout, which is a machinist's term for wobble. Even in an item, such as the crankshaft, which is supported by bearings along portions of its length, the rotating part will try to wobble and cause excessive bearing wear. So, in an engine, we have two separate balance requirements—those of rotating parts and those of reciprocating parts—the pistons and connecting rods. Both of those classifications are balanced differently.

Reciprocating parts are balanced on a spring scale—similar to a bathroom or postal scale. The pistons are all weighed and the weight marked on them. Then, the three heavier will be lightened so they weight the same as the lightest. The idea being to produce four pistons (in a four cylinder engine) of exactly the same weight. The connecting rods have two ends—the small end where the piston connects and the big end where the rod connects to the crankshaft. Each end is weighted and the three heaviest small ends are matched in weight to the lightest small end. Then, the same process is repeated with the big ends.

With the reciprocating parts—crankshaft, harmonic balancer (crankshaft pulley) and the flywheel, the process is different. The previous parts have been balanced statically (they do not move) while the rotating parts are balanced dynamically (they are spun). The first step is to assemble the harmonic balancer to the crankshaft using the crankshaft pulley nut. Then, the crankshaft is installed in the balance machine and the flywheel is installed in it, using the flywheel bolts. The assembly is spun on a machine that works like the dynamic balancer used for tires. It will show where either metal needs to be added to the crankshaft or removed to balance all of the rotating mass as an assembly. Peter Burgess, well known MGB engine specialist, recommends the reciprocating parts be balanced in all engines and that the rotating parts be balanced on high performance engines. Even a road engine, however, will benefit from being dynamically balanced, providing smoother operation and longer life. Since the cost of having the reciprocating and rotating parts balanced was about \$100, I decided to have both done on the 79 engine I am rebuilding. Actual cost was influenced by the fact that I had already had the pistons installed at another machine shop and they had to be removed, balanced and re-installed. I took the balance work to Bailey's Machine Shop in Mesa because the machine shop which did the majority of the work did not have a balance capability.

Blueprinting an engine simply means to build it to some specification. This could be a factory specification (for cars which must run "stock" engines), the specifications of someone's racing engine or one of the ones listed in Peter Burgess' "How to Power Tune MGB Four Cylinder Engines". In other words, it is an engine built to some plan rather than one taken in with the directions, "see how much you need to clean up the cylinders and tell me what size pistons to order". In its most basic sense, a blueprinted engine is any engine built to a plan. Ideally, this should be an integrated plan with all the factors of performance and use built in. You can build a fully balanced and blueprinted race engine, but it will be of little use as a daily driver .

A more modest engine specification, such as .040" over pistons, crankshaft rod and main journals turned no more than .010" and a chrome bumper cam and duplex timing gear, is also a blueprinted engine, offering street driving capability and, probably, meeting all emissions requirements (have not put the engine together yet, so do not know). So, the next time someone says, "I have a balanced and blueprinted engine", smile and say, "So do I. From the factory."

Check Those Belts

Fans, Alternator, Dynamo, Water Pump. What is the one common connection between these items? It is a rubberized belt, usually driven by the crankshaft, that is normally so dependable that we seldom give any thought to it. That is, until it finally fails and the driven items come to a rapid stop, something that usually happens 15 minutes after the parts store has closed, or late at night in a rainstorm!

Most drivers think that a 'belt is a belt' and that if everything looks like it's turning, everything is all right, but this is not necessarily so. The driver may even think that if the belt is tight, then everything is all right. Even though a belt can be of the appropriate length to allow the adjustment bolt to be in the middle of the adjusting link, the belt can be too narrow and ride on the bottom of the pulley or be too wide with the belt riding well above the top of the pulley. A belt of the correct width and length will be riding in the pulley with the widest part of the belt flush with, or just slightly below the top of the pulley, and with the bottom of the belt well clear of the bottom of the pulley. If the belt is too narrow, the bottom of the belt will be riding on the bottom of the pulley with little direct contact at the sides of the pulley, leading to excessive slippage and rapid failure of the belt. If the belt is too wide, with the belt riding well above the top of the pulley, rapid wear of the portion in contact with the pulley will result, leaving a shoulder at each side of the belt which will lead to slipping and glazing of the belt. This will also lead to the need for constant readjustment to keep the alternator or dynamo charging, especially when under a higher electrical load. If your MG is equipped with a voltmeter, you will see a lower charging rate if the belt is slipping, whether from glazing or incorrect adjustment.

A belt of incorrect width or adjustment will almost always leave a powdery black residue on the inner base of the pulley groove—a sure indication that the driver should adjust the tension of the belt. Over the years, our cars may have had various rotating pulleys changed so you cannot always rely on the parts book's listing being the correct belt for your particular application.

If your new belt rides too high or too deep in the pulley, you should ask your friendly parts specialist to help you obtain a belt of the correct width. You should be able to deflect the belt about one half inch at its longest run when you finally have the correct adjustment. Over tightening will lead to failure of the front drive bearing of the alternator or water pump. Most drivers assume that if the red ignition warning light is not illuminated, the charging unit is doing its normal job of maintaining the battery electrical charge—but this is not always true! The battery may in fact be losing more of its electrical charge than what the charging unit is capable of producing with a slipping belt. After installing a new fan belt, drive the car for five miles or so, and then readjust the tension of the belt. A new belt will always stretch and you may have to check and readjust the tension several times. Finally, once you do obtain a belt of the correct length and width, buy another one and carry it in the car, just in case!

Fall Colour run October 3^d 2004

The last summer breeze,
Sailing fast through the trees,
Along roads where MGers go.
Whispers low, whispers clear,
"It's that time of the year,
Mother Nature will soon bring the snow".

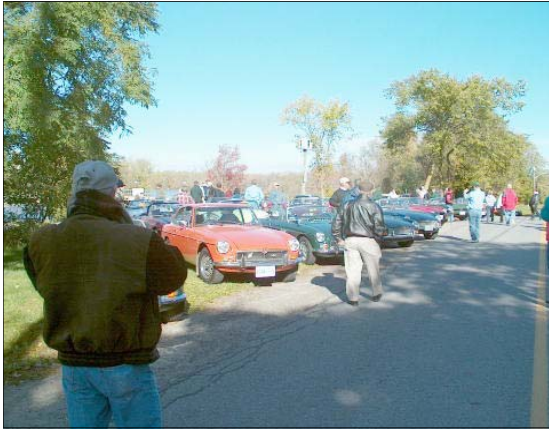
Perhaps the small poem above oversteps the boundaries of 'poetic license' when "SNOW" is mentioned at the same time as "MG". But somehow I felt it important to mention this weather risk, because it seems to me that we have been able to enjoy our Fall Colour Runs for many years in spite of what Mother Nature sends our way. For those many MGers that turned out to participate this year, the coolish morning air was unable to stop us from having a wonderful time. The Tim Horton's on March Road is a great place to meet for a run about the countryside. There were 37 of us there. [and I did hear later that there would have been 38; if Len Mayor had not waited at the wrong Tim Horton's – was it your directions that were mixed up or was your navigator sleeping??]

The stream of vehicles along the route must have been quite a sight for bystanders to see. It certainly was quite an experience for me to be "in the thick of it". I just love touring about with a bunch of MGers. The tree colours were just as I had expected Mother Nature to paint them for this time of the year. With the sunshine and the blue sky, the setting for our Fall Colour Run was perfect. And the roads that Jordan had selected were wonderful. A bit of twist; a bit of hill; a bit of straight and a bit of mixed. Thanks Jordan! And it appears that this "second vehicle drops back" rule is working pretty well for us. I don't think we lost anyone along the way.

Then to Heather & Jordan's place for a tremendous chili and beans lunch. With buns and desserts, and all kinds of MG chat – this is just the best way to top off an OMGC event. Wonderful, warm thanks to Heather for a great bunch of food and hospitality (and thanks to your family for lending you the crock pots for the chili and beans). But this year's event had one extra special touch... Pierre Ranger donated a very nice sheepskin and conducted a draw, based on vehicle license numbers. As it turned out, the prize didn't have far to travel – being won by Rob Grapes, who lives across the street from Jordan & Heather. Perhaps Rob will use it as part of the interior of his recently acquired BGT V8.

Thank you all for participating in this event. It is a great way to wind down an MG driving season. Safety Fast!

Len Fortin



Like other years, Jordan must have contacted the weather gods and arranged for perfect weather. Thirty six MG's met at the Tim Horton's in Kanata and proceeded on a delightful drive into Lanark County with a picture stop in Appleton on the shores of the Mississippi River. We then proceeded on to arrive at the home of Jordan and Heather. At this point we turned their front yard into one huge MG parking lot. On behalf of all those that participated and the Ottawa MG Club in general we would like to thank Jordan and Heather for their hospitality and hard work they put into this annual event.

Ottawa MG Club Event Calendar

Nov 18	Club Meeting	Louis Restaurant	Len Fortin	258-9655
Nov 24	Tech Session	British Automotive	Rob Grapes	839-6500
	Christmas Party	Date to be announced		



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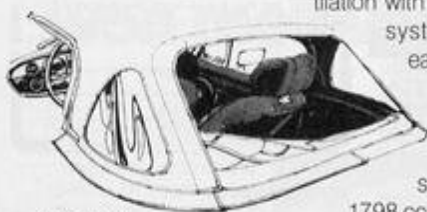


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This year, for example, we have redesigned the instrument panel to make the tachometer, odometer and gauges more clearly visible. The car handles even better than previous MGs because we improved the rack gearing to reduce turning effort and made the padded steering wheel smaller in diameter for quicker response. We also added anti-roll bars front and rear for increased handling stability. We've added small but welcome improvements in the form of a zip-down rear window for better ven-

tilation with the top up. There's also a new system of heating controls that is easier to use.



Refinement:
a zip-down rear window.



Refinement:
a redesigned instrument
panel and cockpit.

And it all comes wrapped in the brisk, lithe, responsive sports car America has long loved. The 1977 MGB comes equipped with decisive disc brakes, quick rack and pinion steering, short-throw four-speed stick, race-proven suspension and a gutsy 1798 cc engine.

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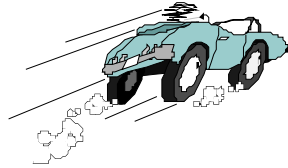
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CAR and DRIVER

Cheepo Cheepo *2005*



Our annual Spring outing this year to Gananoque June 4th 2005 is now fully booked. We have thirty-three reservations at the Best Western Country Squire Resort. I have established a standby list and have made some alternative arrangements for those members on this list. If you are still interested and think you would like to join us contact me at 613 258-4636. For those that are signed on for the trip and find that they have a change of schedules and are unable to make it, please call me as soon as possible so I can make the reservation available to a member on the standby list.

I will be contacting all those that have signed up by January 2005 to get a credit card number to be forwarded to the hotel to confirm our reservations.

Thank you
Bob Stark
613 258-4636



MG Club Regalia

Item	Price
Long sleeve shirt	\$44
Short sleeve shirt	\$40
Hooded sweat shirt (heavy weight)	\$40
Sweat shirt (heavy weight)	\$36
Golf shirt	\$31
T shirt	\$18
Sign (magnetic)	\$18
Socks	\$16
Toque	\$16
Hat	\$15
Pins	\$10
Crests	\$8
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OTTAWA MG CLUB
2004 / 2005 MEMBERSHIP & RENEWAL FORM
Membership Number_____

Please bring this membership form along with payment to the next meeting
(\$35 New Members, \$30 Renewals, cheques payable to The Ottawa MG Club)
Or mail to: Treasurer, 57 Tiffany Place, Kanata, Ontario, K2K 1W5.

Name:_____ Navigator: _____

Address:_____ Phone (home): _____

City / Prov:_____ Phone (work): _____

Postal Code:_____ Fax:_____

MG Model:_____ Year:_____ E-Mail:_____

To help the club meet your MG needs, kindly complete the survey below:

Which of the following events would you be interested in attending?

- 1) Social/Fun Events _____ Club Meetings
 _____ Inter-Club Events (Croquet, Darts, etc)
 _____ Get-Togethers (Christmas, Beach, etc)
 _____ Car Shows
- 2) Driving Events _____ Short One Day Run
 _____ Longer Two Day Run
 _____ Non-Competitive Fun Rally
 _____ Competitive Rally
- 3) Technical Events _____ Speakers at Meetings, Videos, etc
 _____ Hands On Technical Seminars
 _____ Garage Tours

Would you like to be called / e-mailed about events? Yes No

Comments:

MG on The Net

Web Links

Suppliers:

<http://www.precisionsportscar.com>
<http://www.daytonwirewheels.com>
<http://www.lbcarco.com>
<http://www.mgocaccessories.co.uk/acatalog/>
<http://www.triple-c.com>
<http://www.propermg.com>
<http://www.mossmotors.com>
<http://www.motorheadltd.com>
<http://www.obsoleteauto.com>
<http://www.the-roadster-factory.com>
<http://www.macgregorukcarparts.com/index.html>
<http://www.performancebritish.com/>
<http://www.victoriabritish.com>
<http://www.brittek.com/>

Clubs:

<http://www.bootnbonnet.org>
<http://www.cornwalloldecarclub.com>
<http://www.victoriamgclub.com>
<http://www.svmgcc.org/index.html>
<http://www.namgbr.org/index.html>
<http://www.mgcars.org.uk/mgcouncil/>
<http://www.mgdriversclub.com>
<http://www.mgcarclubdc.com/index.html>
<http://www.geocities.com/motorcity/shop/6055/800/800.htm>

Technical & Funstuff

<http://www.mgb-stuff.org.uk>
<http://www.britishcarforum.com>
<http://www.theautoist.com>
<http://www.mgbexperience.com>
<http://www.canadiandriver.com/index.htm>
<http://www.canplates.com/index.html>
<http://www.ncf.carleton.ca/~ab603/page1.htm> (local car show listings)
<http://www.britishpathe.com/index.cfm>
<http://www.britishtoolbox.com>
<http://www.burlen.co.uk>
<http://www.chpltd.com/mgworld/index.html>
<http://www.cruisinshow.com>
<http://www.brit.ca/~tboicey/mgparts>
<http://www.formatc.org/mgb/index.htm>
<http://www.princessauto.com>
<http://www.teglerizer.com/sucarbs/index.html>
<http://www.britishcarlinks.com>

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